

**BIG DRAIN ON U. S. CROPS  
BLAMED FOR BREAD PRICE**

Because of the fact wheat crops in other countries are no greater this year than last and the United States therefore will be called upon to furnish wheat in larger quantities than ever before, 10-cent bread and a sharp increase in all the necessities of life will result to the people of this country.

This is the opinion of an expert who discussed the subject last week. He declared the demand being made by the warring nations on America for all things that are made in those countries in peace times would bring this about. He said that with the supplies in the United States in no way appreciably increased over last year and in some instances lessened by reason of reduced crops and production, prices would necessarily increase this winter.

The first and most far-reaching effect of this trade condition, an expert in the Bureau of Foreign and Domestic Commerce observed, would very probably come in the increase of bread to 10 cents, or what amounts to the same thing, a reduction of the 5-cent loaf to about half its present size.

Administration leaders are alarmed at the prevailing high prices and fear that while they are caused by a fixed condition of supply and demand, the public will blame the present administration for the situation.

According to an expert, wheat, condensed milk and wrapping paper all must be considered in making the price of bread. As Europe gets more of these things as the war progresses the price steadily increases in this country until it is next to impossible, this expert said, to furnish the same size loaf of bread at 5 cents.

In 1914 the United States exported 92,393,775 bushels of wheat. The exportation rose to 259,642,533 last year and in the fiscal year of 1916, ended June 30, wheat exported amounted to 173,274,015 bushels. There was also a slight increase in flour. In 1914 the flour exports amounted to 11,821,461 barrels, in 1915 it amounted to 16,182,765 and in the fiscal year of 1916 was 15,520,619 barrels.—Omaha Trade Exhibit.

**SIGNIFICANT STRAW VOTE**

Ravenna.—A straw vote taken on Burlington train No. 44 between Billings and Lincoln Thursday, revealed fourteen votes for Hughes and forty-five for Wilson. The count was taken under the auspices of a republican central committee-man of Montana. The colored employees voted as well as passengers. There were sixty-three voters on the train.

**COUNTRY CORRESPONDENCE**

Do you take the time to read the short items in your local paper that are supplied by the "country correspondents," those who send in the news regarding their own particular neighborhood? If you don't you are missing a great opportunity in your advertising. The next time your paper comes to you read clear through the news from "Happy Hollow," "Moore's Grove," or "Cullom Creek." You will be surprised how many tips for business such a reading will give you. You will know those who have moved and are likely to need some-

thing new; you will learn of the sick and can telephone or send words of sympathy. We have known cases where you might even know where you could likely sell a new outfit for housekeeping, for there is nothing too trivial or personal for some of those keen country correspondents to get into their county newspaper.—Trade Exhibit.

**CARRIERS ABANDON APPEAL**

Lincoln.—The railroads Saturday afternoon dismissed in the supreme court of Nebraska the appeal they had taken a year or more ago from the reasonableness of class rates established by the state railway commission in order No. 19.

The dismissal was filed for all of the railroads in Nebraska by Judge E. P. Holmes, attorney for the Rock Island, and J. W. Weingarten of Omaha, attorney for the Burlington. No reason is given in the filings for this action on the part of the carriers. The railroads as appellants have a right to dismiss an appeal which they themselves filed. The court is not now in session, but at its next meeting will as a matter of course grant the request of the roads.

The abandonment by the railroads of their fight against the reasonableness of rates established by the state railway commission brings to a sud-

den close what promised to be the most important rate legislation ever commenced in the state of Nebraska. It is in a legal sense an admission on the part of the carriers that the state rates are reasonable, but it does not mean that the roads have stopped their fight on these rates. It is construed to mean that the fight has only commenced in earnest and that the railroads find their own appeal in the state court in the matter of order No. 19 a stumbling block in the way of their winning in the federal court. The roads are attempting to set aside the state-made rates and enforce in their stead rates which they allege the interstate commerce commission has prescribed. With a suit pending in the state court involving the reasonableness of state-made rates might in a measure interfere with the program of the roads to enforce higher rates, so the carriers wipe out the litigation in the state court and will now devote their energies to the fight in the federal courts.

**Catarrhal Deafness Cannot be Cured** by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure catarrhal deafness, and that is by a constitutional remedy. Catarrhal deafness is caused by an inflamed

condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result. Unless the inflammation can be reduced and this tube restored to its normal condition, hearing will be destroyed forever. Many cases of deafness are caused by catarrh, which is an inflamed condition of the mucous surfaces. Hall's Catarrh Cure acts thru the blood on the mucous surfaces of the system.

We will give One Hundred Dollars for any case of Catarrhal Deafness that cannot be cured by Hall's Catarrh Cure. Circulars free. All Druggists, 75c.

F. J. CHENEY & CO., Toledo, O. Adv.—Oct

**BATTERY REPORT BURIED**

Washington.—Officials of the navy department today declined to comment on the charge that Secretary Daniels has suppressed reports of two boards of experts condemning Edison batteries as used in American submarines.

Admiral Benson, chief of operations, who was acting as head of the department today, declined to give out the reports in question. He said if Mr. Daniels had suppressed them, it was up to Mr. Daniels to give them

out, if they were to be made public.

Admiral Benson, however, insisted that no more Edison batteries would be installed in submarines if, as charged, it is true the experts of the department have found so overwhelmingly against them.

"I know," he said, "that the Edison battery has some excellent features. If it is seriously defective or throws off excessive quantities of hydrogen gas, as reported, I wish to say as a leading naval officer that I know Secretary Daniels will not order its installation on any submarine."

In reply to questions Admiral Benson said the whole subject of storage batteries for submarines is in an experimental stage, and that the greatest problem has been to evolve a satisfactory battery.

One of the boards which reported against the Edison battery found it to be the cause of the explosion on the submarine E-2 in the Brooklyn navy yard January 15.

The explosion resulted in the killing of four men and the wounding of ten others.

Another board was named after Secretary Daniels suppressed this report, to investigate the general subject of storage batteries. This board reported that the Edison battery threw off excessive quantities of hy-

drogen gas. Edison officials, following the explosion aboard the E-2, gave out statements attributing it to other causes than their batteries. The commanding officer of the submarine testified, however, before the board of inquiry that he had complained to the department here about defects in the battery and his complaint had not been acted upon.

We will furnish the money to build homes in Alliance. We inspect the property ourselves and furnish money quickly at a low rate of interest. Nebraska Land Company, Alliance, Nebr.

We Make a Speciality of Handling Sandhill Cattle  
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**ATTENTION!**

**Sand Hill Cattle Men**

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It pays to do business with a Commission Firm that is in a position to help you. For instance, being located in Denver we can furnish you range cattle at reasonable prices and the same class of cattle that have been tried out in your country and proved to be money makers. We have placed many thousand cattle in the Sand Hills, all of which have made a wonderful showing and it will pay you to consult our Denver house when in need of cattle.

When it comes to shipping matured stock we solicit your shipments knowing that we are in position at all times to give you first class services, secure the HIGH DOLLAR, and we guarantee the HIGHEST possible NET RETURNS.

We have been in business for many years and recognized as a LEADER and BOOSTER and a Firm who can deliver the GOODS. Many of the Sand Hill men through comparison have decided that COX-JONES-VAN ALSTINE CO. are best equipped to handle their shipments and today we handle a very large percent of the sand hill trade.

If a customer of ours you know what we can do, if not consult any of our customers (no trouble to find them, there are many) and you will be convinced that we are the Firm to tie to.

Market quotations furnished on application Free.

**Start Tomorrow  
and Keep It Up  
Every Morning**

Get in the habit of drinking a glass of hot water before breakfast.

We're not here long, so let's make our stay agreeable. Let us live well, eat well, digest well, work well, sleep well, and look well. What a glorious condition to attain, and yet, how very easy it is if one will only adopt the morning inside bath.

Folks who are accustomed to feel dull and heavy when they arise, splitting headache, stuffy from a cold, foul tongue, nasty breath, acid stomach, can, instead, feel as fresh as a daisy by opening the sluices of the system each morning and flushing out the whole of the internal poisonous stagnant matter.

Everyone, whether ailing, sick or well, should, each morning, before breakfast, drink a glass of real hot water with a teaspoonful of limestone phosphate in it to wash from the stomach, liver and bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleansing, sweetening and purifying the entire alimentary canal before putting more food into the stomach. The action of hot water and limestone phosphate on an empty stomach is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity and gives one a splendid appetite for breakfast. While you are enjoying your breakfast the water and phosphate is quietly extracting a large volume of water from the blood and setting ready for a thorough flushing of all the inside organs.

The millions of people who are bothered with constipation, bilious spells, stomach trouble; others who have sallow skins, blood disorders and sickly complexions are urged to get a quarter pound of limestone phosphate from the drug store. This will cost very little, but is sufficient to make anyone a pronounced crank on the subject of inside-bathing before breakfast.

Our modern, sanitary cleaning and pressing costs no more than the other kind.—Keep-U-Neat Cleaners, 205 Box Butte Avenue. Phone 133.

T. W. Farris

R. F. Marcy

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