

PACKERS UNITE IN EXPLANATORY NOTE

Course of British Government in Meat Seizure Case is Called Into Question Plainly.

EFFORT TO DECEIVE PUBLIC

A carefully planned campaign by Great Britain to discredit the American meat packers, not only with the State department, but with the public, possibly to strengthen England's position and weaken the case of the packers, whose \$15,000,000 worth of products have been illegally seized \$2,000,000 worth of which has been confiscated, is seen by Chicago packers in recent articles sent out from Washington. These articles state that they are based on charges made by Great Britain.

Packers Make Denial.

Last night a denial of the latest "charge" by Great Britain was made by J. Ogden Armour of Armour & Co., G. F. Swift, Jr. of Swift & Company and Thomas E. Wilson of Morris & Co.

"It is absolutely untrue that previous to any arrangement was made by the packers with the German and Austrian governments for the sale and transportation of meat products to them," say the packers. "No payments on account were made for those governments, as the goods were not sold or consigned to them. On the contrary they were sold to neutrals, with whom an American shipper had the right, under the provision of international law, to do business.

No Agreement with Germany.

"There was no arrangement between the packers and the German allies for the transportation of the products through neutral countries to the belligerents.

"It is positively absurd and vigorously denied that the packers were insured against loss on any shipments by the German government.

"The price of meat in confining over \$2,000,000 worth of products, stated that it was on the assumption that the shipments were destined for Germany and placed the burden of proof upon the shippers.

"We repeatedly have endeavored to have Great Britain come to a settlement of our claims, but our representatives whom we have sent to England have been put off from day to day, and only offer of settlement carried with it a guaranty from us against claims of ship owners and foreign buyers, which proposition was prohibitive.

Will Accept Fair Settlement.

"We are willing at any time to accept a fair and honest settlement of our claims and are not asking anything unreasonable. No one in apparent authority will consult with us upon a proposition for a cash settlement and we can make little or no headway.

"Terms too strong cannot be used in leaving the grossly absurd and impertinent assertion that our losses are protected by Germany and Austria.

"The first of several illustrations of a campaign to strengthen the English case at the expense of the packers was the memorandum given out by the British foreign office in May last in connection with the announcement of the failure to settle with the packers concerning a settlement of these prize court cases. Negotiations were on for the purchase by the British government of the seized cargoes.

"The negotiations have come to a standstill," said the foreign office memorandum, "owing to the exorbitant terms insisted upon by the representatives of the American packers."

Memorandum Misleading.

As a matter of fact, though the negotiations had been going on for four months, never once had the British authorities objected to the prices asked. They waited until the packers' representative, Alfred Wilson, was on the ocean on his way home and then they gave to the press this defense invented on the spur of the moment for the purpose of apparently prejudicing the packers' case in the minds of the American public.

"The second instance, with the same object in view, was the British note of June 24, in which the foreign office attempted to put on the packers the blame for delay in deciding the prize court case. This note was in reply to our State department's protest against delay, a protest made at the request of our meat interests. The British foreign office attempted to make our government believe that the delay was due to request of the packers for postponement. The fact was that the request for delay was from Scandinavian importers and foreign buyers, not from the packers.

"The British foreign office knew this, and the prize court records plainly show, yet, in spite of the fact that the packers had nothing whatever to do with the request for continuance, the British government, in a formal note to the American government, falsely stated that it was at the request of the packers that the delay was granted.

Instances Are Typical.

These two instances are taken as typical, but there were others of a like character which have marked the progress of the case since the seizure of the meat cargoes last November. These are specified because the government records and the official minutes of the prize court proceedings substantiate the accusation of deception on the part of the British authorities. Another striking proof of the insincerity of the British contention in the prize court case has just come to light. The American meat cargoes were consigned to Scandinavian ports. The British government seized them and confiscated them on the ground that they were intended for enemy use. The records of the prize court proceedings show that the British government wholly failed to prove that the goods were intended for such purpose.

Indeed, the prize court decision admitted, claiming that the burden of proof was on the packers, which was only another way of dodging the issue. "It is apparent the British attitude from the beginning has been one of slight against right. They have violated international law in interfering with neutral trade and know it. They simply tried to make the best of a bad case. One way to do this was to influence public opinion against the packers."

Lawson Released on Bail from Jail Cell

TRINIDAD, Colo., Oct. 9.—John H. Lawson, labor leader, convicted on a charge of first degree murder on charges growing out of the recent coal strike, was released from the county jail here to \$25,000 bonds.

General Rejoicing Over New Chandler Winter Motor Tops

Automobile tire manufacturers, garage keepers and motor supply people generally, find cause for rejoicing in the development and perfection of the removable winter top for motor cars. But no more so than car owners, and prospective purchasers, for with the winter top an established success, car owners are going to get vastly more good, and more comfort, out of their cars than has been possible in the past.

That this development in motor car building is popular is shown by the great interest aroused recently by the new winter top which the Chandler company is supplying. This new top, which is built specially to fit snugly and securely on the seven-passenger touring body of the Chandler Light Weight Six, gives the Chandler owner a winter car having much of the style and handsome appearance of a costly closed car, and really all the comfort and protection of one. When the pleasant days of spring come the owner can quickly remove this top and put the regular folding top on his car.

Swivel Chair for Front Seat Victim

Cheer up, you fellows who have sat disconsolately by the side of the driver, isolated from the happy bunch back in the tonneau.

No more will you crane your neck and put kinks in your back trying to get in on the fun.

A thoughtful designer, undoubtedly with memories of front seat rides of his own, has devised a front seat so the man occupying it is not "left out."

In this new car, which is the light eight brought out by Apperson Brothers Automobile company, the driver's companion seat is nothing more or less than a luxurious swivel chair. It can be turned completely around so the occupant is in close touch with those in the rear seats.

The body is of a new three-door type, the swivel chair doing away with the necessity for the right hand door. In normal position, entrance is had to the front seats through the aisle way.

The driver's seat is also adjustable, so long and short fellows can drive in equal comfort.

Says America Will Buy Million Cars

"This country will likely absorb 1,000,000 new cars annually for the next three years," predicts F. A. Seiberling, president of the Goodyear Tire and Rubber company, who has just returned from his vacation and plunged into the activities of the biggest tire company in the world, in preparation for 1916.

"This great volume of business," says Mr. Seiberling, "will be American business, apart from American sales abroad. The great agricultural wealth of the United States will continue to insure the prosperity of this country. Our business is founded on and depends upon agriculture as a base. And the development of agriculture is more important than any other single factor in our national welfare."

"Goodyear is now erecting six new buildings—factory additions—which we hope to have ready for the new fiscal year, January 1. These will give us an increase more factory floor space and increase our tire-making capacity to 20,000 a day. Indications now are that we will need the additional capacity before it is ready. We are already turning out and selling more tires per day than any other company in the world, and are working to maintain our leadership. The demand is assured. It is up to us to produce."

British Diplomacy is Called "Ghastly" by London Newspaper

LONDON, Oct. 9.—Describing Great Britain's "diplomatic failure" in the Balkans as "ghastly," the Globe declares that foreign relations of the country cannot safely be left in the hands of the foreign office as it is at present constituted.

"Its record," says the Globe, "has been one of dismal, tragic weakness. It is a misfortune that Sir Edward Grey speaks no language but his own. It is a greater misfortune that he has been incapacitated through ill health. It is the greatest of all, that his permanent under secretary, upon whom he must chiefly depend, is sprung from a German mother and married to a German woman.

"If the failure is not to culminate in disaster, the ill-omened partnership must be ended."

Comes One Thousand Miles to Murder Her

MINNEAPOLIS, Oct. 9.—While apparently seeking to escape from an enemy, who is supposed to have followed her for more than 1,000 miles, Mrs. Katherine Arnold of Buffalo, N. Y., was slain early today in a small hotel here by a man who boldly walked into the place and asked to see her. She was choked and badly beaten, but no one heard any commotion.

The police held James Hirsch, night clerk, who discovered the body; Eillian Huffman and Anna Levin, women living in the hotel, and Samuel Hall, another clerk, as witnesses.

Austrian Guns Blow Off Top of Mountain

BERLIN, Oct. 9.—(Via Wireless to Tuckerton, N. J.)—The Overseas News agency says: "A soldier in the Tyrol reports that it will be necessary to revise geographical statistics of the Alps since at least ten feet has been cut off the top of Monte Viola by Austrian artillery."

FILE TO FORECLOSE IRON MOUNTAIN FIRST MORTGAGE

ST. LOUIS, Mo., Oct. 9.—A bill to foreclose the \$20,000,000 first and refunding mortgages of the St. Louis, Iron Mountain & Southern railway was filed in the United States district court at St. Louis today.

The suit was filed by the Union Trust company of New York and Benjamin F. Edwards, trustees for the bondholders. A similar suit against the Missouri Pacific was filed by the Guaranty Trust company of New York a few weeks ago.

OMAHA BOY GETS PROMOTION IN RAILROAD WORLD.



C. E. Becker

Clarence E. Becker, an Omaha boy, has been appointed acting district freight agent for the Canadian Pacific railway and its auxiliary lines, the Minneapolis, St. Paul and Sault Ste. Marie, the Soo line; the Duluth & South Shore and the Canadian Pacific steamship lines, with headquarters here. His district covers several states and as his assistant he will have Edward Johnson, another Omaha boy, the latter having been with the local offices of the Baltimore & Ohio for the last three years.

Chevrolet Motor Co. Incorporated With \$20,000,000 Capital

William C. Durant of Flint and New York has just concluded a deal which will bring more millions to Flint, Mich., and which will make Flint the home of two of the largest and greatest automobile manufacturing concerns in America.

The Chevrolet Motor company of Detroit, organized with a capital of \$20,000,000, backed by some of the strongest men in New York and having for its purpose the manufacture and world-wide distribution of Chevrolet cars, with plants at Flint, Mich., New York City, Tarrytown, N. Y., Toronto, Ontario, Canada; St. Louis, Mo.; Oakland, Cal., and other strategic distributing points, was incorporated yesterday, with its capital stock largely oversubscribed.

It has been decided that the main manufacturing plants, which will supply the several assembling plants the more important items, such as motors, axles, etc., will be located at Flint.

At St. Louis, Mo., a contract has been closed with Russell E. Gardner, owner of the Banner Buggy company, the largest manufacturer of horse-drawn vehicles in America, for the immediate organization of the Chevrolet Motor company of St. Louis, with a capital of \$1,000,000, all fully subscribed.

Saxon Company Is Shipping Many of New Model Machines

Following the announcement of the new series Saxon 6-cylinder and 4-cylinder cars the Saxon Motor company of Detroit has begun quantity shipments of both these models, and dealers all over the country are rapidly being supplied to take care of the large number of orders for quick delivery. It is expected that practically every one of the hundreds of Saxon dealers will have a demonstrator by October 10.

The new series Saxon models have added a great impetus to the fast increasing sales that have been received by the Saxon Motor company. The new two-unit electric starting and lighting system, improved body finish, increased roominess and other features of the latest six-cylinder models, have created widespread interest, and the demand is heavy also for the new six-cylinder roadster model.

The four-cylinder roadster is distinguished by three-speed transmission of the selective sliding gear type, Timken axles, new type body, signal lamps at sides, ventilating windshield and other important refinements. An addition to the line of four-cylinder models is the roadster with detachable coupe top.

Hudson Company to Make Six-Cylinder Cars Exclusively

"The Hudson car will use a six-cylinder exclusively in all future models planned by this company," says an announcement just received by Guy L. Smith, local distributor.

"Our refinement and development of the six-cylinder type of motor leads us to believe it surpasses in simplicity, low cost of upkeep, performance and general adaptability any other type so far developed for use in pleasure vehicles.

"We have built every type of motor, from one to twelve cylinders. The recognized ability of our engineering department insured that these motors would be the best of their kind in the present state of motor development.

"The result of this research convinced us more firmly than ever before of the absolute supremacy of the Hudson six-cylinder motor.

"It is therefore more than pleasing to us to announce the continuation of the consistent policy which has marked our progress and which has secured the best engineering development that the industry offers."

Use The Bee's "Swapper" column.

Search for Bandits. WHEELING, W. Va., Oct. 9.—Possess tonight continued their search for the two masked bandits who held up and robbed a Baltimore & Ohio express train en route from New York to St. Louis. Two miles west of Central, W. Va., but up to a late hour no trace of their band was found.

Critical Buyer is Responsible for the Present Motor Car

"The critical automobile buyer is the man who is responsible for the progress made in automobile construction," states W. E. Foshier of the Foshier-Enger company, 1121 Farnam street, local distributor for the Pathfinder company of Indianapolis, Ind., manufacturers of six and ten six cars.

"Automobile owners who drive their cars have not only been deriving much pleasure and recreation from their machines, but they also have been making suggestions, and good ones, to the engineers. They have demanded lighter cars and more economical ones. The manufacturer was quick to take this suggestion and light weight has been obtained without sacrificing quality.

"The substitution of lighter and tougher metals has replaced the heavier metals. Heavy iron castings have been replaced with lighter, but tougher, steel stampings and drop forgings. This reduction in weight meant economy on gasoline, oil and tire bills.

"Motor car owners have been demanding cars with smoother action, a wider range of ability, lighter reciprocating parts in the motor, etc. This new demand has been met in the twin six motor.

"The motor car buyers today seek in a twin six motor rapidity of pickup, wide range of high gear activity, ease of hill climbing, maximum smoothness at all speeds, economy of operation and maintenance, accessibility, shorter turning radius, etc.

"The insistent call for comfortable riding qualities has been also further served in the new twin six models. The automobile manufacturer owes a lot to the motor car buyer who has demanded these improvements."

Chalmers Brings Out New Cabriolet

To meet the demand for a three-passenger car for all-year-round use, the Chalmers Motor company has just announced the new Chalmers Victoria Cabriolet for early fall delivery. Built in normal position, entrance is had to the cabriolet has all the advantages of the roadster model, with the added feature of increased winter comfort.

In past seasons motorists who purchased cabriolet models have entered serious objections to the many squeaks and rattles developed in the car's body. Excess weight also added materially to the cost of the upkeep of the cabriolet over the roadster type of body.

By abolishing the unwieldy glass and wood tops which were regular equipment of earlier cabriolet models and substituting a beautifully designed hand buffed leather enclosed top with a clear vision windshield, the squeaks and rattles have been entirely done away with and upkeep has been accordingly reduced.

Gossip of Auto Row

J. M. Opper of the Jones-Opper company reports a very busy week, and is very enthusiastic about Ak-Sar-Ben. Opper says they could have delivery over 150 cars if they had them.

J. M. Opper of the Jones-Opper company has learned that the shipments of 1916 Reo cars started from the factory last week and regular shipments, to take care of their demands, will reach them each week from now on.

A. H. Jones, A. T. Hill and W. A. Krause, Reo representatives at Hastings, visited Omaha last week, during the Ak-Sar-Ben festivities.

Cadillac's Largest Enclosed Car Year

That the enclosed type of motor car is steadily gaining each year in public favor is demonstrated in the fall business of the Cadillac Motor Car company. Last year this company shipped a greater number of its closed body cars than ever before, and orders now on hand indicate that this season's business will eclipse all past records by a substantial margin.

Among the reasons attributed by George F. Reim for the heavy increase is the fact that people are coming to appreciate more and more the great comfort to be derived from a type of car that is especially adapted for service every day in the year.

He said further, that the eight-cylinder engine was also responsible to some extent because it runs so smoothly that the dull, heavy rumble associated with enclosed types of cars becomes a negligible factor in the Cadillac.

The Cadillac line includes four enclosed body types—the standard limousine and the berline, each of seven-passenger capacity; the victoria, which accommodates three, and the brougham seating seven.

The brougham is a particularly interesting model. It has one compartment with two doors on each side, instead of the usual single entrance that characterizes the one-compartment type in general. The individual front seats have a passageway between, so that passengers may exchange seats without leaving the car. Having four doors, entrance and exit to and from the car is facilitated for all the passengers. The auxiliary seats fold into the backs of the front seats when not in use, leaving the rear part of the car unobstructed.

In the victoria, the top, which is of long-grain, bright-finished leather, can be laid back, and the window shades lowered into the door panels, converting the car into a smart roadster.

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