

FRENCH MAKE GAIN ON BELGIUM LINE

War Office Declares that Germans Are Repulsed in Every Effort Made to Stop Advance.

HEAVY ARTILLERY WINS OUT

Gaule Declare Their Big Guns Win Distinctive Advantages Along Tracy-Le-Val Region on the Aisne River.

PARIS, Dec. 18.—The French war office this afternoon gave out an official communication as follows:

"The day of December 17 was marked, as we said yesterday, by an advance on our part in Belgium, where every counter attack undertaken by the enemy failed.

"In the region of Arras, a vigorous offensive made us masters of several trenches. These are located at Auchy, La Bassée, St. Laurent and Blancy. At this last mentioned place we occupied a front more than one kilometer long, almost all the first line trenches of the enemy.

"In the region of Tracy-Le-Val, on the Aisne, and in Champagne, our heavy artillery won distinct advantages.

"In the Argonne the Germans blew up one of our trenches to the north of Four De Paris and endeavored to move out from their position with three battalions of troops. This infantry attack, as well as the one they undertook at St. Hubert, was repulsed.

"To the east of the Meuse and in the Vosges there is nothing to report."

HIGH RAIL COURT GRANTS ROADS OF EAST RATE RAISE

(Continued from Page One.)

any of the provisions of the act to regulate commerce, as amended except as to the notice to be given."

Text of Decision.

The decision says: While we differ as to the relative importance to be attached to the various considerations presented, we agree in the conclusion that by virtue of the conditions obtaining at present it is necessary that the carriers' revenues be supplemented by increases throughout official classification territory. Whatever the consequences of the war may prove to be, we must recognize the fact that it exists, the fact that it is a calamity without precedent and the fact that by it the commerce of the world has been disarranged and that it is necessary that the means of transportation are fundamental and indispensable agencies in our industrial life and for the commonwealth should be kept abreast of public requirements.

The original report, besides approving a rate increase in central freight association territory suggested ten sources of additional revenues for all carriers throughout official classification territory; the present report, recognizing the existence of a market for all carriers in a territorial extension of the relief granted to the central freight association territory by permitting the carriers to file tariffs providing, with certain exceptions specified herein, for horizontal rate increases in official classification territory. It is expected that the constructive work suggested in the original report for the purpose of conserving and augmenting the net revenue of the carriers generally will be carried forward without interruption. Carriers will be required to keep an account of the additions to their revenues from increases in rates subsequent to July 2, 1914, and from new charges and to report separately thereon to the commission at the end of twelve to twenty-four months, respectively.

Application to Lower Rates.

After stating the exceptions, heretofore given, the decision proceeds: In our original report we declined, for reasons there stated, to grant rate reductions in central freight association territory on cement, starch, brick, tile, clay and plaster. On further consideration in the light of the existing situation these rates may be increased throughout official classification territory under the limitations herein set forth.

Joint rates between official classification territory on the one hand and southern territory, the southwest and points on or east of the Missouri river on the other may be increased not to exceed 5 per cent of the division of the rates according to the carriers in official classification territory. If these increases involve a change in the relationship under the long and short haul rule between intermediate points and more distant points outside of official classification territory, relief from the fourth section of the act must first be secured on regular application.

Interstate rates to and from New England from and to points in trunk line or central freight association territory, where necessary to preserve established relationships between points or ports in New England and points or ports in trunk line territory may be increased not to exceed 5 per cent.

Subject to the maintenance of the established Atlantic port differential rates to and from New York may be increased not to exceed 5 per cent, and rates to and from Portland, Boston, Philadelphia and Baltimore may be increased to the extent necessary to maintain said differentials.

Rates Previously Increased Stand. Except as otherwise above specified rates in official classification territory may be increased by not more than 5 per cent, but rates increased since July 2, 1914 may not now be again increased so as to exceed those then in effect by an aggregate of more than 5 per cent of the intraterrestrial rate, or of the portion or division of the interterritorial rate according to the road or roads in official classification territory, as the case may be.

If fractions in excess of one-half a mill are rounded upward, fractions in excess of one-half a mill are to be discarded.

In some instances, and in part because of the pendency of this proceeding, we have recently suspended or proposed increased rates in this territory. Carriers may, if they so elect, now cancel such tariffs so suspended and file in lieu thereof tariffs which conform to the limitations above specified. If that is done such suspensions will be vacated.

To the extent above indicated we now modify our previous findings, and carriers affected may file, effective on not less than ten days' notice, such tariffs as do not offend against the restrictions above stated.

Exception to Increase.

The exceptions from the proposed increase of rates are stated in the decision as follows:

1. Rail-lake-and-rail, lake-and-rail and rail-lake rates. It is shown on record that since the rail carriers acquired ownership and control of the lake lines successive increases have been made in the rate via lake, tending to lessen the differences between them and the all-rail rates.
2. Rates on bituminous coal and coke. Not long since these rates were investigated and maximum rates were prescribed by the commission. The rates upon bituminous coal, the rate from the Pittsburgh district to Youngstown and the rate on lake cargo coal to Ashland, have been fixed in the light of the various factors which enter into the transportation of such coal. The prevailing rates are remunerative and the financial condition of the principal bituminous coal carriers is in marked contrast with that of many of the other carriers in official classification territory. Twice in the not distant past the rates on bituminous coal have been increased 5 cents a ton and would seem now to be as high as may fairly be allowed. It must be remembered also that the carriers are not seeking general increases in rates on anthracite coal and both kinds of coal are used in competitive markets. As to coke, the rates controlling the greater volume of traffic now moving in official classification territory have been recently set by the commission upon a basis which was specifically designed to guard against striking the carrier revenue therefrom and which really resulted in substantial

additions to their earnings on that tariff.

Rates on anthracite coal and iron ore, largely because they are before us for review in other proceedings.

Harlan's Further Statement. Commissioner Harlan, in his dissenting opinion, said further: Aside from the objection to our legal right and power, which perhaps should have been regarded as conclusive, there are grave doubts whether the facts assumed by the carriers, bankers, and others at the further hearing are being verified by the progress of events. The apprehensions of the bankers and others, most strenuously urged at the further hearing as a reason for granting increased rates at once, was that otherwise our railroad securities held abroad would in consequence of the war, be dumped upon your markets causing disastrous results not only to the railroads, but to business interests generally.

This apprehension the bankers apparently have concluded to have been so clearly unfounded that, in advance of any decision of the commission upon the carriers' contentions at the further hearing the great financial interests in control of the stock exchanges, which were closed at the beginning of the war, to be reopened, but have now caused the removal of all restrictions upon trading in such securities, the minimum-price limitation having been withdrawn.

Have Declared. It also appears from public sources that since the further hearing interest rates, instead of increasing as originally predicted by the experts who then testified, have shown a downward tendency and since the original report the average operating ratios of the lines in official classification territory have shown a marked improvement. If at any time hereafter it should definitely appear that the carriers require immediate temporary relief by reason of the war rates, it could be obtained by a refiging of the tariffs heretofore disapproved, and in that event should have no difficulty in regarding it as a proper exercise of our discretion under the act to decline to suspend these pending investigations.

No Adequate Control. Commissioner Clements further said in dissent: There is and has been no adequate control of the business of stocks and bonds, and they have been put out largely by those holding the theory that there exists no relation between the value of securities of a carrier and the reasonableness of its rates. Now we see these securities calling for increased rates to make them good.

If, now to strengthen and maintain the credit of the carriers, regardless of the causes of its exhaustion or impairment, and without the application of the usual tests of reasonableness, these increases are justified, then it seems to me that we are only at the beginning of what I fear will be a train of demoralizing results, disappointing and embarrassing to all concerned. It is by no means certain that it would not in the long run be cheaper to the public to guarantee the bonds of the weak roads unable to meet their obligations rather than to try to take care of them by increased rates, which inure to the strong roads as well as to the weak.

Want of Freight. Up to the beginning of these efforts for increased rates there had for many years been a steady and constantly increasing percentage of carriers paying dividends as well as in the rate of dividends paid. It appears evident that carriers are suffering more just now for want of freight to carry than for want of higher rates. It is just as safe to prophesy that this is a temporary condition as to prophesy concerning future rates of interest and the dumping of foreign-held American railway securities on our investment markets. It would not seem to me to be wise with ordinary prudence and conservatism prevailing in other lines of industry, if the carriers had undertaken to pay their apparently temporary situation as have others. Such a course, it seems to me, would have contributed to their credit, rather than the reverse.

This decision of the commission is the culmination of the concerted efforts of the respondent, and other carriers, for a general insurance in freight rates beginning in 1914.

Western Magnates Active. CHICAGO, Dec. 18.—H. U. Mudge, president of the Rock Island lines, said the decision should encourage western roads in view of their pending application for increased rates. "Certainly the west needs increases as well as the east," he said. "This particular decision ought to give things up. If the eastern roads begin to buy—and I think they will—the entire country will be favorably affected."

Chicago & Northwestern railway company, said: "The only bearing the ruling will have towards granting increases to western roads, is whether the latter can present equal justification and necessity. I believe that they can. It is reasonable presumption that the decision will be an essential factor in the stimulation of business. The first effects will be felt in the east, and a similar recognition of western lines will intensify the return to general prosperity."

Eastern Railroad Stocks Rise. NEW YORK, Dec. 18.—The decision of the Interstate Commerce commission came unexpectedly to Wall street which had expected definite word until next week. It came at a time when the stock market was acutely weak and helped materially to bring about a general recovery.

Prices rose from 1/4 to 3/4 points above the low level of the session. Heading, one of the roads most vitally concerned, regained 2 1/2 points and Baltimore & Ohio, 1 1/2. Other eastern roads scored lesser gains. The rally was not fully maintained, prices yielding from fractions to a full point after the short interest had covered. The list soon settled down to further dullness.

Traffic officials of the eastern railroads in this city declined to comment on the decision until they had studied its text. The fact that the roads are to be permitted to file new tariffs without delay was regarded as one of the most favorable factors. Intimation that applications for further increases might be considered in due course, also caused encouragement.

Shares of almost all the eastern lines increased their lead later. New Haven gained 2 points with 1 to 2 points for Erie, New York Central-Lehigh Valley and Ontario & Western.

DENVER, Colo., Dec. 18.—The Western Surgical association, with delegates from most of the middle western, Rocky mountain and Pacific coast states, convened here today in its twenty-fourth annual session. The meeting will continue through Saturday. The officers of the association are: Dr. Byron B. Davis, Omaha, president; Dr. Leonard Freeman, Denver, first vice-president; Dr. Lawrence W. Little, Davenport, Ia., second vice-president; Dr. Arthur T. Mann, Minneapolis, secretary-treasurer.

DR. DAVIS PRESIDES AT SURGEONS' CONVENTION

BRITISH COURT ANNULS CONVICTION OF ALLEGED SPY

LONDON, Dec. 18.—(U. S. P. M.)—The court of criminal appeals, consisting of the lord chief justice, Lord Reading, and four other justices, today annulled the conviction of Nicholas Ahlers, who on December 10 was found guilty of treason and sentenced to death. Ahlers, a naturalized Englishman, formerly was German consul in Sunderland borough. He was accused of having aided German reservists to reach their country after the outbreak of the war.

PARIS MATIN SAYS Germany Plans to Annex Switzerland

PARIS, Dec. 18.—As proof that Germany made plans to annex Switzerland, the Matin prints photographs of German 10 and 20-franc stamps, across which are printed in black letters, "Schweiz, 10 centimes," and "Schweiz, 20 centimes." The editor claims that he has stamps of this kind in his possession.

\$25.00, \$22.50, \$20.00 and \$18.00
Kuppenheimer and Hart, Schaffner & Marx
SUITS \$14.50

TO 500 Omaha Men OVERCOATS \$17.50

Here is positively the greatest value-giving opportunity ever given by this or any other reputable clothing house in Omaha's merchandizing history. Without any ifs, ands or buts, we have 500 Suits and Overcoats we want to sell; models for men and young men, 1914-15 styles that sold up to \$25.00 and \$30.00, your choice **\$14.50 and \$17.50**

Everything in Good Overcoats

In these High Grade Coats you will find the best materials from Europe and America—Montagnacs, XXX Carr Meltons, Vicunas, Scotch Duffles, Kerseys and Chinchillas. These are the finest possible Overcoats, \$25, \$30, \$35, \$40, \$45 and \$50. A guaranteed saving of from \$5 to \$10 at either price.

MEN'S MACKINAW

Ideal garments for the outdoor man. Protection from wind or rain and stylish, beside—

\$5.00 to \$12.00

Silk Shirts of Extra Quality

In many new patterns and colorings, just in—

\$2.00 to \$5.00

Beautiful new Manhattans, \$1.50, \$2.00 and \$2.50.

Berg's Special Madras and Mushroom Pleats, \$1.00 and \$1.50.



Men's Blanket Robes and Smoking Jackets

A splendid variety of a nd great values to be had now in this popular lounging, bath and house coat, \$2.50, \$3.50 \$5 and up.

EVERWEAR GUARANTEED ROSE FOR MEN

All colors. Cotton, \$1.50 per box; silk, \$3.00. Christmas boxes.

SUPERIOR and VASSAR UNDERWEAR

And other excellent makes—\$1.00 to \$3.00

SWEATER COATS

In different weights and weaves, \$1.00 to \$7.50.

MEN'S FUR AND CLOTH CAPS

Remarkable variety in Fur Band Golf Caps at \$1.00, \$1.50 and \$2.00. Fur and Sealskin Caps, \$2.50 to \$30.00. Silk and Opera Hats, \$5.00 to \$6.00.

Street and Dress Gloves, 50c Up.

Fur Gloves, \$2.50 to \$7.50. Fur lined and wool—\$1.00 to \$2.00. Charcoal and imitation, 50c to \$2.00.

Boys' Snappy Overcoats

\$3.75

Splendid Balmacans, Scotch Cheviot, Chinchillas in blue, brown and gray, worsted body-lined Auto Military Shawl and Convertible Collars. Values to \$6.50 for \$3.75.

Handsome Suits, with two pairs of pants, \$3.75. Tartan plaids, grays, browns and fancy mixtures.

Caps, Hats, Underwear, Hosiery, Sweaters, Mackinaws, Mufflers, Gloves. An endless variety of Beautiful Neckwear at 25c and 50c.

Waists, Shirts and Blouses, flannel and cotton.

Indian, Cowboy, Police and Military Suits.

MEN'S EXTRA TROUSERS

Plain, neat check and stripes, \$2.50, \$3.00, \$2.50, \$5.00 to \$10.00



CHRISTMAS NECKWEAR

50c

Extra large hand finished 4 in hands, Reps. and broadens, new emb'd figures. A regular 75c quality for 50c.

Fancy Boxes Free.

A great array of fine ties, imported and domestic. All hand made and of exquisite coloring and patterns. \$1.00, \$1.50, \$2 and \$2.50.

STORE OPEN EVENINGS UNTIL XMAS

HAND BAGS

Leather bags of all sorts—see a l. walrus, cowhide, alligator, pigskin and sole-leather, steel frame, leather covered, brass locks and catches.

\$3.50 up to \$38.50

SUIT CASES

Fine leather cases, heavy reinforced corners, strong steel frame, steel hinges and brass locks

\$1.75 to \$20

NOVELTIES

Traveling Sets, Sock and Handkerchief Combinations, Garter and Arm Sets, Collar and Handkerchief Sets, Handkerchiefs, Shirt Jewelry, Initial Belts, Suspenders, etc., etc. Fancy Waist Coat, \$1.50 to \$5.00. Neck Mufflers, 50c to \$3.50. Wool and Silk. Fancy Christmas Box Free.

Fur Coats, Fur Lined, Plush Lined. Fur and Astrakhan Collars. Full Dress and Tuxedo Suits.

Dangers in Fresh Milk

"30 per cent of the milk samples taken for bacteriological examination showed more than the legal number of bacteria."

The above is taken from a Bulletin of the Chicago Department of Health. Statements like it appear in almost every bulletin issued by the health departments of various cities throughout the country.

Disease of all kinds is being transmitted daily to human beings through the milk they use. Typhoid, scarlet fever and even tuberculosis are thus transmitted.

Protect yourself and your family. Use milk that carries no disease germs. The safest milk is—



Unsweetened Sterilized

The process by which Cottage Milk is sterilized destroys any germs the milk may contain. It is packed in germ-proof cans which keep it from exposure from the time it leaves our sanitary condenseries until it is opened in your kitchen.

Cottage Milk overcomes all the dangers of contamination to which bottle milk is subjected in bottling, handling and delivering.

Cottage Evaporated Milk is made fresh every day from milk that comes from the healthiest cows in the best dairying districts of the country. Nothing is added, only a part of the water taken out by evaporating. It has more than twice the food value of bottle milk and can be used for every purpose where you now use milk or cream. For cereals, for coffee, for cooking, for the children, it is the ideal, safe milk.

Try a package today. You will like it and the convenience of always having a supply of fresh milk in your pantry will appeal to you.

The Milk Without the Cooked Taste In Two Sizes—5 and 10 Cents At All Good Dealers

AMERICAN MILK COMPANY, Chicago

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This week we will Give Away

Julia Gretchen and Mary

Julia is a very beautiful doll. Her bright eyes and rosy cheeks tell you that she is always cheerful, contented and happy, and makes everyone around her feel that way, too. You will be very happy if you win her.

Gretchen and Mary are for second and third prizes, and are not dressed like Julia, but they are very nice dolls, and will please you.

These dolls will be given free to the little girls under 12 years of age, that bring or mail us the largest number of doll's pictures cut out of the Daily and Sunday Bee before 4 p. m. Saturday, December 19.

Julia's picture will be in The Bee every day this week. Cut them out and ask your friends to save the pictures in their paper for you too. See how many pictures of Julia you can get, and be sure to turn them in to The Bee office before 4 p. m. Saturday, December 19.

If you don't win one of these Dollies please you can get one next week. Only one doll will be given to any one person.

You Can See Julia at The Bee Office

FREE! FREE!

A TURKEY WITH EVERY SUIT OR OVERCOAT

High Class Suits and Overcoats from \$10.00 Up. Worth \$14.00 to \$20.00.

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