## GIRLS! LOTS OF BEAUTIFUL HAIR

A small bottle of "Danderine" makes hair thick, glossy and wavv.

K

Removes all dandruff, stops itching scalp and falling



To be possessed of a head of heavy. beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff is merely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a mall bottle of Knowlton's Danderine pw-it costs but a few cents-all drug stores recommend it-apply a little as directed and within ten minutes there will be an appearance of abundance. freshness, fluffiness and an incomparable gloss and lustre, and try as you will you cannot find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair-fine and downy at first-yes-but really new hair-sprouting out all over your scalp -Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp, and it never fails to stop falling hair at once,

If you want to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair-taking one small strand at a time. Your hair will a few moments—a delightful surprise awaits everyone who tries this. Adv.

Much More Important. He-Didn't you promise at the altar to love, honor and obey me? She-Goodness knows what I promised. I was listening to bear what you promised.-Boston Transcript.

# STOMACH UPSET?

PAPE'S DIAPEPSIN AT ONCE ENDS SOURNESS, GASES, ACIDITY, INDIGESTION.

Lumps of undigested food causing pain. When your stomach is acid, gasey, sour or you have heartburn, flatulence, headache or dyspepsia, here is instant relief-No waiting!



Don't stay upset! Eat a tablet of Pape's Diapepsin and instantly your stomach feels fine. All the indigestion pain, gases, acidity and misery in the

Pape's Diapepsin tablets cost little at any drug store but there is no surer or quicker stomach relief known. Adv.

I will utter what I believe today, if it should contradict all I said yesterday.-Wendell Phillips.

### RECIPE FOR GRAY HAIR.

To half pint of water add 1 oz. Bry Rum, a small box of Barbo Compound 1d 14 oz. of glycerine. Any druggist can out this up or you can mix it at home at very little cost. Full directions for making and use come in each box of Barbo Compound. It will gradually darken strenked, faded gray hair, and make it soft and glossy. It will not color the scalp, is not sticky or greasy, and does not rub off.Adv.

For to err in opinion, though it be not the part of wise men, is at least human.-Colotes.

The charm of a bathroom is its spotlessness. By the use of Red Cross Ball Blue, all cloths and towels retain their whiteness until worn out. 5c.

Everything in the world-even respect-is to be bought.-Auerbach. Costumes speak louder than words.

### RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which Is Better, Government Ownership or Private Ownership Wisely Regulated Under Superior Authority of Federal Government.

By W. G. M'ADOO.

of the most, if not the most, imporbe understood clearly; that it be settled not along partisan political lines any class; that the American people face the issue boidly and dispose of it as courageously as they have always have had to meet.

Let me say immediately that I have no pet theory to advance in discussing | riod than five years, the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of govtendency is against government ownlated private ownership under strong ship should experience, gained by an world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of pre- of the problem, much less a fair and conceptions. I favor a five-year test adequate permanent settlement. This period because I believe its results will tell us convincingly which is bettergovernment ownership or private ownership wisely and adequately regulated of an inter-presidential election period. under the superior authority of the federal government.

Calls Attention to Problem.

The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been dictated by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months' period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course seems to me impossible: first. the roads cannot be operated successbe soft, glossy and beautiful in just fully under the present act for twentyone months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation, and the lack of crystallization of the thought of the nation as to what is the best permanent solution. In discussing these two points, I must be frank, for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether cer-

tain interests want them to or not. The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument, put forward to bolster up a plan. They do not know the situation. "No man can serve two mosters"

Face Stubborn Fact.

The ratiroad a scials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of control, which will vitally affect each individual employee, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in many cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must be faced. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine. It would be a dangerous experiment truly to play with such an organism merely for fear of a bugaboo or for partisan political purpose or advantage.

Then, too, were the effort made to continue the present control under exlating legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twentyone months' period. Without the cooperation of the railroad corporations, it is difficult under the present law to carry forward improvements or to ob-

of the railroads are resisting pur-The railroad problem is today one chases of necessary equipment for their account. Many of the necessary tent and vital domestic questions facing improvements, such as joint terminals, the American people. Our welfare while of great benefit to the public, and prosperity depend on its proper are not relished by some railroad corsolution. Therefore it is peculiarly porations for competitive and therenecessary that the facts regarding it fore selfish reasons. Such improvements would result in great economies, without which it probably would nor in deference to the prejudices of be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program done with every basic problem they of improvements and to demonstrate those operative economies which will cheapen transportation in a shorter pe-

Must Keep Out of Politics. I would prefer not to mention polltics in connection with this problem, ernment ownership. But while my because primarily it is an economic question. But we must not be blind. ership and in favor of a wisely regu- The American people have been discussing the railroads for generations: federal control, I am frank to say that almost every man in public life has I am not afraid of government owner- gone on record on some phase of the subject. In 1920 there will be a presiadequate test, prove that it is the best | dential election. It is idle to suppose solution of the problem. We are live that under such conditions it will be ing in a new day in America; the possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution

vital question must not be settled in

the heat or passion of partisan poll-

tics; it must be dealt with in the calm Some of the opponents of the suggested five-year extension of federal control appear to do so on the ground that the operating revenues during the year 1918 will be insufficient to pay the rentals guaranteed to the owners. They forget that most of the wage increases granted to employees took effect January 1, 1918, whereas the increased passenger and freight rates did not go into effect until six months later. If increased freight and passenger rates had gone into effect January 1, 1918, at the same time as the wage increases, there would have been no deficit. They also forget that the government took over the roads when they were completely paralyzed and when the greatest congestion of traffic in their history was upon them. It cost the government millions of dollars to clear up the congestion and get the railroads running again efficiently. They also forget that blizzard followed blizzard, and that it cost much money to overcome their effects. They forget, too, that the price of coal, of steel, and of other supplies was far above normal during the past year. These added expenses all would have had to be met had the roads continued under

Economies Can Be Effected. Under peace conditions, and with a period of five years of federal control assured, it should be possible to maintain existing wages and working conditions and to effect such economies. that reductions in rates, both passenger and freight, ought to follow within a reasonable time. Unquestionably economies can be effected under unified control that cannot be practiced under diversified control. Already the extra charge of one-half cent a mile for riding in sleeping cars, imposed as a war measure, has been removed, and other restrictions enforced by the war

private control, and to pay for them,

rates would have had to be increased.

Private operation the past year would

have failed utterly and the deficit

would have been greater perhaps than

under government management.

are rapidly disappearing. Unfortunately some of the opposition to the proposed five-year extension is based on dissatisfaction with service given the public during the war. It is argued that conditions have been bad, although this is not true. It can be stated as a fact, which cannot be successfully contradicted, that service has been greatly improved under federal control, in spite of the tremendous demands that the war needs have imposed. Here again it is forgotten apparently that the railroads were placed under government control for the purpose of winning the war against the German autocracy. The first duty was to move troops and war supplies. I have yet to hear a sound criticism of the manner in which that pressing war need was met. Millions of soldiers were moved safely and expeditiously to the senboard, and from camp to camp. Foodstuffs, munitions and other supplies were rushed to ships at express-train speed. The American railroads during the past year have functioned for the war purpose. Civilian travel and ordinary business, while of necessity given secondary consideration, have been cared for extraordinarily well in the difficult circumstances.

But even in the conduct of ordinary business, the record made by the railroads shines by comparison with the record of private control in previous years when considered from the standpoint of important traffic. During the fall of 1918, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the crop-moving seasons of 1916 and 1917. Toward the end of 1916 conditions became so bad tain needed equipment. Already many that the interstate commerce commis-

sion made an investigation. As a result, Commissioner McChord filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uncertain and difficult."

Became Simple Matter.

The accommodation of passengers in peace times, and the proper attention to the transportation of ordipary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Already needed trains are being restored; crowded conditions are being remodied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no beclouding of the issue by the injection of false premises. No disaccommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely is whether wise and well considered remedial legislation for the return of the roads to private control can be obtained under existing conditions within twenty-one months, and whether, even if that were possible, the roads could be operated successfully, economically and satisfactorily pending the discussion by the congress and the country, and especially with the 1920 presidential campaign approaching.

Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities be made, free from partisan political influences, or the railroads must be restored to private control in the near future to take their chances under the old laws and conditions which governed them prior to the assumption of control by the government.

#### PREACHES FROM HIS CELL

Glergyman Refuses to Obey Order to Close Church During "Flu" Epidemic and is Arrested.

Harrison, O.-Because the city authorities would not order the saloons to close, Rev. George Cocks would not close his church, although the board of health had prohibited public meetings because of the epidemic of influenza. Sixteen members agreed with him and all 17 were arrested.

Undaunted, the minister sent word to the other members of his congregation and held his evening services in his cell, preaching through its open window to about 500 assembled side the city jail.

#### THIRTEEN IS LUCKY TO HIM

Mystic Number Figures Largely in Career of Sergeant in the Aircraft Service.

Camp Devens, Mass.-Sergt. James B. Harmeson of aircraft acceptance park No. 1 came to the camp personnel office and asked to be discharged on Friday, the 18th. He gave these reasons: That he enlisted December 13, 1917, at Chicago; that the last two figures in his army serial number make 13; that he was number 13 on the pay roll of the Chicago Telephone company, and that he believed 13 was his lucky number. He received his dis-

MRS. MEDILL M'CORMICK



Mrs. Medill McCormick, wife of the Illinois senator-elect, is chairman of the Republican weman's national committee, an organization which will co-operate with the Republican national committee. The woman's organization has opened handsome offices in a fashionable section in Washington, and Mrs. McCormick spends a large part of her time there. This is a new photograph. Mrs. McCormick is s daughter of the late Mark Hann-

# Keeps PERUNA In the House All the time

writes:

Breaks up a Cold. Good for Bronchial

think it is a good to the taking a cold, I take Peruna and it breaks it up for me. It is also good for the Bronchial Tubes." Inflammations. Peruna has served the American people for more than forty years. Those who know its value always have it at hand. Why

Those who object to liquid medicines can secure Peruna Tablets

Clinics Successful.

Milwaukee offers herself as a living proof of the truth of the assertion that as intelligence in the care of young children increases the death rate in variably decreases.

Six years ago this city established a municipal health bureny, and for two years previous to that she has systematically compiled and kept her infant mortality figures.

According to these figures, the mortality of infants under one year of age was in 1912 25 per cent of all the denths occurring in the city. In 1917 it was only 20 per cent. This substantial decrease is attributed to the fine child welfare work carried on by the local committee.

## CANADA LANDS

Inspection of Choice Farm Acres Will Be Profitable.

Cost Only a Trifle Compared to Possible Benefit to Be Derived-"Ye Happy Fields, Unknown to Noise and Strife, The Kind Rewarders of Industrial Life"-John Gay.

There are thousands today looking

for farms to buy, and with the hundreds of thousands of acres offered for sale, there is no lack of opportunities. But there are all classes of lands, good, bad, and indifferent, much of each. The government of the Dominion of Canada has no land for sale, but within the boundaries of the Dominion there are unlimited acres of choice land owned by railway and land companies and private individuals. It holds no brief for any, nor are any of them clients. But it is to the interest of the Dominion to have the hundreds of thousands of acres placed under cultivation, for every acre thus cultivated adds to the revenue which helps pay the government of the country. It is with the purpose of setting forth the agricultural advantages that Canada, especially Western Canada, possesses, that attention is drawn to the fact. The purpose is to place before OMAHA HAY CO., OMAHA the reader truthful statements, and advise the prospective settler as to the necessity to investigate and inspect, leaving to his own deduction the matter of his selection. Once he decides, the government will render him any further information necessary as to location, prices and value of land. and assist him in every way possible to

become settled.

The cost of a trip to Western Canada, to any portion of the three provinces-Manitoba, Saskatchewan and Alberta—specially indicated in this work, is but a trifle compared with the benefits that a personal inspection may give. Therefore the advice is to do so. Low rates on railways will be arranged and every opportunity afforded for giving the country a thorough and careful examination. It may be that you wish an improved farm, all ready for occupation and cultivation; you may want raw prairie, which only requires plowing and the other preparation necessary for a seed bed, leaving it to yourself to erect your buildings. sink your well, prepare your garden. and ascertain how close you are to school, church, town and market. You may wish to go into mixed farming, combining the raising of stock with the growing of grain. In this case you will look out for some shelter from sun, wind and storm, and want a farm a portion of which may be cultivated for grain, and pasture fields connected with it. You may make this out of the open level prairie, but you will do better to secure a partially wooded lot. where water and pasture are already at hand. You may wish to go into the raising of cattle, or sheep alone; then you will care less for the open prairie, but select something that may cost you less in the more northerly districts. No matter what you may want, unless it be land upon which to grow cotton. bananas or other tropical or semi-tropical products, your inspection trip will reveal to you that Western Canada possesses possibilities beyond which any literature you may read advises you .--Advertisement.

Political Corruption.

Corruption in political life is really skepticism. It is a distrust, a disuse which has lasted so long that it has grown into disbellef of political 'principles, of the first fundamental truths of the sacredness of government and the necessity of righteousness.-Phillips Brooks.

When a man helps his wife with the housework it takes him about twice as long to finish.

When Your Eyes Need Care Try Murine Eye Remedy

Bequeathed Elsewhere.

"My ancestors were all people with broins. "Too had you were disinherited."

Mr. Robert McDougall, R.

R. No. 6, Liberty, 1

"I wish to state th

Cure pimples, headache, had breath by taking May Apple, Aloe, Jalap rolled into a tiny sogar cell called Doctor Pierce's Fleasant Pellets, Adv.

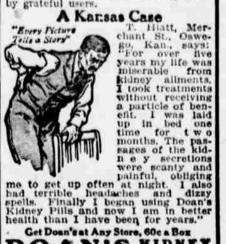
It isn't always safe to bump up against a train of thought when it is

n motion

### Back Lame and Achy?

There's little peace when your kid-neys are weak and while at first there may be nothing more serious than dull backache, sharp, stabbing pains, head-aches, dizzy spells and kidney irregularities, you must act quickly to avoid the more serious trouble, dropsy, gravel, heart disease, Bright's disease. Use Doan's Kidney Pills, the remedy that is so warmly recommended everywhere by grateful users.

A Kansas Case

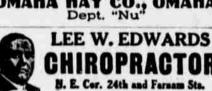


DOAN'S HIDNEY
FOSTER-MILBURN CO., BUFFALO, N.Y.

### Nebraska Directory



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Pictures of fur bearing animals and their tracks, trapping laws and TRAPPERS and address. Also our TRAPPERS illustrated price list and shipping tags. All free.
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### **Enemies** WHITE SCOURS BLACKLEG

Your Veterinarian can stamp them out with Cutter's Anti-Calf Scour Serum and Cutter's Germ Free Blackleg Filtrate and Aggressin, or Cutter's Blackleg Pills.

Ask him about them. If he hasn't our literature, write to us for information on these products.

The Cutter Laboratory Berkeley, Cal., or Chicago, Ill. "The Laboratory That Knows How"

Deep-Seated Colds develop serious complications if neglected. Use an old and time-tried remedy that has given satisfaction for more than fifty years