

NORTH HIGH SCHOOL FAVORED BY BOARD

Chairman Cowell of Finance Committee Reports Sentiment for New Building.

CENTRAL OUTGROWS CAPACITY

A north side public high school is being considered by members of the Board of Education with considerable earnestness.

Robert Cowell, chairman of the finance committee of the Board of Education, discussing the forthcoming sale of \$70,000 school bonds, said: "The north side high school proposition grows in my mind the more I have considered this matter and have discussed it with other members of the board. The idea seems to be revived by the board."

In this connection Mr. Cowell takes note of the rapid growth of the north part of the city. He confidentially believes it will be a matter of comparatively a short time before Phoenix will become a part of Greater Omaha.

The proposed north side high school would not be as pretentious as Central High, but it would be as well equipped. It is estimated that \$20,000 would cover the cost of building and site.

SUBMARINE SINKS A BRITISH LINER WITHOUT NOTICE

(Continued from Page One.)

White Star liner Arabie, on its way from Liverpool to New York. Early this evening, when nine hours had elapsed since the sinking of the steamship, the fate of the 423 persons on board was unknown.

The main body was pinned on the report that a steamer was proceeding to Queenstown with about 400 persons on board.

Reports from the British steamer Dunelm said that the British steamer Dunelm also had been torpedoed, but that some time after the Arabie went down it was still afloat and was picking up survivors.

The Dunelm left Liverpool yesterday for Boston. It is a vessel of about 5,000 tons gross and was therefore of sufficient size to accommodate the persons on board the Arabie.

Captain W. Finch, lieutenant in the royal navy reserve, is in command of the Arabie. He is a veteran shipper, having sailed the Pacific for years out of San Francisco.

NEW YORK, Aug. 19.—The White Star liner received word at 3:30 o'clock this afternoon from its Liverpool office that the liner Arabie had been sunk by a German submarine at 9:30 o'clock this morning off the south coast of Ireland.

Almost at the same moment that the cables were telling of the sinking the line received a message from London announcing that the vessel had sailed from Liverpool yesterday afternoon. This was followed in a few minutes by another message stating that the steamer had about 23 cabin passengers and forty-five in the stowage. For nearly an hour this was the only information that the line could give to the hundreds of inquirers who besieged the office in person and by telephone for news.

Comes Through Slowly. Then the story came through, a few words at a time. Fifteen boatloads of survivors, an early dispatch said, were on their way to Queenstown. Nearly four hours after the first message, a cablegram was received conveying the intelligence that 375 survivors had been landed at Queenstown, that only forty-eight were to be accounted for and that the captain of the liner, Will Finch of the royal navy reserves had wired that his ship was torpedoed without warning in the open sea.

At 8 o'clock the line had the name of only one survivor, Mr. De Lorrimer of Canada, a son-in-law of the Canadian minister of marine.

War time secrecy cloaks all sailings from British ports until the vessels are well on their way out of the German zone. Steamers slip in and out of British ports unharmed with cargoes of foodstuffs and other necessities, and steam at top speed through the war zone, boats swung outward in momentary readiness for a death blow, the line's representatives explained.

Fifteen Americans On. Shortly after 5 o'clock press dispatches from London contained the information that the American embassy had received word that there were fifteen Americans on the ship.

NEW PRINCIPAL OF THE COMMERCIAL HIGH



Karl F. Adams

Mr. Adams, who has been in charge of the school since the beginning of the year, is a native of New York and has been in the educational profession for many years.

He is a member of the Board of Education and has served in various capacities. He is a well-known figure in the educational community of Omaha.

Under his leadership, Commercial High has achieved many successes. He is committed to providing a high quality education for all students.

His administrative skills and dedication to his students have earned him the respect and admiration of his colleagues and the community.

Mr. Adams is a graduate of one of the leading universities in the United States. He has a wealth of experience in the field of education.

He is a firm believer in the value of a liberal arts education. He is committed to providing his students with a well-rounded education.

Under his guidance, Commercial High has become a center of academic excellence. He is proud of the achievements of his students and staff.

Mr. Adams is a member of several professional organizations. He is active in the community and is committed to the betterment of society.

He is a well-respected leader in the educational field. He is committed to providing the best possible education for his students.

Mr. Adams is a dedicated professional. He is committed to his work and to the success of his students.

He is a member of the faculty of the University of Omaha. He is a well-known speaker and author.

Mr. Adams is a member of the National Education Association. He is a leader in the field of education.

He is a member of the American Educational Association. He is a well-known figure in the educational community.

Mr. Adams is a member of the International Brotherhood of Teachers. He is a dedicated professional.

He is a member of the National Teachers' Association. He is a well-known figure in the educational field.

Mr. Adams is a member of the American Association of School Principals. He is a leader in the field of education.

Submarines have been active in German waters since the declaration by the German government in February of a naval war with Great Britain.

The Arabie, a twin screw steamship, arrived in New York on its maiden trip on July 5, 1902, having been launched at Belfast on December 18 of the previous year.

At that time it was one of the largest steamships engaged in trans-Atlantic trade.

Four Hundred Persons Aboard. LONDON, Aug. 19.—The White Star company announced that the Arabie had on board 139 second and third class passengers and no first class passengers.

There were 300 men in the crew, making a total of 439 persons on board. It sailed for Liverpool at 3 o'clock yesterday afternoon.

The Arabie's tonnage is 15,902 gross and 10,982 net. It is 600 feet long, 65 feet beam and 47 feet in depth. It was built in Belfast in 1903 by Harland & Wolff.

On its last eastward trip the Arabie arrived in Liverpool on August 6 from New York.

Following the receipt of a cablegram announcing its safe arrival, the bureau of combustibles of New York City allowed the fact to become known that two sticks of dynamite had been discovered on board on July 27, the night before it sailed from New York.

Once before, since the beginning of the war, the Arabie had a close call. A cable message from London on March 27 said the steamer had been pursued by a German submarine in the Irish Sea, on the voyage which ended on that day.

SAILED LATE WEDNESDAY Report to New York Says I Had 175 Passengers. NEW YORK, Aug. 19.—The White Star line announced this afternoon that they had received a message stating that the Arabie sailed late yesterday.

A second message received a few minutes after the one announcing the vessel had sailed contained the information that the Arabie had about 130 cabin passengers and forty-five in the stowage.

This message contained no reference to the reported sinking of the vessel.

The Arabie, one of the few large White Star vessels remaining in the trans-Atlantic service, sailed on its last outward voyage from this port on July 28 last. It had about 135 passengers and approximately 15,000 tons of cargo, almost all of which was war supplies.

Airplane and automobiles formed the chief portion of the cargo.

Attack by a German submarine apparently was feared when the vessel left New York, for around its steering gear there were piled numerous sandbags as a protection against gun fire.

This also was taken as an indication in case it were sighted by a U boat the big liner intended to take a chance at getting away, trusting to its speed.

The crew usually consisted of about 300 men. It was assumed today that it had this number aboard when it left Liverpool yesterday. All the crew, it was said, were of foreign citizenship.

Captain Will Finch commanded the ship. Fifteen boat loads of the Arabie's passengers and crews have been saved, according to a cable dispatch received here at 2:30 p. m. by the White Star line.

The dispatch follows: "The Arabie sailed Wednesday afternoon with a cargo and mail and 135 passengers and was sunk by a German submarine at 9:30 o'clock this morning off the south coast of Ireland. Hopital that all passengers and crew have been saved, as fifteen boat loads were rescued."

Death Roll Not Yet Made. "The Arabie was a fine vessel," said a cable dispatch received here at 2:30 p. m. by the White Star line.

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Hotel ten minutes before it collapsed.

Three Big Fires. There were three disastrous fires in Galveston since the storm. The first of these, which broke out in a laundry near the Santa Fe depot, occurred early Tuesday morning.

This block, with the one adjoining, was burned to the ground. Later a fire started in the store of the Galveston Dry Goods company and at noon Wednesday there was a fire in the warehouse of the Direct Navigation company.

It was estimated that these three fires alone caused damage of approximately \$500,000 in excess of that created by the storm.

Later reports received in Texas City stated that the fire was subsequently gotten under control by the use of engine pumping water from the streets.

The greatest need of Galveston now and the 50,000 or more people who remained in Galveston during the storm is food and fresh water.

At noon Wednesday it was reported there was already enough food for another day and much of this would be required for baking bread.

Nearly all the stores of groceries were water soaked, packages of crackers being sold for 15 cents each.

Both ends of the causeway were washed out and it will be several weeks before direct rail connection can be resumed.

Galveston was crowded by the debris which is piled on them between Texas City Junction and Texas City. The warehouse and dock people of Texas City have placed these facilities at the disposal of a committee of Galveston people and as soon as rail communication can be made ample supplies can be sent across the bay in barges and United States transports.

Momentary Blow Across Street. The storm broke over the city at 5 o'clock Monday afternoon. The wind blew water in from the bay, flooding the streets and cellars.

Business men continued to work until nearly 9 o'clock removing goods to places of safety. At that hour the water was four to six feet deep in Market street and all who could sought refuge in the higher floors.

The wind flowing from the north, continued to increase its velocity until about 3 o'clock. At that hour, it is estimated, it had reached a velocity of from 90 to 120 miles an hour.

Meanwhile it had veered from the north around to the east and then came directly out of the south. It was this south wind, sending in the waves from the gulf to break against the sea wall which did the damage to the western part of the city and to the boulevard.

At no time, however, say those who spent the night in the Hotel Galvez, did the sea run clear across the wall. The breakers thundered against it, sending the spray high in the air, and the waves crashed over the wall with terrific force.

So great was the force that the two granite monuments which were placed at the foot of Tremont street to commemorate the storm of 1892, were blown clear across this boulevard, a distance of more than fifty feet.

Deaths Reported. DALLAS, Neb., Aug. 19.—(Special.)—H. S. Fuller, for more than forty years a resident of this city, died suddenly Tuesday at midnight at his residence in this city.

Mrs. Fuller was president of the City National bank of this city and one of the pioneer business men of Nebraska. Two of Mr. Fuller's sons live in California and upon their arrival funeral arrangements will be completed.

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Thompson-Belden & Co.

SOROSIS SHOES Autumn Selections We truly believe Sorosis Shoes are not excelled anywhere in artistic excellence—beautiful styling, genuine exclusiveness or superiority of quality.

It's Moving Right Along—That Bargain Sale of Gas Fixtures

We must admit that we underestimated the ability of folks to recognize good opportunities. When we announced our Sale of Gas Ranges and Lighting Fixtures we feared we would be classed with some who are always and forever offering "bargains."

Here's Are Some Specimen Values

HEATING STOVES: A No. 4 Remor heating stove, 23 inches high, 12 inches wide, copper heat reflector, equipped with nice art screening to prevent children getting burnt or clothing from catching fire. Six feet of rubber hose comes with stove free.

Omaha Gas Company

1509 Howard Street Near Sixteenth

NATIONAL HOME TREATMENT 3 DAY - For THE DRINK HABIT

A safe, sure, vegetable remedy that removes the craving and necessity for drink in three days by thoroughly eliminating all alcoholic poison from the system and neutralizing its functional effects upon the body tissues.

LAKE MANAWA

Bathing, Boating, Dancing, And Other Attractions Free Moving Pictures This Evening—"Winged Messenger," "The Job and the Jewels," and "Reformation of Peter and Paul."

Our Annual \$1 Sale of SILKS

Will Occur Monday Next. Nothing else "just as good" on the market. 10c per package 1 lb. net weight. ASK YOUR GROCER and do not accept a substitute.

\$350 A Month

Rents a Beautiful Upright Piano. Free Tuning, Insurance, Stool and Scarf. Six months' rent allowed if you decide to purchase. Schmoller & Mueller Piano Co. 1311-13 Farnam St. Phone Douglas 1628.

Persistence is the cardinal virtue in advertising; no matter how good advertising may be in other respects, it must be run frequently and constantly to be really successful.