

WATER BONDS

Why They Should Carry

TO THE PEOPLE OF OMAHA:

Many questions are being asked in regard to the proposition to vote \$6,500,000 of water bonds of the city.

We deem it proper that the public should know the reasons why we urge the people of Omaha to vote for the water bonds.

NUMBER 1—

We believe municipal ownership to be the best solution of the situation; that it will result in better water service, more prompt extension of water mains, and in reduction of water rates without increasing taxes. There can be no municipal ownership without voting bonds.

NUMBER 2—

We believe the plant will sustain itself—paying interest on bonds, cost of operation, and create a sinking fund to pay off the bonds, without additional taxes. In other words, we believe we will be buying a revenue producing property which will carry itself.

NUMBER 3—

We cannot and will not use the \$3,000,000 of bonds heretofore voted.

NUMBER 4—

It is important that the bonds be voted now that the water board may be in position to make immediate compromise of the litigation, if this is possible.

NUMBER 5—

If immediate compromise cannot be made, it is equally important that the bonds be voted, that the water board be in position to pay the amount found due by the United States supreme court.

NUMBER 6—

We do not intend to, nor will we pay the amount of the award [\$6,263,000], unless compelled to do so by the decree of the supreme court, where the matter is now pending.

NUMBER 7—

We will not compromise unless upon a substantial reduction of the amount as found by the award. We will try to compromise the matter immediately if the bonds are voted.

NUMBER 8—

We are not in position to make any compromise until the issue of bonds shall be authorized by vote of the people. In previous attempts to compromise, we have been met with the statement that we were in no shape to carry out our proposition until bonds were voted.

NUMBER 9—

We do not believe in granting a franchise to the water company, nor to any Omaha syndicate. If it is a good proposition for a syndicate to take hold of, it is a better thing for the city to handle for its own people.

NUMBER 10—

If the bonds are voted, they will not be issued, nor will they bear interest, until the water works are acquired by the city.

NUMBER 11—

No more of said bonds will in any case be issued than are actually necessary for the acquisition of the plant.

NUMBER 12—

Should the decision of the supreme court be against the city, a decree will be entered which must be paid. The

city cannot avoid the payment of such judgment by refusing to vote bonds. The judgment would be enforced by a levy of taxes on the property of the citizens. If the bonds are voted the judgment can be paid by the proceeds of the bonds, and the interest and expense of running the water works will be paid out of the revenues derived from the sale of water, without additional taxes on the property of the city.

NUMBER 13—

It must be remembered that the valuation, \$6,263,000, includes the whole plant of the water company in the city of Omaha, South Omaha, Florence and Dundee, and not merely the portion pertaining to the city of Omaha. The bonds for \$3,000,000 heretofore voted concerned alone the portion of the plant in the city of Omaha and the pumping station at Florence.

NUMBER 14—

The voting of these bonds will defeat the effort of the Omaha Water Company and the Omaha syndicate to secure a franchise, and will secure municipal ownership for the people at the earliest date possible.

These are a few of the reasons why we unanimously urge the voting of these bonds.

We have given the matter our best consideration, and believe good business judgment dictates the approval of the bonds.

THE OMAHA WATER BOARD.

- MILTON T. BARLOW,
- ISAAC E. CONGDON,
- A. H. HIPPLE,
- R. B. HOWELL,
- CHARLES R. SHERMAN,
- D. J. O'BRIEN.

MEN'S UNCHANGING STYLES

Lords of Creation Gripped by the Tyranny of Sameness.

POSSIBILITY OF BREAKING AWAY

Coming Innovations Promise to Send Present Garments to the Dump—“Whither Are We Drifting?”

Isn't it rather curious, when you stop to consider it, that while women's fashions change so radically from year to year that each successive season seems to bring with it the reproduction of some definite “period,” some such marked and perfectly patent difference in model or cut as to make any particular season a man recall stand out in his mind's eye, as far as his “women folk” are concerned, yet for decades one might almost say there has been little to distinguish one year's fashion for men from another? Coats a little longer, perhaps; shoulders a little broader or a little narrower, as the case may be. There have been little variations, perhaps. In the manner of waistcoats worn by certain individuals, a little more color in the scarves of one season than of another, but of radical changes there certainly have been none. The man of the western civil-

ization is known far and wide by his cylindrical trousers, his ugly hats, his graceless coats, his armor-like neck-harness, which includes the stiff, stiff collar, and in recent days, the perfectly meaningless, narrow scarf.

Indeed, for the past few years a tremendous artificiality has been the note most loudly sounded in the men's wear of the moment in the western world. But isn't it true that the Orientals alone have for years possessed the true secret of dress? While our western women ring the changes of mode from season to season and our men persistently continue in the thrall of the inartistic, the dwellers in the far east have been wise enough to appreciate the fact that looseness and grace are the real requisites of perfect dress. It is only within the most recent times that, carried away by the broods of the so-called western civilization, our “brothers in the east” have begun to adopt the absurdly stiff and conventional habiliments decreed by the European mode. Men of ancient days, Egyptians, Romans, Greeks, the dwellers in the old Hebrew regime, for example, must have been comfortable in their clothes as no modern man can ever be at ease in the close-fitting garments of the “younger century.”

Not content, however, with outlining, more or less truthfully, our “human form” in the most confining ceremonies, albeit they are of wool, we have, Americans, been padding and building up our

clothes of late until our coats will almost “stand alone,” they contain so much extraneous matter, and we have succeeded in producing for ourselves a perfectly artificial “shape” that is quite unlike anything in either heaven or earth. We now have, many of us, great broad shoulders, curious excrescences at the tops of our sleeves that move when we swing our arms and look like nothing so much as pin-cushions—strange formless coats that bear little or no relation whatever to the human figure and which through all too frequent cartoons and also through the numerous “miscellaneous” of illy instructed tailors, have become indeed the laughing stock of men who know, although they are perhaps the admiration of the seeker after novelty. The clothes worn by our men a year or so ago—at least what may be termed the general run of clothes—were certainly a far cry from the gracefully hanging garments of by-gone centuries or from those worn even now by many Orientals. Are we then ashamed of our bodies, we Americans, that we must disguise them so?

A Decided Change.
Happily, however, a decided change marks the fashion of the moment in men's clothes. They are simplicity itself and quite devoid of padding or “makeup” of any kind. The shoulders of the overcoats, for instance, are cut slightly narrower than the natural shoulder and are made quite soft so that the body of the coat hangs gracefully in comfortable folds from the shoulder. These same soft shoulders mark the sack and other coats of the moment, which are nicely shaped to the body. In fact, some of the very newest coats are being made without the slightest suspicion of a lining, not even in the sleeves, and this is true of overcoats, as a well cut coat in the fashion of the moment needs no lining or “stuffing” of any kind to give it shape. It takes its shape from the man who wears it, the soft warm wool of the cloth being considered quite sufficient to keep out the cold. Our men seem to be waking up to the fact at last that we want to look like men—not like mummies or rag doll caricatures of life. It is not at all likely that we, in our “alloyed span” will ever escape entirely from the so-called “correct dress” of western civilization, but we fortunately are coming to a gradual appreciation of the fact that the human form is a sufficiently graceful organism after all and that nature's lines are better than artificial ones, and then, again, we seem to be on the verge of an era of freedom and grace in men's dress that will undoubtedly be welcomed most heartily by all men who think. In very truth we have a good deal to learn from our oriental brothers, after all.

Men's Fashion Notes.
New madras shirts with narrow hairline stripes have fold front collars, detachable, but made of the same material. A new white collar is made of a basket weave Oxford.
A gorgeous pleated shirt for morning wear is made of white madras and has panels in outline and of almost natural size on the pleats and also a row of these purple flowers on each cuff about an inch from the outer edge.
Outing shirts with old-fashioned soft pointed fold collars are being shown with the points of the collar buttoned to the shirt with small mother of pearl buttons. The latter are attached to the garment immediately under the points of the collar and they button through it—quite a decorative scheme, the exact usefulness of which is not entirely apparent.
This is the very latest thing in English collars and it is claimed for it that it can be attached in a fraction of a second and that the locking is as perfect as with the ordinary double collar. It should appeal

strongly to the man who has any trouble with his collar in the morning, and, with the double collar still almost universally worn, anything which has a tendency to improve this popular shape will be warmly welcomed.
The newest summer coat worn last winter in the production of “Fluffy Ruffles” by young Grossmith, which was cut like an English walking coat in front but like a sack coat in the back, has made its appearance in one of the great men's outfitting shops in Broadway, so perhaps we will see our youngsters wearing this hybrid garment this spring after all. Another new coat seen in a shop window in Broadway has a vent in each side instead of the back. It is immediately behind the crescent slash pocket.

The newest scarfs for wear with outing shirts or, in fact, upon any occasion in which a waistcoat is discarded, are folded four-in-hands, having widely flowing ends. They are made of Rumchunda and come in various dark colors, such as green, navy blue, garnet, and the like. The apron is of solid color, but at the point, where the scarf knots, the silk has been “tied and dyed” so that there is a brilliant rainbow effect in many colors. These scarfs are not very well suited for wear with the waistcoat, as they present rather a mottled appearance when the apron is hidden and do not seem to have any particular raison d'etre.

It is now possible to get the famous black and white neckwear of the moment in the way that nearly all the newer scarfs have horizontal stripes. The day of the vertical and the diagonal stripe seems to be on the wane. A new graduated four-in-hand is crossed by stripes quite an inch wide, self colors, of course, one being in plain weave, the other a basket weave, but the majority of the striped scarfs of the moment have rather narrow stripes, many of them in “Roman” effects, which seem to be especially well suited to the very narrow cravats of the moment.—Fairchild's Magazine.

ABOLISHING SEA SICKNESS

Adaptation of the Gyroscope Promises to Modify the Roll of Vessels.

An adaptation of the gyroscope has been made that promises to put a stop to the side-to-side motion of vessels at sea. If perfected, it will do away with seasickness and the shipping of heavy seas, and will enable gunners to shoot accurately. Billiard balls and the noon meal in the saloon will behave as on land. The deck will resemble a middle west prairie, while waves are foaming impatiently over the erect and steady side. Storms will become legendary, and special prayer for those that go down to the sea in ships will be obsolete.
Some of that will be a long time coming. But some of it has already come. The gyroscope is an apparatus which heretofore, by means of a mighty flywheel sucks up and fights the motion from side to side of the body to which it is attached. Already J. M. S. Lochie, plying from Huesan to Tiroe, on the Scotch coast, has diminished its roll from its degrees to about 6 degrees. It is a vessel of 43 tons displacement and its gyroscope weighs seven tons. It is close to being stable even in a severe storm; and in certain ports, riding at anchor, it is used as a dock to which the little lighters, dancing on the waves,

toe up, and from which live stock may be safely landed.

Such a gyroscope as successfully operates on the Louchiel is being installed on a Hamburg-American coastwise liner at a cost of about \$37,500.

A distant relative of Admiral Sperry, an electrical experimenter of high professional standing, Elmer A. Sperry, has turned from the European “massive” gyroscope and theorized along new lines. His invention is being installed on a model of one of the new battle ships. The Navy department is co-operating with him in his experiments. His is the “active” gyroscope, and therein differs from all former adaptations of the flywheel and rotary idea. His instrument is able to impart control impulses in any given direction in rapid succession. The swing of the European gyroscope is that obtained from the comparatively small angle of motion of the ship itself. The Sperry gyroscope gains a full angle swing, as its functions independently of the motion of the ship. More simply stated, the ship must rock to make the European gyroscope operate. In the Sperry gyroscope, external power for developing control is largely derived from the oscillating parts of the machine itself. It develops more powerful impulses with which to fight the rolling ship, and it is far lighter in weight than the European model. It makes up in activity what is lost in weight.
If this instrument should indeed hold a vessel on a steady keel ocean travel will lose many of its insecurities.—Collier's Weekly.

One on the Man of Method.

“Don't wait for me,” he said to his better half. “I may be rather late; but business is business, you know, and can't be helped.”
The next morning the man of method was far from either looking well or feeling well. At breakfast he sat listlessly toying with his toast and while his spouse sat stolidly silent behind the coffee pot, the breakfast room clock was equally silent.
“Ma, my dear, there must be something wrong with that clock; I am sure I wound it up last night,” remarked the husband.
“No,” answered his wife. “You wound up Freddy's music box instead, and had it playing ‘Home, Sweet Home’ at 3 o'clock in the morning.” The hall clock has also stopped, and you have screwed your cork-sock right into the telephone.—Judge.

Perils of Engine Cab.

The always possible danger that something may happen to an engineer who is driving a railroad train was again placed in evidence recently on a fast freight on the Reading railroad near Shamokin, Pa. The engineer thrust his head from the cab window when a plank from a lumber car on a siding struck him on the temple, rendering him senseless. The leaderless train rushed on for some time while the fireman failed to note anything unusual until many curves were rounded at a high rate of speed and crossings passed without the usual warning whistle from the engineer. When at last the fireman discovered the inert engineer he stopped the train, fortunately before serious consequences had resulted.—Springfield Republican.

Stomach Trouble.

Your tongue is coated.
Your breath is foul.
Headaches come and go.

These symptoms show that your stomach is the trouble. To remove the cause is the first thing, and Chamberlain's Stomach and Liver Tablets will do that. Easy to take and most effective.

An Appeal to the Voters of Omaha

We, the undersigned tax payers of the city, being thoroughly familiar with the situation and having the best interests of the City at heart, would advise all voters to vote against the \$6,500,000 Water Bonds, as we do not think they should be voted before the case is finally adjudicated in the Supreme Court of the United States. The voting of the Bonds now would look like a surrender and might have a serious influence against the City's case.

- Rome Miller, Rome Hotel.
- Ralph Kitchen, Paxton Hotel.
- Toif Hanson, Hanson Cafe.
- J. W. Hill, Jr., Her Grand Hotel.
- Arthur C. Smith, President M. E. Smith Co.
- Ward M. Burgess, Vice President M. E. Smith Co.
- Thomas C. Byrne, President Byrne-Hammer Dry Goods Co.
- George L. Hammer, Vice President Byrne-Hammer Dry Goods Co.
- Daniel B. Fuller, Vice President Byrne-Hammer Dry Goods Co.
- W. G. Carpenter, Secretary Carpenter Paper Co.
- E. E. Byrce, President E. E. Byrce Co.
- C. E. Bedford, E. E. Byrce Co.
- C. F. Weller, Richardson Drug Co.
- M. W. Ryerson, Richardson Drug Co.
- F. C. Patton, Richardson Drug Co.
- F. P. Kirkendall.
- Yetter-Davison Wall Paper Co., Will L. Yetter.
- Midland Glass and Paint Co., F. N. Judson.
- Lee-Glass-Andersen Hardware Co., C. M. Andreesen, Treas.
- Hayden Bros.
- Robert Cowell, Vice President Thomas Kilpatrick Co.
- Miller, Stewart & Beaton Carpet and Furniture Co., D. D. Miller, Pres.
- Peoples Store, 16th and Farnam.
- Henry J. Abraham, Omaha Furniture & Carpet Co.
- A. J. Simpson Son & Co., Carriage Manufacturers.
- Morris Levy, Nebraska Clothing Co.
- R. S. Wilcox, Browning, King & Co.
- F. S. King, King-Swanson Co.
- Omaha Paint & Glass Co., W. H. White, President.
- Dreibus Candy Co.
- A. C. Dreibus.
- Jacob Copp.
- Nebraska Fuel Co., J. E. Tetard, Manager.
- C. W. Hull Co., C. W. Hull, President.
- J. H. Sunderland.
- Havens-White Coal Co.
- Harmon & Westch Co.
- Omaha Ice & Cold Storage Co., Frank Lehmer.
- Albert Edholm, Jeweler, 16th and Harney.
- A. Mandelberg, Jeweler, 1522 Farnam Street.
- C. E. Shukert, Furrier, 15th and Harney.
- Chas. E. Burmester, Jr., Her & Co.
- Frank B. Johnson, Omaha Printing Co.
- Edward F. Riley, Riley Bros. Co.
- Raapke Grocery Co., G. L. Raapke.
- H. A. Raapke, Architect, 522 Bee Bldg.
- Myers-Dillon Drug Co., P. B. Myers, President.
- Hess & Swoboda, Florists.
- W. H. Schmolter, President Schmolter & Mueller Piano Co.
- Thos. F. Parker, Manager Columbia Phonograph Co.
- Nebraska Cycle Co., Geo. E. Mickel.
- Arthur F. Smith, A. F. Smith Co.
- Joseph Houska, 2603 Sherman Avenue.
- A. Hospe Co., A. Hospe, President.
- J. P. Cook Co., James Cook.
- Uplike Grain Co., N. B. Uplike, President.
- Edward Uplike, 2612 Farnam.
- Cavers Elevator Co., J. A. Cavers.
- Boyer Van Kuren Lumber & Coal Co.
- Black, The Hatter.
- W. C. Bullard, Bullard, Hoesland, Benedict Co.
- Geo. A. Joslyn, President Western Newspaper Union.
- John A. Scott, agent estate F. L. Ames.
- C. B. Nash Co., L. P. Crofoot.
- Paxton Real Estate Co., W. A. Paxton, Jr., President.
- J. H. Millard, Omaha National Bank.
- William Wallace, Omaha National Bank.
- John D. Creighton, First National Bank Bldg.
- John M. Daugherty, First National Bank Bldg.
- K. C. Barton.
- J. C. Root, Woodmen of the World.
- John T. Yates, Woodmen of the World.
- Geo. H. Fitchett, Supt. Woodmen of the World Bldg.
- Alfred C. Kennedy, Real Estate.
- Fred A. Nash, President Omaha Electric Light & Power Co.
- John Grant, Grant Paving Co.
- Geo. W. Loomis.
- E. H. Hoel.
- F. W. Corlies.
- Wm. F. Mumough, Contractor.

Tourist Soda Crackers
Always packed and sealed like this 

Insist on this package

Distinctly Packed and Distinctly Manufactured

Every cracker is packed while warm—less than one minute after removal from the oven.
First sealed with imported parchment paper—not paraffine paper, like others use—and two other wrappings make them air tight—this is known as the

Patented “Aertite” Process
They are made in Omaha and every grocer orders twice weekly, an advantage not given by other manufacturers

ask your grocer for
TOURIST SODA CRACKER
10 Cents Per Package
CRISP, LIGHT AND FRESH
as when they left our ovens.

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