

H. MORTON BAYLY IN DIVORCE COURTS

Daughter of Former Nebraskan Files Suit in Chicago, Alleging Desertion.

ASKS FOR MAIDEN NAME

Chicago, Aug. 19.—(Special Telegram)—Miss Helen Morton Bayly, daughter of Mark Morton, formerly of Nebraska, but later of Wheaton and Lake Forest, Ill., the millionaire salt magnate and granddaughter of J. Sterling Morton of Nebraska, secretary of agriculture under President Cleveland, filed a suit for absolute divorce today in the Lake county court. She accuses her husband, Roger Bayly, Delaplane, Va., of desertion.

The bill goes into the matrimonial relations of the couple. It alleges that Miss Morton was married to Bayly June 4, 1914, at Ribbank Villa, Geneva, Ill. She asserts that she lived with her husband August of the same year, when she returned to her parents' home in the suburbs of Chicago, her mother living in Lake Forest and her father residing in his country estate at Wheaton.

Treated Husband Kindly

The bill adds that no children ever have been born and states that during her residence with her husband here and in Virginia, where he is owner of the Ashby stock farms, she treated him kindly and affectionately in all things. She contends she conducted herself toward him in a manner well becoming a good, true and virtuous wife.

August 4, 1914, the bill continues, Bayly, without any reasonable or just cause, whatever, deserted and abandoned her and has continuously since absented himself from her. Mrs. Bayly asks an absolute divorce in order that each party may marry again in like manner as if they had never been married. She asks that her maiden name, Helen Morton, be restored. An affidavit of non-residence of Bayly accompanies the bill.

The case probably will be heard this fall. The decision of the court may close one of the most sensational of the exploits of the young woman, who is remarkable for her works in sculpture, for her horsemanship and for her devotion to sports, as well as for her liking departures from the usual routine life of society, which often have claimed the front pages of the newspapers.

Mortons Not Talking

The suit for divorce follows the last of the visits of Bayly to Chicago by about six months. At that time, last winter, Bayly spent about two weeks in the city and let it be known that he was negotiating with the Mortons for the purpose of securing a divorce, or annulment of the marriage. None of the Mortons tonight would say whether the present suit is a result of that visit.

Miss Morton met Bayly while taking part in a horse show held under the auspices of Chicago society folk. There followed a visit by Miss Morton to Delaplane for the purpose of picking out a thoroughbred animal for her mount.

There were rumors she had married Bayly in July, 1914, but she denied this report, and suddenly began a sensational dash across the country to Wheaton. She proceeded a part of the distance on trains, but eluded the most energetic efforts of newspaper men to intercept her by speeding on large sections of her journey by motor car across the country.

If Not a British Subject, Then Keep Out of Ireland

London, Aug. 18.—By a new order in council the government is empowered under the Defense of the Realm act to "prohibit from entering Ireland any person not a British subject, or who, being a British subject, has since March 1, 1916, come or may hereafter come to the United Kingdom from parts beyond the seas."

Any such persons as described in the order, embarking for or found in Ireland, will be regarded as guilty of a summary offense, says the order.

Department Orders

Washington, Aug. 18.—(Special Telegram)—Pensions granted to Nebraska persons: Polly M. Clark, Fairbury, \$12; Emma S. Palmer, Omaha, \$12; Rebecca A. Brown, Lincoln, \$12; Lillian R. Brown, Wakefield, \$12; South Dakota, Kate Wright, Tanison, \$12; Marietta Mills, Hermosa, \$12; Alice Slater, Pollock, \$12.

Mrs. Nora Westover was appointed postmistress at Long Lake, Sheridan county, Neb., vice D. G. Farrow, resigning.

The Treasury department has issued a charter to the First National bank of Grant, S. D., and to the First National bank of Merrill, Ia., capital stocks, \$25,000 and \$40,000 respectively.

Nevada Men Enlist in Utah

Salt Lake City, Utah, Aug. 18.—Nevada's late National Guard, consisting of about forty men, is arriving here in small detachments, traveling mostly on freight trains, to enlist in the Utah National Guard and go to the border.

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Nebraska Railway Commission Takes Shot at Interstate Body

Lincoln, Neb., Aug. 19.—In denying a request of the Burlington railroad for permission to increase certain freight rates to save the Nebraska State Railway commission, severely criticized the Interstate Commerce commission. The Burlington asked not to leave to raise the rate on live stock from Iowa, Neb., to Omaha. The state commission declared in part: "The federal authorities are undertaking to do by a foundation method what the Nebraska commission would do by the ordinary commission method."

CHILD LABOR BILL PASSES THE HOUSE

Measure as Amended in Senate Is Now on Way to President for Signature.

Washington, Aug. 18.—Without debate, or record vote, the child labor bill was accepted by the house today with the senate amendments and put on its way to become a law, with President Wilson's signature.

The bill represents the results of years of struggle in congress between forces urging the conservation of child life and those opposing it on many grounds, chiefly that it was a question for the states and not for the federal government. It would not have become a law at this session of congress had not President Wilson after the democratic caucus decided to eliminate it from the administration program, visited the capitol and insisted upon its inclusion.

As it originally passed the house, the bill proposed to bar from interstate commerce products on which child labor actually had been employed. As amended by the senate and now perfected, it prohibits shipment between the states of all products of any establishment which employs child labor. It bars products of any mine or quarry employing children under 16 years of age, and products of any mill, cannery, workshop, factory, or manufacturing establishment employing children under 14 years of age or which employs children between 14 and 16, more than eight hours a day, more than six days a week, or earlier than 6 o'clock in the morning or later than 7 o'clock in the evening. It becomes effective a year after the date of the president's approval.

Opposition to the bill was led by southern congressmen and its sponsors charged cotton mill owners with being the principal objectors.

White May Continue on His Way

Washington, Aug. 18.—Colonel J. G. White, retired, held up at the German border in Denmark on his way to Romania to buy supplies for American relief in Serbia, has been permitted by German authorities to continue. Because of his English birth, authorities refused to allow him to pass through Germany. The State department increased through Minister Egan at Copenhagen.

JURY RECOMMENDS DRIVER BE HELD

Suggests County Attorney Investigate Death of William Gorham.

TESTIMONY VARIES WIDELY

The coroner's jury in the inquest on the death of William Gorham, who was killed by an automobile operated by C. T. Lambert of the Denby Taxi Co., at Twenty-fifth and Farnam, Wednesday evening, found that Lambert at the time "was driving carelessly, thereby causing the injury," and recommended that Lambert be held to the county attorney for further investigation. Lambert is still in jail.

Testimony as to the speed of the car just previous to the accident varied from an estimate of not to exceed ten miles an hour by the driver, Lambert, to forty miles an hour by J. C. White,

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Kugel to Ask for Bonds for New Jail

City Attorney Rine has prepared for City Commissioner Kugel an ordinance providing for the submission at the fall election a city jail bond proposition in the sum of \$150,000.

The commissioner is undecided just when he will introduce the measure, but he believes the bonds will carry, as he maintains Omaha should have an adequate and modern central police station and jail.

Will Investigate Soft Coal, Too

Washington, Aug. 18.—The Federal Trade commission was directed in a resolution adopted by the house, to broaden the scope of its coal investigation to take in the bituminous industry, as well as anthracite.

Remarkable Road And Race Track Records

JUNE, July and August have recorded a series of remarkable racing records achieved with the aid of Goodyear Cord Tires.

These victories are valuable because they offer corroborative evidence of the very qualities for which Goodyear Cord Tires are famous. The terrific speed of the shorter contests, and the sustained speed of the longer ones, are added proof of that stoutness, liveliness and speediness which every Goodyear owner experiences in every-day use, and which led to the adoption of Goodyear Cord Tires as standard equipment on the Franklin, the Packard Twin-Six, the Locomobile, the Peerless, the White, the Haynes Twelve, and the Stutz.

- Goodyear Cord Tire achievements to date have been as follows:
- World's record for one mile on one-mile track, Des Moines, Ia., June 25, 1916, De Palma driving Mercedes car. Speed at the rate of 103 miles per hour.
- World's record for 3 miles on one-mile track, Des Moines, Ia., Lewis driving Crawford car, 3 minutes, 2 seconds, 98 miles per hour.
- Fourth place, 150-mile race on one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car.
- First place, 50-mile race, on one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 89 miles per hour.
- Second place, 20-mile race, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 92 miles per hour.
- Second place, 10-mile race, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 90 miles per hour.
- First place, 5-mile race, one-mile track, Des Moines, Ia., June 26, 1916, Lewis driving Crawford car. 90 miles per hour.
- First place, 100-mile race, 3 1/4 mile dirt track (poor condition), Kansas City, Mo., De Palma driving Mercedes car. 63 miles per hour.
- First place, Eddie Rickenbacker driving Maxwell car. Third place, Lewis driving Crawford car. Fourth place, De Palma driving Mercedes car. Fifth place, Henderson driving Maxwell car.—350-mile race on 3-mile track, at Tacoma, Wash., Aug. 5, 1916. Speed of winner 89 miles per hour.

In this race, the biggest event of the season on the Pacific Coast, and one of the few races recognized by the American Automobile Association, Eddie Rickenbacker was on Goodyear Cord Tires without tire trouble. He changed his four tires for safety's sake only. Lewis who won third changed but one tire. De Palma who won fourth changed but one tire. Henderson who won fifth went through the entire race without a stop.

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