

### THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER  
 VICTOR ROSEWATER, EDITOR  
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 JULY CIRCULATION.  
 57,569 Daily—Sunday 52,382  
 Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that the average circulation for the month of July, 1916, was 57,569 daily and 52,382 Sunday.  
 DWIGHT WILLIAMS, Circulation Manager  
 Subscribed in my presence and sworn to before me this 24 day of August, 1916.  
 ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.  
 The Deutschland reports safe at a home port.  
 Hoch!

Any way you look at it, wheat and corn are having a bully time.  
 In the grain market, as in all lines of business, the quality back of the label makes the goods.  
 Still, Nebraska votes would be much more welcome than thanks of Philippine office holders.  
 An automobile bucking a railroad train stands about as much chance as a pedestrian bucking an auto.

All reports agree that the crop of sauerkraut possesses sufficient strength to uphold the advance in price.  
 The democratic mix-up at Washington warrants a hurry call for the party's noiseless peacemaker, Colonel House.  
 The arrival of the Deutschland last in home waters means that those other "arrivals" were somebody's pipe-dreams.  
 A fortune and some over awaits the automobile maker who equips his cars with necessities for rendering "first aid to the injured."

The hope of the future, like the grim grip of the present, responds to the squeeze of war. Bibles are now taking the price escalator.  
 General Pershing's army continues in fine fettle, "fit for a fight or a frolic." To its credit let it be said it went as far as politics permitted.  
 One thing that would help the good roads movement mightily would be better assurance on the part of the autists that they would use them with more regard to safety.  
 That below-test milk fare-back merely furnishes another example of democratic inefficiency and of the supremacy of the state chemist over the municipal health commissioner.

Incidentally, where does the School board come in, to whom all police court fines belong, when those fines are worked out by subletting the prison labor to city contractors on a cash basis?  
 Ten of the thirteen nations actively engaged in war are represented among the fighting forces assembled on the Saloniki front. This constitutes the most representative meet staged by Mars in modern times.  
 The Bee deals with its mechanical employees through their labor unions and makes collective bargain contracts that include an arbitration clause. Why should not the railway wage agreements likewise provide for arbitration?  
 Inhabitants of Germany are to be restricted to half a pound of meat per week, calculated to supply fully all actual nourishment needs. If such a limit were put into effect over here we would soon see the high price of meat take a tumble.

### People and Events

John F. Fitzgerald, the "Honey Fitz" of Boston, has taken the plunge in the Massachusetts senatorial race. No one with a democratic tag is too large or elevated to chill the ambition of Boston's ex-mayor. His appearance in the contest clinches a walkover for Senator Henry Cabot Lodge.  
 When a girl in her teens, some years ago, little Bertha Brown of Detroit playfully tossed a rose at the feet of Mrs. Lizzie Miller Palmer, wife of Michigan's noted senator. A life-long friendship grew out of the incident, and Mrs. Palmer, recently deceased, willed \$10,000 to her girl friend, now a grown woman and a mother.  
 Physical culture specialists contend that city girls are huskier and better developed than rural lassies. One Herman Lang, a Chicago tourist, denies the allegation and languishes in jail at Valparaiso, Ind., as evidence to the contrary. While making off with a load of household jewelry without permission, a buxom country girl pounced on Herman and gave him a hug that held him until the sheriff arrived.  
 The greatest show ever pulled off at the sea water fringe of Los Angeles consisted of parading a bunch of feminine bathers from the beach to the court house clad in forbidden bathing suits and barrels. The modest "City of Angels" has outlived the one-piece bathing suit for women. Defiant violation of the rule led to the arrest of four women who were obliged to get into barrels and provide a spectacle for a jeering crowd.  
 William Allen White's Emporia Gazette assails as nature fakirs the chautauqua advertisers who picture W. J. Bryan wearing hair on the front trenches of his brow. "When Mr. Bryan was in Emporia recently," says the Gazette, "his hair accomplished a strategic retreat to a new salient slightly northeast of his collar. It is rather firmly entrenched behind the crown of his head, and the chautauqua which advertises the Silver Tongued One's front hair as part of the program is guilty of deliberately deceiving the public. The Nebraska Wonder's front hair is buried in the same grave with the 'free and unlimited.'"  
 Storyette of the Day.

### Only Stop Your Garbling.

For ways that are dark and tricks that are vain the heathen Chinese is peculiar—but Bret Hart's heathen Chinese has nothing on the desperate tactics of the democratic organ in Nebraska resorting to deliberate falsehood to throw dust in the voter's eyes. With nothing to stand on in the record of their own party, these democratic mouthpieces naturally want to divert attention from their own shortcomings and, as one method, constantly misquote what The Bee has said with reference to the railway regulation planks in national and state platforms. Following in the footsteps of the World-Herald, the Lincoln Star puts in our mouth the statement that "exclusive federal regulation is 'the clean-cut issue of the campaign,'" and also that "it is 'the issue.'"  
 Let us set everyone straight by reproducing exactly what we really did say, which is as follows:  
 We have clearly a straight-out issue between the two political parties in this pending presidential campaign as between nationalizing the control and regulation of the railroads, and continuing the feeble, confusing and conflicting efforts at control by each state for itself within its own boundaries. On that issue The Bee is for national control and is confident that the republican party, if entrusted with the duty, will work out a reorganization of the Interstate Commerce commission to make it equal to its task and responsive to the public demands.  
 Let us repeat that the positions of the republican party and the democratic party are at issue on the question of railroad regulation by federal authority (eventually exclusive) against railroad regulation by forty-eight independent and conflicting state authorities; that this is "a straight-out issue" between the parties, but not "the issue" any more than, nor as much as, some other issues.  
 Our democratic friends are welcome to quote The Bee if they will only quote us correctly without distortion or garbling.

**The Deutschland Reaches Home.**  
 Captain Paul Koenig and his crew have completed the cycle of their great undertaking. They have brought the undersea freight carrier, the Deutschland, safely into its home port and are now getting the enthusiastic congratulations of their countrymen because of it. The feat may seem ordinary, because of the certainty with which the task was carried out; yet it is just this methodical, systematic procedure that has marked the course of German progress for forty years, and to it must be ascribed both the conception and the execution of the Deutschland's voyage. Devoid of the spectacular, it nevertheless carries something more than the interest that incidentally attaches to a pioneer effort in these times when the world is not inclined to be surprised at any achievement. Lessons of experience gained by this voyage will serve in development of the type of craft better suited for the purpose, and the end of an absolute blockade of sea ports is reached, at least until such time as the bottom as well as the surface of the ocean may be patrolled.

**What a Little Farm Can Do.**  
 Nebraskans, who are accustomed to think of farms in terms of hundreds of acres, may with profit study a farm of twenty-seven and one-half acres on which the owner is growing rich. It is located in Harlan county, and has become the subject of considerable interest in its own neighborhood because of the results produced. This farm is irrigated by pumping, and is so managed that it brings forth profits per acre far in excess of the ratio of the broad expanses tilled by modern machinery. Four men find employment in its care, so it not only provides for these, but gives its owner a profit. As an illustration of the possibilities of intensive farming it deserves careful consideration. One of our university professors contends that only a big farm can be economically operated. This is true from his standpoint, which contemplates the installation of all the costly machinery required for farming operations on a large scale, and which machinery must be steadily employed in order to return a profit. But the point is that a small tract will not only produce a living for its owner, but will also furnish a profit if it be managed with prudence and industry. The man with a few acres is as truly independent today as ever, if he but apply himself to his work.

**Thanks from the Filipinos.**  
 Burton Harrison, democratic governor general of the Philippines, congratulates our senator on his "victory" in behalf of the Filipinos, and assures him the people of the islands are grateful for what he has accomplished. The probabilities are the people of the islands know nothing whatever about the matter, being blissfully ignorant of the meaning of the Hitchcock bill as it becomes law. The Filipinos have been fed up by democratic politicians, both in the United States and the Philippines, with promises of immediate, if not sooner, freedom, independence and the like. Native schemers had been led to believe that the installation of a democratic administration over here meant removal at once of all restraint placed by the presence of the United States, that they might enter a campaign of spoliation, sure to end in seizure of the islands by a stronger power. Democrats on this side aided and abetted these in their dreams of loot, and now seek to save their faces by the passage of a law that gives the Filipino nothing he has not already. The Hitchcock bill is another example of sham and hypocrisy making as sincerity. When its actual meaning is understood our senator will have little reason to felicitate himself on his achievement.

**Timely Jottings and Reminders.**  
 National headquarters will be established in Kansas City today in anticipation of the opening of the Grand Army encampment.  
 Charles E. Hughes, republican nominee for president, is scheduled to speak tonight at Cheyenne, Wyo.  
 The International Joint Waterways commission is to begin a series of hearings at Ogdensburg, N. Y., on measures to prevent the pollution of boundary waters.  
 The Farm Loan board, which is to determine, the locations of the proposed farm loan banks, is to conduct a hearing today at Lansing, Mich.  
 Delegates from Iowa, Wisconsin and Minnesota are to gather today at Racine, Wis., for the annual conference of the German Baptist churches of the northwest.  
 President M. M. Allison of Chattanooga has called a meeting of the directors of the Dixie Highway association, to be held today at Detroit.  
 A three-day celebration at Salem, Ind., in honor of the Indiana Statehood centennial, is to be inaugurated today with the unveiling of a marker at the birthplace of the late John Hay, secretary of state, ambassador to Great Britain and secretary and personal friend of Abraham Lincoln.

**Storyette of the Day.**  
 In a certain provincial town where everything is up to date and the people are always planning some new schemes, a shocking thing happened. One of the popular society women announced a "white elephant party."  
 Every guest was to bring something that she could not find use for and yet too good to throw away.  
 The party, however, would have been a great success but for the unlooked-for development which broke it up.  
 Eleven of the nineteen women brought their husbands.—San Francisco Chronicle.

## TODAY

**Thought Nugget for the Day.**  
 Our brains are seventy-year clocks. The angel of life winds them up once for all, then closes the case and gives the key into the hand of the Angel of Resurrection.—Oliver Wendell Holmes.  
**One Year Ago Today in the War.**  
 Austrians occupied Kovel.  
 Russian troops occupied Konarzyn mountains, in the Caucasus, after hard fighting.  
 Germans captured Brést-Litovsk, key to Russia's second line of defense on Bug river.  
**This Day in Omaha Thirty Years Ago.**  
 The Commercial National bank is now under the direction of A. P. Hopkins, who has heretofore acted as cashier. W. G. Maul is vice president and exercises a fatherly interest in the affairs of the institution.  
 H. B. Boyles, formerly with J. J. Burns, general storekeeper of the Union Pacific railroad,

and at present stenographer for Mr. Hodges, chemist for the Union Pacific, has resigned his position with the company to accept, September 1, the position of principal of Valentine's Short-hair institute in this city. Mr. Boyles has the reputation of being a first-class stenographer and will doubtless prove a valuable adjunct to the institute.  
 Judge Redick, after his return from California, to which part of the country he contemplates moving, states that in comparison with Omaha the place was monotonous. "I like variety," said Mr. Redick, "even if it has to come as a cyclone. But, you know, if I went I could get back here two or three times a year, and that would help along considerably."  
 At the last regular meeting of the Omaha Plasterers' union, held August 20, 1886, Frank McCanna, Albert Carll and Thomas Gardner were appointed a committee to draft appropriate resolutions expressive of regret at the loss and respect for the memory of James S. Shields, the recently deceased brother.

John Campbell is preparing to erect near his residence on Seventeenth and Dodge streets three-story brick houses. Ground has already been broken for the foundations.  
 Messrs. Thurston, Pritchett and Godwin of the Omaha bar came in from Lincoln, where they have been attending court.  
**Today in History.**  
 1824—Reception in Boston in honor of General Lafayette.  
 1855—Admiral Hugo von Pohl, commander of the German battle fleet at the beginning of the present war, born at Breslau. Died in Berlin in February, 1916.  
 1856—Daniel Woodson, acting governor of Kansas, proclaimed the territory in a state of open insurrection and rebellion.  
 1866—One hundred and fourteen deaths from Asiatic cholera were reported in New York City during the week ending with this date.  
 1867—Michael Faraday, one of the world's greatest scientists, died near London. Born in Surrey, England, September 22, 1791.  
 1875—The wild speculation in California mining stocks reached the climax with the failure of the Bank of California.  
 1885—Czar of Russia and emperor of Austria met in Moldavia.  
 1888—Famous steamship "Great Eastern," after a career of thirty years, beached on the Mersey, to be broken up.  
 1897—President Borda of Uruguay was assassinated at Montevideo.  
 1899—Celebration at Frankfort-on-Main in honor of the 150th anniversary of the birth of Goethe.  
 1900—Bresci, the assassin of King Humbert of Italy, was sentenced to life imprisonment.

**This is the Day We Celebrate.**  
 Silas A. Holcomb, formerly governor of Nebraska, later judge of the supreme court, and now member of the State Board of Control, is 58 years old today. He was born in Indiana and located in Broken Bow, where he was first elected by the populists to be district judge.  
 Clark G. Powell, president of the Powell Supply company, was born August 25, 1876, right here in Omaha. He started out with the Omaha Electrical Works, but soon landed on Auto Row, now dealing exclusively in automobile supplies.  
 Dr. Harry L. Akin, the stomach specialist, is just 44 years old today. He was born in Leavenworth, Kan., was educated at the Omaha High school, Princeton university and Creighton Medical college, with a post-graduate course in medicine in Vienna and Berlin.  
 H. R. Gould, with the United States National bank, was born August 25, 1850, in Michigan City, Ind. He was for many years with the McCormick Harvester company, going into the insurance business in 1891, and thence into banking.  
 A. N. Eaton, proprietor of the Nebraska and Iowa Steel Tank company, is 57 years old today. He is a native of Quincy, Mass., but came west years ago and immediately made good.  
 Sir John Hewitt, chairman of the governing body of the new School of Oriental Studies in London, born in Kent, England, sixty-two years ago today.  
 James E. Martine, who is campaigning for renomination as United States senator from New Jersey, born in New York City sixty-six years ago today.  
 Blanche Bates, one of the leading actresses of the American stage, born at Portland, Ore., forty-three years ago today.  
 Dr. Joseph Silverman, noted New York rabbi and peace advocate, born in Cincinnati fifty-three years ago today.

**Tips on Home Topics.**  
 Pittsburg Dispatch: Can't some friend of humanity come along with a substitute for bread?  
 Philadelphia Ledger: The Filipinos in reading that preamble should remember that the democratic party proposes and the republican party opposes.  
 Minneapolis Journal: If you are discouraged about the best, remember for a moment that the Christmas number of the magazines are already "made up."  
 Pittsburg Dispatch: Bryan submits that the campaign talks of Hughes show him "much too biased for the supreme bench." But he's on the stump now.  
 Cleveland Plain Dealer: A battle cruiser cost \$55,000,000 and only lasts a few years. The Danish West Indies cost \$25,000,000 and will be there for quite some time.  
 Boston Transcript: We gather from Brother Bryan's denunciation of Mr. Hughes' meekness that he really doesn't believe in desecrating democrats getting what they deserve after all.  
 Chicago Herald: The widow of the late Senator Palmer has left a large bequest to establish a school to train girls to be mothers. It will have to be rarely efficient to turn out anything to be sent to the mothers now practicing the profession.  
 Philadelphia Bulletin: Is Senator J. Ham Lewis the duly appointed and recognized defender of the president? The belated derivation of "too proud to fight" bears all the earmarks of authority even if delivered in the tones of pink-whiskered oratory.  
 St. Louis Express: Who can withstand admiration from Holland? Since the war began that little country, with its more than 6,000,000 people on 12,000 square miles, has found room for about 1,000,000 Belgian refugees, of whom about 40,000 remain after two years of war.  
 New York World: The Western Union Telegraph company is about to abolish its package-delivery service because of "a famine of boys." Young America, it seems, is turning from this once coveted vocation to employment in munition factories. The change in juvenile ambition may serve as one among other signs that American youth is not losing its alertness or dulling its eye to the main chance.

**James Whitcomb Riley.**  
 He has sailed life's ocean liner  
 For across the shores of time;  
 In departing leaves behind him  
 Fingerprints on heart and mind.  
 How we love his simple messages,  
 Childhood joys of life retold—  
 Like a web, and as the spider,  
 Winds he round our hearts to hold.  
 How the little birds will miss him  
 As they sing their morning lay,  
 When they know the pen and notebook  
 Has been gently laid away.  
 Melodies in tones of sadness,  
 Though the day dawns bright and new,  
 Die away in consolation.  
 "He is gone—we sing to what?"  
 How the sunshine fain would linger  
 With the shadows while they play  
 On the cheek where partly teardrops  
 Time alone will clear away.  
 From the trees and in the stillness  
 Of the night (hears start awake)  
 Sh. sh.—the night owl dithering  
 Seems to cry, "I call 'twho?"  
 Wild the wind in fevered frenzy  
 Rushing madly on and on,  
 Thoughtless like these, the wild wind rag-  
 ing.  
 "He is gone, forever gone."  
 Through the trees the breeze whispers  
 To the one they loved and knew,  
 Knowing now the bird wild was  
 Sighing, "We shall speak with  
 you so."  
 You shall live, James Whitcomb Riley,  
 Age and youth will guard thy name;  
 Piping birds in classic rhythm  
 Sing the love which guards thy  
 fame.  
 Let the poet, simple, humble,  
 Sing among the classic few,  
 Though they pipe in broken meter,  
 'Tis their best they give to you.  
 Omaha. MAUD KELLY.

### Federal Regulation Already Controlling

Had not the negotiations between the train employees' brotherhoods and the railroads distracted public attention from every other aspect of the transportation problem, the country would perhaps have paid more attention to several recent rate decisions of the Interstate Commerce commission. As a result of these decisions, great gains have been made toward making federal regulation of railroad rates supreme and putting the state commissions in a condition of innocuous desuetude.  
 In fact, if these decisions are upheld by the courts, state-made rate systems will in the near future be a thing of the past.  
 Within the last three or four weeks the commission has published its decision in the Missouri River-Nebraska cases, in a consolidation of cases arising out of the original Shreveport case and in a case brought by the Business Men's League of St. Louis to correct discrimination against St. Louis alleged to exist by reason of the two-cent passenger fares within the state of Illinois.  
 Every one of these cases involved the injury to one or more competitive jobbing centers just outside the borders of a state by reason of state-made rate systems enforced within the state. In each case the commerce commission prescribed reasonable rates from the points outside to points within the state and ordered the railroads to remove the discrimination against the outside points existing by reason of the lower interstate rates.  
 In some instances the commission found the state rates unreasonable because confiscatory, although in at least one the state authorities endeavored to force the commission into a declaration if it found against the state rates. If the commission had done so, the foundation would have been laid for a long struggle in the courts over the proof of confiscation. What the courts would have meant everyone knows who has even so much as read the supreme court decision in the Minnesota rate case. There are good authorities for the view that it is practically impossible to show by affirmative evidence the confiscatory character of any one group of rates, no matter how low they may be.

In one decision disposing of the Missouri River-Nebraska cases the commission fixed maximum rates from St. Joseph, Council Bluffs, St. Joseph, Kansas City, Atchison and other outside points to destinations within the state of Nebraska as reasonable. In general these were about on a level with the existing rates, though in some cases small reductions were made. It then ordered the railroads to remove the discrimination against these from discriminating against these from in favor of Omaha, Lincoln and other Nebraska jobbing centers by granting the latter lower rates for similar distances. The existing rates within the state are those fixed by the Nebraska commission, on an average something like 20 per cent less than the interstate rates. While the commission cannot fix minimum rates and cannot, therefore, directly order the railroads to charge the rates it has fixed as reasonable maximum, its order to remove the discrimination is believed by interstate commerce lawyers to dispose of the Nebraska state scale.

In the Shreveport case the Louisiana commission was the complainant against rates made by the Texas commission which gave Texas distributed points a decided advance in distributing goods into eastern Texas over jobbers at Shreveport, La. In this case the commission decided against the Texas rates more than two years ago and ordered the railroads to remove the discrimination against Shreveport, fixing a scale of rates out from Shreveport considerably above the state rates reaching the same destinations from Texas points. The Texas commission appealed to the commerce court and the supreme court, both of which upheld the federal commission. Because of various complications the latter suspended its order until a new scale of rates from Shreveport to Texas points which are in general below the existing rates, but somewhat higher than had previously fixed an substantially higher within the Texas state rates for similar distances.

In the third case the commission has ordered the railroad operating in Illinois and reaching St. Louis to remove the discrimination against St. Louis caused by the two-cent fares within the state of Illinois, which are considerably lower than the interstate fares from Illinois to Illinois points. The commission, following its decision of a few months ago in the western passenger cases, fixes 2.4 cents a mile as a reasonable maximum.

Inasmuch as the legal questions involved have been fought through the courts already, it is expected that the railroads will proceed to comply with the commission's orders in these cases by removing the state rates and putting their intrastate charges on the interstate basis. Whether under the circumstances the state or federal courts will enjoin them from doing so at the petition of state commissions remains to be seen.  
 A curious incident of the Missouri River-Nebraska cases was the appearance of Clifford Thorne, chairman of the lower commission, on behalf of Iowa and Kansas cities and in opposition to the Nebraska state-made rates.

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