

Luis Firpo Shakes Himself Loose of Legal Octopus and Sails for Europe

NEW YORK, Dec. 17.—Luis Angel Firpo again sails the seas, this time to the eastward. Having cast off the last tentacle of a legal octopus that caught him at every turn, the South American seeks rest in Europe. Behind him is word that when he comes back to the United States he will re-enter the school of Jimmy De Forest, veteran ring master. Firpo leaves a string of legal misadventures.

The Argentine first faced an injunction on the eve of his bout with Bill Brennan. A New York club claimed he had signed a previous agreement. The application was denied. Following his victory over Brennan, Andrew D. Scott of Nutley, N. J., filed suit for \$3,467, alleging Firpo retained him as business manager.

Then Sailor Maxted declared his rights to moving picture percentages had been overlooked to the extent of \$50,000. Maxted won an attachment on Firpo's receipts in the bout with Willard.

His meeting with Jack Dempsey, the champion, when he went down eight times and the champion twice, came next, and as he weighed in, Firpo was served with a summons, the nature of which was not learned. Andrew D. McCorkindale of Long Beach obtained an attachment on the proceeds of the bout, alleging the existence of a contract which called for 25 per cent of Firpo's earnings and demanding \$3,300 for expenses.

Then Luis clashed with federal officials by becoming an American citizen by courtesy. He said he had taken the action under misapprehension.

He was held up at Key West, Fla., for interrogation as to income statements, but New York authorities defended him. Then Mrs. Minnie Swartzlander of New York was awarded \$500 damages against the Argentine in a suit, declaring he had ruined her furniture. After a sojourn in the homeland, Firpo was readmitted to the United States as a "visitor," after being detained at Ellis Island with other members of his party and a Miss Blanca Lourdes Picart, who said she was a friend of the boxer, but not one of his party. Firpo was allowed to land.

He was arrested at his training camp at Saratoga Springs, where he was preparing for his match with Harry Wills, on a warrant charging perjury in connection with the boxer's statements regarding his relations with Miss Picart.

Again Andrew D. McCorkindale appeared upon the scene and obtained a \$25,000 attachment upon the money which Firpo was to receive, and New Jersey ministers and reform organizations went to court in their efforts to prevent the Wills bout. Wills, however, was permitted to batter the South American.

After the battle the perjury charges were dismissed and a federal grand jury refused to return an indictment against him.

GUARANTEE FUND WIN THREE GAMES
Guarantee Fund Lites defeated the Hoffman-Crosby three straight games in the feature match in the Greater Omaha Bowling league last night. The Guarantees also rolled the high three-game total, crashing the pins for a count of 2,961. Ken Stiple led the individual bowlers with a score of 611 for three consecutive rounds. Jimmy Jarosh rolled the high single game, toppling 247 nines in his second game. The Hoffman-Crosby five totaled 2,730 pins.

GOAL! GOAL!
Best Grades of Illinois
RAMPTON FURNACE \$8.00
PEKIN Franklin County \$10.50
Prompt Delivery
NEBRASKA FUEL CO.
Sam Reynolds JA. 0430 Wood Allen

Curlers to Start Competition for Malcolm Cup

The Clan Gordon Athletic association, at a recent meeting decided to hold the first round of the annual curling tournament at Miller park next Sunday. The entry list for the tournament is open, but will close at 9 a. m. Sunday. Competition for the Malcolm cup in the singles will be held Sunday. The following drawings were made for competition for the John L. Kennedy trophy. Finals will be played New Year's day, ice permitting. Heathers, C. W. Masters, skip, against Alsie Craigs, R. Galt, skip, Bobby Burns, R. G. Watson, skip, against Bonny Scotland, R. Melvin, skip. Callidons, Jimmie Gunn, skip, against Gordons, John Henderson, skip. Omaha Scots, W. P. Horne, skip, against Balmorals Ed Tracy, skip. Anyone interested in curling is invited to compete in the tournament. No admission is charged.

Cudahy's Fight Bill Complete

The Cudahy Athletic club has completed its program of fistic encounters for the show which will be held Friday evening. "Rusty" Evans, York (Neb.) lightweight, will meet Irwin Bige in the 16-round main event. Bige won a three-round decision over "Kid" Mack in Denver last night, according to reports received from the "Mile High" city. "Sailor" Liston and Mike Rosgall meet in the 10-round semi-windup, while Everett Strong and Lew Ritchie, the latter of Lincoln, fight in the third preliminary. Two other good preliminaries are on the program.

Boston College Hockey Team Unable to Get Games

Boston, Dec. 17.—Boston college with its greatest hockey team since the sport was organized here, probably will have to disband for lack of games with other colleges. The management was able to book only two contests, the annual fixture with West Point on February 23, and a game with St. Thomas college of St. Paul here Christmas night. The latter engagement has been canceled because the faculty would not sanction a game on Christmas, and the West Point date may have to be abandoned.

BRANDEIS THEATRE
2:20 Twice 8:15 Today
You Will Have to **HURRY**
LAST 2 TIMES TOMORROW
ADOLPH ZUKOR and JESSE LASKY present
CECIL B. DE MILLE'S **MIGHTIEST OF THE TEN COMMANDMENTS**
SPECIAL PLAYERS—LASKY CORPORATION

Symphony Orchestra
Nights: 50c, \$1.00, \$1.50 Plus Tax
Matinees: 50c, 75c, \$1.00 Plus Tax
Will not be shown elsewhere in Omaha within one year.

Strand 10th & Douglas Today
NORMA TALMADGE
The Only Woman
HELEN HOAGLAND
At the Organ Playing
"Love's Old Sweet Song"
Featuring The Mighty Harp Unit Built and Installed by the Pine Organ Service Co. of Omaha
On the Stage
Irene Fleming

WORLD Vaudeville Photoplays
Six Acts of Quality, with Two Headline Features
Maurice Barrett & Co.
"DANCING SHOES"
On the Screen—CHARLES RAY
"DYNAMITE SMITH"
Tired Shoppers' Matinee at 2:15 Daily Sun, Mat. and Week—Broadway By Night

The Daily Cross Word Puzzle

By RICHARD H. TINGLEY.

1	2	3	4	5	6	7	8
9		10		11	12		
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	32	33	34		35		
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40			41	42			
43			44		45		

- Horizontal.
- Open (poetic).
 - Frigid.
 - Conflict.
 - Nest or breeding place.
 - Hard substance used for polishing.
 - Urges on.
 - Plant supplying a drug.
 - Myself.
 - A prohibition.
 - Doctor of Music (abbr.).
 - What I own.
 - One of Shakespeare's most famous characters.
 - Preposition of place.
 - Scarf for women's wear.
 - Advance guard.
 - Negation.
 - The upper air.
 - An article.
 - Proceed.
 - Title of distinction.
 - Unit for measuring type.
 - Woman's name (Swedish or Russian).
 - Spheres.
 - Bed in sleeping car.
 - A minor prophet.
 - Anger.
 - Before.
 - Attempt.

Solution of yesterday's puzzle.

(Copyright, 1924.)

- Vertical.
- Single unit.
 - Dwarf.
 - To sharpen.
 - Third person singular of "to be."
 - You (Bible style).
 - To fuse.
 - Pleasant odor.
 - A grain.
 - Ourselves.
 - A parent.
 - A barrier in a river.
 - Craft for navigation (pl.).
 - At no time.
 - Male humanity.
 - Fish eggs.
 - Rowing implements.
 - Unit of weight.
 - One who views furtively.
 - That man's.
 - Yellowish fossilized resin.

Baled Straw Brings Better Price Than Prairie Hay
Hanover, Kan., Dec. 17.—A dealer here is shipping baled straw to a Kansas City firm and states that he realizes a better price for it than for No. 3 prairie hay, considerable of which is being shipped from here also. Probably 25 carloads of straw will be shipped from here in the next month.

Friday Evening at 8:30 AMATEURS
Special Added Feature,
Aloha Trio
Hawaiian Singing and Dancing Novelty
NEW EMPRESS
GREATER MUSICAL SHOW
LAST TWO DAYS,
"Good Night Nurse"
Merry Musical Comedy

Orpheum
ORPHEUM (CIRCUIT) VAUDEVILLE
2100—NOW PLAYING—8:20
JOSE E. HOWARD
A COMPANY OF
THE TOY SHOP
Chile, Bone, Harry and Emma YORKE & KING SHARROCK
OMAHA'S OWN AMERICAN LEGION DRUM AND BUGLE CORPS
Margit Hegdus (Ishikawa Brothers) POWERS' DANCING ELEPHANTS
Every Child Attending the Matinee Monday to Friday Inclusive Will Be Presented with a Souvenir Toy

SUN THIS WEEK
Conrad Nagel
PAULINE FREDERICK
MAE BUSCH
MARRIED FLIRTS
WORLD Vaudeville Photoplays
Six Acts of Quality, with Two Headline Features
Maurice Barrett & Co.
"DANCING SHOES"
On the Screen—CHARLES RAY
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Tired Shoppers' Matinee at 2:15 Daily Sun, Mat. and Week—Broadway By Night

Waterways Built Up Abroad Before Locomotive Came

Their Extensive Use No Argument for America Since Distance Makes Railroads Necessary.

ARTICLE V.
By WILL M. MAUPIN.
To get a comprehensive grasp of the problems confronting the railroads and the industries of the interior sections, one should not become confused by specious efforts to deceive by pointing to the intensive development of European waterways.

Those who point to European waterways and the great commercial cities located thereon, overlook or seek to conceal certain fundamental facts. These large European marts are located on waterways for the simple reason that water communication was the only kind known when those cities were founded, centuries ago. Every great European mart was such before railroads were even dreamed of. The waterways were developed from necessity. When the railroads came in Europe they had to adapt themselves to conditions as they found them. Waterways have always been used in Europe, and always will be, because they are the fundamental avenues of communication.

In the United States, with our great distances, the first century of the republic's existence saw commerce largely confined to the Atlantic coast and near by interior points reached by water communication. Large inland cities were unknown because of lack of transportation. Then came the great era of railroad building, and cities were located because of railroad advantages. Railroads sought the lowest grades compatible with distance, and cities sprang up in their wake.

Omaha Great Because of Roads. Omaha is not a great railroad center because a city is here. Omaha is a great city because railroads

center here. These are facts that should be kept in mind when comparing European waterways with our own. Over there they had built great cities on waterways long before the "new world" was discovered. Those cities carried their freight by water when Omaha was an Indian camp. Chicago would never have been the Chicago it is if water transportation had been its only recourse. Neither would Cincinnati, St. Louis, Kansas City, nor Omaha. Railroad building brought about a development in the United States within 50 years that centuries of waterway developments would not approach. They brought about the settlement of a continent in less than half a century. The eastern seaboard with its rivers, its canals and the ocean had stood still for more than two centuries. Then came the railroad and in the flash of a few years the Louisiana territory, the northwest territory and the Mexican territory, until that time merely names in our school geographies, were settled by millions of people and great states were carved out of the wilderness.

Interior Real Problem. With this brief explanation one may approach the problem under discussion—the real transportation problem of the country. The practical question confronting the railroads and the interior industries is not, as the propagandist for the seaboard industries and ocean shippers would have us believe it is, the sacredness of the Panama canal, but the preservation of interior rail communication, of interior industries, and the continual development of the middle west.

An indication of how much loss of revenue the railroads have suffered by reason of water competition between the east and west coasts in the item of iron and steel articles, pipe and wire may be estimated by a comparison of the amounts moved by rail and by water during the months of June, July and August of the years 1921, 1922 and 1923. In 1921 the tonnage hauled by rail amounted to \$3,473 and by canal to \$1,917. In 1922 by rail \$6,750, by canal \$20,949. In 1923 by rail \$2,552, by canal \$46,510.

Because of the loss of revenue thus entailed upon the railroads, they have been unable to reduce local rates between interior points, and between interior points and basing points. Middle West Hampered. In short, because of the favorable position of coast industries, due to lower ocean rates than are possible by rail, the middle west is being discriminated against, its rail communication hampered, its development retarded and its industries slowed up. Because the railroads see this, and because the middle west sees this, and both are seeking relief by an adjustment of long haul rates, propaganda has been organized to convince the people that the railroads are in

a conspiracy to close the Panama canal. If the railroads serving the territory between Chicago and the interior mountain territory are denied some measure of relief now possible under section 4, and are compelled to accept the terms of the Gooding amendment, it will be impossible for them to regain some of the traffic which the water lines have taken from them. Their losses, too, will become increasingly greater as interior industries decrease under the proposed amendment.

No Harm From Rate Readjustment. If the railroads are permitted to increase their revenues by recovering in reasonable part transcontinental traffic now lost by reason of the Panama canal rates, it is clear that no shippers or communities now served by them will be injured. The only injury that can possibly result will be to the water lines, and they will not be giving up any traffic they have developed by building up consuming territory or traffic naturally tributary to their service. As has been pointed out to the Interstate Commerce commission this would result only in relinquishing to the railroads a part of the traffic developed by the railroads and which the water carriers have taken away from them since the war.

The propagandist of the coast industries and ship owners using the Panama canal is free in his charges against the railroads, and very in-

sistent upon the sacredness of the Panama canal. It will be noticed, however, that he says nothing about the discrimination against the railroads as compared with ocean shippers and canal users in the matter of regulation, control and rate fixing. This discrimination against the railroads and in favor of the vessel owners will be described in a succeeding article. The lopsided character of freight rate control will be covered in the next article.

Gasoline Tax Endorsed by Fairbury Chamber
Fairbury, Dec. 17.—Fairbury Chamber of Commerce has appointed a committee to draft resolutions favoring retention of the present 9 1/2 per cent of the automobile fees, endorsement of the proposed 2-cent gasoline tax, and retention of this tax for use of the county on county highways. A. M. Nelson, H. F. Holstein, Lynn J. Smith and L. S. Rasse, Lynn elected as directors of the Chamber of Commerce for the coming year. Noon lunches will be discontinued until the first Tuesday in January, 1925.

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What Did Mrs. Santa Claus Tell Mr. Santa Claus

Exactly what she told Mr. Santa Claus has appeared in many of our Christmas advertisements. It tells why you should give electrical appliances as Christmas gifts to those dear to you.

The contest closes Saturday night. The first person sending in the EXACT CORRECT ANSWER will be awarded a beautiful electric lamp.

Nebraska Power Co.