

BOOSTER LEAGUERS START

Season Opens with Many Rollers in Fine Form.

CHRIS LYCKE TOTAL 2,865

Neale Leads in Individual Totals, with 625—Brandeis High Balls Have the High Single Game.

The Booster League opened up last night of the Association alleys for the season of 1913-14. Eight strong teams entered the race with lineups including the best bowlers in the city.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes OMAHA FIELD CLUB and CLARA BELLES.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes CHRIS LYCKE.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes NEALE.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes BRANDEIS HIGH BALLS.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes NATIONAL REFINING CO.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes BEACON PRESS.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes LEISIS.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes GATE CITY LEAGUE.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes FRANKS COLTS.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes MICKY GIBSONS.

Table with 4 columns: Name, 1st, 2d, 3d, Total. Includes DOHERTY.

Coast-to-Coast Highway Boosters Logging the Route

The new coast-to-coast highway, which crosses Nebraska over the Omaha-Lincoln-Denver route, is being logged this week from Chicago to Salt Lake City.

A report of the log will be made at the meeting for permanent organization, which will be held in Lincoln on Tuesday.

Officers of the Iowa river-to-river road, which is a part of the new coast-to-coast highway, are making the log.

They are Hal R. Wells of Des Moines, director of the Iowa road, and Bert N. Wells of Des Moines, secretary.

Both conferred with Secretary G. E. Parison of the Omaha-Lincoln-Denver road, when they passed through Minden en route to Salt Lake City.

They discussed arrangements for the big Lincoln meeting, when the governors of three states will be present to talk on good roads.

Ernest H. Spaulding of Grinnell, former president of the river-to-river road, is furnishing the scout car, which is a powerful Spaulding of the racing type.

It was manufactured by the Spaulding factory at Grinnell.

Boosters for the coast-to-coast road are taking great interest in this logging tour and they are cordially welcoming the tourists all along the line.

The scout car started across Nebraska Sunday and is due in Denver Monday night. Sunday night was spent at McCook.

From Denver the scouts will push on to Salt Lake City and then return immediately so as to be back in Nebraska for the big meeting Tuesday.

Suffragette Arson Squad Sets Fire to Historic Mansion

LONDON, Sept. 17.—A suffragette "arson squad" early today tried to burn down Penhurst place, the historic fourteenth century seat of Lord De Lisle and Dudley, at Tunbridge, Kent.

The inmates of the great mansion, awakened by the crackling of wood and by clouds of smoke, found the framework of a number of windows ablaze.

A working party of household employes succeeded in extinguishing the flames with the efficient apparatus on the premises.

Two women were seen fleeing across the lawn in front of the building and suffrage literature was scattered about the grounds.

Great indignation prevails among the neighboring residents as it now is certain that the mansion, hitherto open for visitors, will be closed.

It contains valuable portraits of ancestors of the holder of the title, whose family name is Sidney.

Among them are paintings of Sir Philip Sidney, the sixteenth century poet, soldier and Algeron Sidney, who was beheaded in the seventeenth century.

The mansion is a treasure house, filled with antiques, old tapestries and articles left there by Queen Elizabeth, who frequently occupied the house during her reign.

The art galleries contain some of the most valuable Van Dykes and Holbeins in England.

U. S. AMATEUR STROKE BEHIND ENGLISH "PRO"

BROOKLINE, Mass., Sept. 17.—An English professional and an American amateur divided interest in the first section of the qualifying rounds of the United States open golf championship played over the country club course today.

When the cards of the thirty-three qualifying players were computed, it was found that Harry Vardon, South Herts, England, led with a total of 181 strokes for the thirty-six holes, with Francis Outmet of the Woodland club but one stroke behind.

After the leaders came a long line of professionals, including McDonald Smith of Wyke, with 184; Tommie McNamara and James Barnes of Tacoma with 185 and Louis Teller, the solitary French entrant, dividing the honors with home professional Alex Campbell, both having cards of 161.

The fastest time of the day, 2:13 1/4, was made in the second heat of the 2:07 trot. Margold gave the bay gelding a battle until they turned into the stretch, when Robert Milroy forged to the front and splashed home with more than a length to spare.

The 2:15 pace will be the third event tomorrow, when the Michigan stake for 2:15 trotters, purse \$10,000, also is scheduled. The 3-year-old pace, postponed today, may take place later in the week.

Summaries: 2:14 trot, purse \$1,000, three in five: Peter Billiken, ch. h., by Peter the Great-Baron Lassie, by Baron Wilkes (Nuckola).....1 6 1 1

Vasey, g. g., by Vasey (Spencer).....2 1 2 4

John G. h. g. (Ashley).....3 2 5 6

Hicks, b. m. (McCarthy).....4 4 2 2

Nata Prime, b. m. (Wright).....5 8 3 3

Lulu S. h. m. (McDonald).....7 7 6 5

H. O. McKinney, ch. g. (Rathbun).....8 5 8 5

Sweet Spirit, b. L. (Murphy).....ds

Medowdale, b. s. (Snow).....ds

Time, 2:18, 2:18, 2:14 1/2, 2:17.

2:07 trot, purse \$1,000, two in three: Robert Milroy, b. f., by Milroy-Neta-lina, by Robert McGregor (Snow).....1 1

Margold, b. m. (Murphy).....2 2

King Brook, blk. g. (McCarthy).....3 3

Cascade, ch. s. (Rodney).....4 4

Ether W. h. m. (Andrews).....ds

Time, 2:10 1/2, 2:13 1/2.

Says Sixteen Men Control Nine Big Railway Systems

NEW YORK, Sept. 17.—Prof. Frank J. Warne, statistical expert for the conductors and trainmen in the arbitration hearings, declared today that sixteen men, as interlocking directors, control the policies of nine large railway systems.

"Give me the minutes of their board meetings and I will prove it," said Dr. Warne.

The four leaders of these systems were the New York Central, Baltimore & Ohio, Pennsylvania and New Haven railroads, the witness said.

Among the interlocking directors he named were J. P. Morgan, George F. Baker, William Rockefeller, W. K. Vanderbilt, Jr., and Norman B. Reed. These and other prominent financiers—twenty in all—served as 111 directors in the nine systems, according to the witness.

W. W. Atterbury, vice president of the Pennsylvania, and one of the arbitrators, protested against the deductions of Dr. Warne.

FEAR EXPRESSED KIRK MAY NOT COME BACK

IOWA CITY, Ia., Sept. 17.—(Special.)—Unable to get any word from Kirk, the big tackle, who has been relied upon to form one of the mainstays of the Iowa line this season, local foot ball authorities are beginning to fear that he will not be in the Hawkeyes lineup this fall.

No word has been received from Kirk for over a month, either by friends in this city or by the foot ball authorities. Captain McGinnis has made repeated efforts to get in touch with Kirk, who has been relied upon to do the punting for the Hawkeyes this fall.

It was known last spring that there was a possibility that Kirk might not return, but this was not given much weight until now.

STREET RAILWAY EMPLOYEES WILL MEET IN ROCHESTER

SALT LAKE CITY, Utah, Sept. 17.—After electing officers and selecting Rochester, N. Y., as next meeting place, the thirtieth biennial convention of the Amalgamated Association of Street and Electric Railway Employees of America was adjourned here this afternoon.

With the exception of three vice presidents all the officers were re-elected. The new vice presidents including three additional provided for at the present convention are: Benjamin Commins, New Orleans; T.

Do You Know Anything About Whiskey?

Almost any whiskey can be guaranteed under the Pure Food Laws. Certain essentials well known to the trade can be overlooked and avoided and the guarantee still hold good—but—

RED TOP RYE is the result of distillation from choice grain with perfect food value guaranteed by distillers to be blended of whiskeys of such age and purity as to make the result PURE.

Anyone who is well posted will understand the merit of this argument.

FERDINAND WESTHEIMER & SONS, Distiller ST. JOSEPH CINCINNATI LOUISVILLE

Key to the Situation—Bee Advertising.

OUR MILLINERY SECTION THE TALK OF THE TOWN

Quite naturally so, our millinery was never more beautiful and never so comprehensive in assortment and UP-TO-THE-TICK-OF-THE-CLOCK STYLES.

Untrimmed Hats in velvet, velour and silk plush in a large variety of shapes. They need but a fancy ostrich or wing or stickup that you can easily trim at home, at—

Fluffy fancies, Nummids, Choura, Paradise feathers and imitations on special sale for home trimming; at from—

\$10, \$7.50, \$6, \$4 to \$1 \$50 to 98c

Don't let your neighbor beat you to the choicest numbers, come yourself and get the FIRST and BEST choice and know you have something WORTH WHILE—and exclusive in many instances.

Berg Clothing Co. R. & S. DOUGLAS

J. O'Brien, Springfield, Mass.; W. F. McClenathan, Chicago; Benjamin Bowbeer, Oakland, Cal.; Joseph Gibbons, Toronto; Fred A. Hoover, Vancouver.

Buyers of Holiday Goods are invited to inspect an especially strong line at the Carpenter Paper Co., 9th and Harney. If you buy as much as possible in Omaha you save considerable freight and help build up a home market which will be greatly to your benefit.

Persistent Advertising is the Road to Big Returns.

Logan News Notes. LOGAN—James De Lanty, living five miles northeast of Neola, sustained the loss of his barn and contents, consisting of thirty tons of alfalfa, farming implements and harness, in addition to the loss of 400 bushels of oats, double corn-cobs and other farm buildings by fire, doubtless originating from overheated alfalfa, early yesterday morning.

Mr. De Lanty carried but little insurance. LOGAN—William Clatchey, indicted for maintaining a nuisance, was fined \$300 here in the district court after entering a plea of guilty. For feasting officers Alvin Durel received six months and James Sales was given seven years for obtaining money under false pretenses. George Rogers, indicted for larceny, is now on trial, Ross McLaughlin appearing for the state and J. A. Murray for the defense.

LOGAN—Farmers living on Harris Grove creek will begin suit here tomorrow against the Illinois Central Railroad company in the district court of Harrison county to collect damages because of the loss sustained when the flood waters of the stream swept away their stock and did other damage last spring. The farmers allege that the excessive flood heights were caused by an improperly constructed railroad bridge over the stream.

GLENWOOD—The candidates for the Glenwood postoffice to date: Homer Kier, farmer; Charles Record, buyer for Cole Bros.; William M. Donelan, real estate; W. H. Fickle, Red Cross Drug company; and Fred Fair, contractor. It is understood that there will be a vacancy in the office October 1. A petition was in circulation yesterday asking that the matter of the selection of a postmaster be left to a primary election by the democratic patrons of the office.

Key to the Situation—Bee Advertising.

1914 Detroit \$850 \$900. [This is the announcement of the Detroit—the car that answers every requirement you have laid down for the automobile you are going to buy. It has the beauty of line and finish that makes owners proud; it has the bull-dog strength that stands the hardest use; and has the low price and even lower after-cost that puts it where you can afford it.] Big in Value—Low in Price. No matter what you pay, you cannot get better construction. All the nine costly features that the most expensive automobiles possess are the Detroit's at \$850 and \$900. Not a point is skimmed in the making of this car. Four Vital Facts. Heretofore the low-priced car has had invariably one or more of four great faults: (1) Insufficient power. (2) Weakness in rear axle construction. (3) Insufficient braking surface. (4) Incorrect spring suspension. No such faults exist in the Detroit. Yet no startling freaks are found in this car—no experiments are being tried out on the buyer. But the makers have studied the strong points of the costly cars and found a way to combine them in their car at a popular price. The Secret of Strength. The Detroit long stroke motor is ball-bearing throughout. It delivers tremendous power on all speeds. The Detroit rear axle is full floating. The powerful gears it contains could drive a car of double the weight and power. The Detroit braking surface is extraordinary. Service brake is 14 inches in diameter, emergency brake 10 inches, both enclosed. The Detroit rear spring is full platform. With its three point suspension, it kills the road shock. The roughest road will seem smooth when you ride in a Detroit. A Beautiful Car Always New. Few cars at any price are as handsome as the Detroit. The hood and fenders are black; the body is a raven blue and around the top runs a light blue stripe. Your first thought when you see this car is—"Worth \$2,000, that's a cinch." The Detroit is completely enamel and nickel trimmed and upholstered in a fine quality of machine-buffed leather. Detroit cars go through the factory in lots of 1,000. In every thousand lot the latest improvements are immediately incorporated. You don't have to wait until next season to get them, and the car you buy is an up-to-the-minute car. No changes save minor ones are ever made in any event, since every feature is known and proved—not a single experiment anywhere. Remarkable Comparisons. In the Detroit you find those features which you would reasonably expect only in high-priced cars. Think of all you would like to have in your ideal automobile—even at the highest price. Then note the Detroit's points and see what you buy, not for \$3555.80 (which is the average cost of other cars possessing the Detroit's features) nor at \$2,000, nor at \$1,500—nor even for \$1,000—but for \$850. Eight Hundred and Fifty Dollars of actual car value. The Nine Big Features. 1. Ball bearing throughout. 2. Long stroke, high power motor, unit power plant fully enclosed. 3. Full floating rear axle. 4. Left hand drive, center control. 5. Extraordinary braking surface. 6. Multiple disc clutch running in oil. 7. Extra capacity tubular radiator. 8. Enclosed valves all on one side. 9. Platform rear spring. A Free Demonstration For You. We can't begin to tell you all about the good points of the Detroit. You must see the car to appreciate its beauty and you must ride in it to appreciate its construction. Call and let us take you out for a free demonstration. We will let you pick out any road you say and prove to you ten times over every statement we have made. The T. G. Northwall Co. OMAHA, NEB. SIOUX CITY, IA. 912-14 JONES STREET SECOND AND PIERCE