

Tires at Before-War Prices

Goodyear Prices

It is Folly Today to Pay More

30 x 3 Plain Tread	\$11.70
30 x 3 1/2 " " "	15.75
34 x 4 " " "	24.35
36 x 4 1/2 " " "	35.00
37 x 5 " " "	41.95

There exists now a new, compelling reason for buying Goodyear tires. It results from War conditions.

These leading tires—built of extra-fine rubber, in the same way as always—are selling today at June prices.

You will find today a very wide difference between most tire prices and Goodyears.

Due to Quick Action

Early in August—when war began—the world's rubber markets seemed closed to us. Rubber prices doubled almost overnight.

Men could see no way to pay for rubber abroad, and no way to bring it in. We, like others—in that panic—were forced to higher prices. But we have since gone back to prices we charged before the war, and this is how we did it:

We had men in London and Singapore when the war broke out. The larger part of the world's rubber supply comes through there. We cabled them to buy up the pick of the rubber. They bought—before the advance—1,500,000 pounds of the finest rubber there.

Nearly all this is now on the way to us. And it means practically all of the extra-grade rubber obtainable abroad.

Today we have our own men in Colombo, Singapore and Para. Those are the world's chief sources of rubber. So we are pretty well assured of a constant supply, and our pick of the best that's produced.

We were first on the ground. We were quickest in action. As a result, we shall soon have in

storage an almost record supply of this extra grade of rubber.

And we paid about June prices.

Now Inferior Grades Cost Double

About the only crude rubber available now for many makers is inferior. In ordinary times, the best tire makers refuse it. Much of it had been rejected. But that "off rubber" now sells for much more than we paid for the best.

The results are these:

Tire prices in general are far in advance of Goodyears. And many tire makers, short of supplies, will be forced to use second-grade rubber.

Be Careful Now

In Goodyears we pledge you the same grade tire as always. And that grade won for Goodyears the top place in Tiredom—the largest sale in the world.

And, for the time being, our prices are the same as before the war. We shall try to keep them there.

We accept no excessive orders, but dealers will be kept supplied. And we charge them, until further notice, only ante-bellum prices.

That means that Goodyears—the best tires built—are selling way below other tires.



BUILDING CRACKED

NORMAL BOARD KICKS ON CHADRON STATE DORMITORY.

PASSENGER RATE THREATENED

Commission Fears Application of Oklahoma Case to Nebraska Two-Cent Law.

Lincoln.—The state normal board has taken up the question of a defective building and a proposed department for the study of defective children. J. R. Gettys, a member of the board, reported that the new dormitory at the Chadron normal, built by Mr. Mulholland of South Dakota, was defective. He said there were cracks under the roof near the eaves and open spaces not intended by the architect, that the floor in the top story is not in good condition and the flooring is poor and the cement floor in the basement is crumbling, and cracked. The building was to have been finished by June 1, yet there are no outside doors in the structure. The board instructed the secretary to notify the contractor if the building is not finished and in good condition by September 7, the board will take the job off his hands and finish it. The architect who designed the structure was asked to inspect it.

Mr. Gettys made a verbal report in favor of establishing a new department in all four state normal schools, commencing with the Peru school. He advocated a department for the study of defective children with an expert in charge who will be able to instruct teachers how to discover defects in children and how to care for such children. The board took no action, but asked for a written report on the subject.

May Affect 2-Cent Law.

Death knells may be sounded one of these days for the 2-cent passenger law, now effective in Nebraska. And when that time comes the 3-cent specter, which played ghost until the federal courts spoke, will assume form as far as travelers in this state are concerned.

This is the conclusion reached by the state railway commission after reading the recent decision of the interstate commerce commission in the case of the corporation commission of Oklahoma against the Santa Fe and other roads of that state.

In the proceeding on which is based this startling announcement it was alleged that the interstate fare of 3 cents per mile through Arkansas, Missouri and Oklahoma was unreasonable and discriminatory to the extent that it exceeded the 2-cent fare maintained in the three states. The prayer was for the establishment of a 2-cent fare on all interstate business between the three states.

In discussing the problem in the decision the federal regulatory body cites the United States supreme court decision giving authority to regulate purely intrastate rates where interstate rates are seriously affected thereby. That is where the cloud rises on the Nebraska horizon. It means in short that if the Nebraska 2-cent passenger rate is found to interfere with a through rate, then the Nebraska rate can be raised to meet the demands of the occasion. It is a grave danger, according to the state commission, and one that threatens freight traffic as much as passenger business.

Ask Lower Cement Service.

The Colorado Portland Cement company of Denver and the United States Portland Cement company of the same city have intervened in the complaint brought by the Nebraska Portland Cement company of Superior in a request for a hearing before the State Railway commission asking that the railroads of Nebraska be compelled to make a lower rate on cement. The latter company tells the commission that in the near future there will be a large amount of cement shipped from their Superior plant, and they ask for a rate which will enable them to ship and make something on their product. The hearing has been set for September 7.

Inspection of Stock Yards Books.

Inspection of the books of the South Omaha Stock Yards Co. has been undertaken by U. G. Powell, rate expert of the state railway commission.

The investigation was made in connection with the complaint of the State Live Stock and Grain association as to hog yardage charges by the firm. The matter will not come up for formal hearing until the expert's investigation has been concluded.

Firms Rush to Exhibit.

Novel and unique farm machinery exhibits will be one of the features of the state fair this fall.

During the last few years, declares a machinery expert, many improvements in machines have been captured by companies outside the alleged trust. Small manufacturers have rushed in, eager to show their improved, up-to-date models.

A long list of implement and machinery firms have already signed contracts with the State Board of Agriculture.

Time to Control Hessian Fly.

The most effective way of controlling the Hessian fly, says Press Bulletin No. 45 of the Nebraska Experiment Station, just issued, is to destroy the stubble shortly after harvest. The fly's eggs or puparia are left in the stubble after harvest, and these should be destroyed by early deep plowing, done so carefully that the stubble is thrown to the bottom of the furrow and completely covered, thus entrapping the flies. This plowing should be done very soon after harvest.

HAELEN, BELGIUM, DESTROYED BY GERMAN SHELLS



Some of the ruined houses of Haelen, which the kaiser's artillery battered to pieces.

KAISER'S LANCERS ENTERING MOULAND



Regiment of the German lancers that occupied Moulund on the way to invest Liege.

BELGIAN INFANTRY READY FOR GERMANS



Some of Belgium's brave soldiers just before going into action at Diest. The battle was raging less than a mile away.

GERMANS LEAVE MOULAND IN RUINS



Last of the Germans marching out of Moulund, one of the Belgian towns they sacked and burned.

GENERAL RENNENKAMPF



Major General Rennenkampf, commander of the Russian army in eastern Prussia which seems to be advancing steadily toward Berlin.

Well, asked another, did you ever see a corn on the foot of a hill?—Milwaukee Sentinel.

BELGIANS ENTERING THE BATTLE OF HAELLEN



GERMAN SOCIALISTS AND THE EUROPEAN WAR

Berlin.—There were here and elsewhere up to the very hour when war was declared by Germany, France, England and Russia, many idealists who really believed that the great Socialist parties of Germany and France would make a general war impossible. For them the stupendous events of the last few days before the commencement of hostilities provided a rude awakening.

Since the days of 1870, it is no ex-

aggeration to say, never was there a moment when France and Germany were less desirous of war than at this time. In Germany, at any rate, it was not the Social Democrats alone who opposed war; every political party represented in the reichstag favored peace. The same thing was true of the Socialists in France.

At the last moment, when Germany was a seething cauldron of excitement and the whole nation was in a fer-

ment the Socialists, and every other political party as well, indeed the government itself, were swept completely off their feet by the military party. From the moment it became known in Germany that Russia was mobilizing, not against Austria-Hungary alone, but on the German frontier as well, the whole control of German policy swept into military hands. The Socialists, like the other political parties, and even the government, were powerless. The chancellor and the foreign office were impotent.

AIRSHIPS AND SUBMARINES WASPS OF WAR

Both Are Getting Their First Real Test in This Conflict in Europe.

MAY FIGHT ONE ANOTHER

Each Invention Now Is Prepared to Pull the Other's Sting, but Their Actual Value Is Yet to Be Demonstrated.

Every modern war has been fought with new weapons, and for the last century there have been countless inventions for the carrying on of warfare in a particularly destructive manner, with the philanthropic intent that war was fast becoming so horrible and terrible that it must soon pass away from the face of the earth, says the Philadelphia Public Ledger.

But it happened that as soon as a particularly horrible contrivance was invented and introduced into armies and navies inventors immediately busied themselves by offsetting and discounting its probable effect. Consequently war not only has not passed away, but we still have it with us. Thus it is that each big war, after being heralded as the world's last conflagration, is found upon examination to be false, and the end of war is not yet arrived.

Trying Out Inventions.

In the present war in Europe there are being tried under the conditions of actual hostilities many improvements and inventions that previously have been tried only under laboratory conditions. Their real worth will only be discovered at the close of the conflict.

No army or navy engaged in the present conflict in Europe but what is possessed of nearly all of the modern improvements made since 1870. The

WASTE LAND MADE FERTILE

Remarkable Results Have Followed Experiments Only Recently Undertaken in Egypt.

As an indication of the ultimate outcome in the great delta of Egypt, where 1,500,000 acres of wash salt land awaits development, toward the end of 1912 about 800 acres of absolutely waste land at Biala were taken in hand. The land was so heavily impregnated with salt that for ages noth-

DEFINITE PURPOSE IN LIFE

Something That Should Be Acquired by Every Woman Who Has Place in the Business World.

It is a fact that many women have no definite desire to get anywhere in the work they are doing. They consider their job as the least important thing in their lives, and rarely have a plan tending toward ultimate expansion and a time when they can feel

submarine, which was a dream in 1865, is owned by the navy of the smallest power. It is true that single submarines are not expected to accomplish much in a real struggle, so the larger navies of the great powers have fleets of submarines. The aeroplane and the dirigible balloon are to be found in the possession of all armies in Europe today, yet they, too, are only expected to be of real service when they are possessed in large numbers.

The airships and the submarines are the wasps of modern warfare. Like the little insect, while they have a powerful sting, they are very vulnerable, and may be easily crushed and rendered powerless.

Aeroplane and Wireless.

In the recent smaller wars, aeroplanes have been used to a limited extent, and this use has been so much limited that their real efficiency is expected to be finally determined by the present war.

It is much the same with the wireless telegraph. While it was used in the Russo-Japanese war of ten years ago, the apparatus was still rudimentary, and the installations too few, while the range of the apparatus was too limited to show the greatest efficiency. In the intervening decade, however, great advance has been made in wireless. It is now possible and, indeed, is a custom every day, to send and receive messages from a distance of more than 5,000 miles. This, then, is a new and important factor in naval operations, as was seen by the censorship put over the great sending stations on this side of the Atlantic by the United States authorities.

Wireless has also been successfully attached to aeroplanes.

The submarine was in existence in 1904, but it was a very different sea wasp to that which England, France and Germany are using today. Yet its real value is yet to be determined, and it is expected that this demonstration will come during the present conflict.

Rapid Increase of Submarines.

At the time of the Spanish-American war there were only five submarines in all the navies of the world.

The latest edition of Brassey's Naval Annual for this year gives the number of submarines in the various navies, and shows what interest is being taken in the wasp of the sea. Great Britain has 76 built, and is building 20 more; Germany, who only began build-

ing a few years ago, already has 27, and is building 12 more; France has 70 and is building 23 additional ones; Russia has 25, and is building 18; while the United States has 29, and is building 21; Austria has 18, and has four under construction, while Italy owns 18, and is building two. Yet the submarine is still an unknown quantity in warfare.

Submarine in War.

Many of the early submarines are small and probably of little efficiency, and France has numerous types about which little is known by the outside world. The German submarines are said to be built along the Holland lines, while the Russian submarines are said to follow one or more of the French types.

The submarine, from a romantic viewpoint, should be a great factor in deciding a naval engagement, but the fact remains that up to the present time it has done nothing to prove its value. It was believed that the moral effect of the submarine would be almost as important as its physical effect upon an enemy's warship, but this belief has not been justified up to the present moment.

There were notions that there would be terrific fights under the seas by submarine meeting submarine and destroying each other. But it has been found that when submerged the submarine is as blind as the traditional bat. Its crew cannot see any object under water, and is compelled to resort to the use of the periscope, which emerges unostentatiously above the water, in order to see its own course.

It is known that the periscope is the eye of the submarine, and naturally attention has been paid to the best way of destroying this vital part of their boats.

The designers of the submarine did not count upon it being seen. It was believed that it would go upon its way, dealing death without observation, although its periscope does make a slight wake on the water, and when submerged there are telltale bubbles. But it has been discovered that from a certain height an observer may trace the course of a submerged submarine with as great accuracy as if it was running on the surface. The dirigible balloon and the aeroplane now can ferret out the sneaking submarine, and they both are supposed to be armed to destroy the warship that moves like a fish.

which under the ordinary system prevailing in the country would have taken three or four years to accomplish. Cotton is now, therefore, being satisfactorily grown on a fair proportion of this area, and it is expected that it will bring from \$75 to \$100 an acre.

Counting Up Fines.

"Are the running expenses of an automobile very high?" "Not if the motorcycle cop fails to get your number."

It is an independent business of your own. Whatever it may be, keep your mind turned toward it, put your effort into realizing it, into saving for it, into the necessary study and growth that must accompany it.

Your life will be far more interesting and worth while if you do work with some such definite mark. Possibly your ideal may change later, you may decide that there is something else that seems more worth your endeavor. But go ahead at present toward what you now desire.