

COMMERCIAL CLUBS JOINING IN PROTEST

Six Organizations Will Ask that New Class Rates Be Held Up.

ALLEGED DISCRIMINATION

(From a Staff Correspondent.) Lincoln, Neb., Oct. 9.—(Special.)—Six Nebraska Commercial clubs have joined in a petition to the Interstate Commerce commission...

Madison Wants Conference.

The Madison county board of commissioners has asked State Auditor Smith to go to Madison and meet with it in relation to the unpaid insane tax due the state from the county...

No Team for Nebraska.

Owing to the time being too short to hold a tournament and qualify a team of marksmen to represent Nebraska at the National Rifle association shoot at Jacksonville, Fla., no contestant will go from this state...

Regulation for Elmer.

For leaving his wife and six children in Dawson county without means of support, it is charged, Walter Elmer is to be brought back from Finley, N. D., on a charge of abandonment...

U-BOATS RAID STEAMSHIP LANE OFF NEWPORT

(Continued from Page One.)

from the West Point, but finding that his assistance was not required he proceeded to Boston.

The richest prize bagged by the Germans was the passenger liner Stephano, which had just rounded the east end of Nantucket when it fell prey to a submarine.

The record of the submarine warfare, as brought to land by wireless dispatches, follows:

The Strathdene, British freighter, torpedoed and sunk off Nantucket. Crew taken aboard Nantucket shoals light ship and later removed to Newport by torpedo boat destroyers.

The Westpoint, British freighter, torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a warning shot from the submarine's guns.

The Kingston, British freighter, torpedoed and sunk south of Nantucket. Crew inishing and destroyer searching for them.

The Bloemerdijk, Dutch freighter, torpedoed and sunk south of Nantucket. Crew taken aboard a destroyer.

The Christian Knudson, Norwegian freighter, torpedoed and sunk near the Bloemerdijk. Crew picked up by destroyers.

The Steamer Lanes, The sensation created yesterday when the U-53 slipped into Newport harbor, and as quietly slipped away about three hours later, was nothing to the shock in shipping circles when wireless reports of submarine attacks began to come in to the naval radio stations just before noon today.

The submarine, or submarines, had taken a position directly in the steamer lanes.

Vessels of the entente allied nations and neutral boats carrying contraband of war were reported to get within the three-mile limit of the American shore.

All that were following the outside course shifted and made for the inside line. The Stephano of the Red Cross line, however, was caught outside the neutral zone.

SUBSEA CAMPAIGN ACTS AS EMBARGO

All British Vessels in American Ports Receive Orders to Remain.

SHIPS IN DANGER ZONE

New York, Oct. 9.—Owners, agents and others interested in vessels near the Atlantic coast flying the flags of nations hostile to Germany passed an uneasy night and today sought every possible avenue of news regarding their ships.

It seemed doubtful today that the submarine raid would result in a general tie-up of the shipping of the entente nations in American ports, but one of the most important steamship companies controlling both British and American vessels, the International Mercantile Marine company, issued order that no British ships that line should leave Atlantic ports pending further orders.

British Steamships Tied Up. This order stopped the sailings of all steamers of the White Star, Atlantic Transport, Leland, Dominion and Red Star lines and the vessels of the White Star-Dominion line sailing for Montreal and Quebec.

Officials of the Cunard, French and of the Italian lines declared that their passenger and freight vessels would sail as usual despite the submarine menace.

The French liners carry three and one-half-inch guns, and the freight boats carry three-inch rapid-fire cannon. The steamers under the Italian flag mount three-inch guns.

Danger from submarine attacks on the American coast is less than in the war zone near European ports, officials say.

Big Vessels in Danger Zone. More than a score of passenger and freight steamers are believed today to be near Nantucket.

Some are bound to New York from foreign ports, and others eastbound from here. Many are believed to be laden with war munitions.

Most important among them are the passenger steamships Cameronia, Dante Alighieri, Espagne, Alaunia, Philadelphia and Kristianafjord. The Anchor liner, Cameronia, is due here today from Liverpool with 600 passengers.

Wireless warnings were sent to Captain McLean yesterday directing him to look out for the U-53.

The French line steamer, Espagne, is due to arrive tonight or tomorrow, from Bordeaux, bringing a number of Americans, it is said.

Warnings were sent to the captain. The Dante Alighieri sailed from New York Saturday for Genoa with passengers, mails and cargo under the Italian flag.

It has a speed of eighteen knots. It was reported it would proceed via Bermuda to escape the submarines.

The American line steamship, Philadelphia, left here Saturday for Liverpool, while the Kristianafjord left on that day for Bremen.

Among the vessels which it was feared might be in the danger zone were the following which left here Saturday:

Bella, British, for St. John, N. B.; Lille, Norwegian, for Rouen; Ostia, Norwegian, for Havre; Rosalie, British, for Queenstown.

Several Vessels Inbound. Vessels due here today from European ports along the routes that pass through the danger zone include the Weidrich from Lisbon, a Dutch freighter, the Greek steamer, Agios Georgios, from Piraeus; the Belgier, British, from Marseilles; and the Lincolnshire, British, from Havre.

The steamer, Frederick VIII, of the Scandinavian-American line, which is bringing home James W. Gerard, the American ambassador to Germany, and Mrs. Gerard, was 600 miles east of New York at noon yesterday.

All the vessels destroyed by the submarine have been identified except, possibly the Kingston. It is believed to be a British paddle steamer built for the great lakes trade in Canada and diverted between American and Canadian ports.

It was of 2,925 tons, 288 feet long, and owned by the Canadian Steamship Lines, limited, of Toronto, Ont. It was built in 1901.

Demand for Cars Greater and Supply Less Than Year Ago

(From a Staff Correspondent.) Lincoln, Oct. 9.—(Special.)—While the demand for cars for loading is three times as great as a year ago, the actual supply is only two-thirds as great as last year.

The Nebraska State Railway commission announced today, after making a survey, as the basis for this computation, the commission took the figures for Saturday, October 4, and compared them with Saturday, October 6, a year ago.

This is the showing: A year ago—Cars ordered, 1,277; empty available, 3,151.

This year—Cars ordered, 3,989; cars available, 2,275.

Some of the difference is accounted for by the fact that the wet ground and late threshing last year, prevented the movement of grain until in January. The car shortage was then acute.

Inch of Snow Falls in Northwest Nebraska

Ellsworth, Neb., Oct. 9.—(Special Telegram.)—The season's first snow fell here and throughout the northwestern part of the state during the night. In many places the ground was covered to a depth of an inch, but at the approach of midday all had disappeared, although intermittent snow continues.

NINE MERCHANT SHIPS REPORTED U-BOAT VICTIMS

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off our passengers." Before Commander Miller could comply it had loaded its passengers in its own boats, from which they were taken on board the destroyer within five minutes.

The Ericsson brought here twenty-five women and ten children, while the destroyer Balch brought sixty-nine others from the Stephano, including passengers and members of the crew.

Eighteen of the women were landed at the government pier by permission of the health officers and were taken in automobiles to the homes of Governor R. Livingston Beekman, Mrs. French Vanderbilt and Arthur (Curly) James, former commodore of the New York Yacht club.

Dr. Andrews of the Grenfell Mission was one of the four Stephano passengers taken to the home of Mrs. Cornelius Vanderbilt. He declared that the Germans gave the boat proper warning and then stood by until all of the passengers had been taken off.

Water Cocks Opened. "Officers of the Ericsson visited the Stephano," he said, "to make sure that all of the passengers and crew were safe. Then members of the German crew boarded it and opened its water cocks." He said no torpedo was discharged.

While the Germans were disposing of the Stephano, a Dutch vessel, probably the Bloemerdijk, was standing a short distance away, "like a steer waiting to be slaughtered," in the words of Dr. Andrews. It had been warned to hold up.

Mrs. Henry B. Wilson of Williamstown, Mass., said that the passengers were going to dinner when some reported that destroyers surrounded the steamer and a submarine was nearby.

They thought all of these were American boats until the German flag was seen on the under-deck ship. Three shots were fired across the bow of the Stephano, Mrs. Wilson said. The steamer was stopped and all were ordered to take to the boats immediately. The sea was calm and all were transferred to the destroyer Ericsson without difficulty.

Subsea Proceeds Leisurely. Captain Fred S. Riley of the Moran Towing and Transportation company, New York, who was on board the Stephano, said that the submarine moved about in no apparent haste within easy sight of the destroyer Ericsson while the latter was picking up the Stephano's passengers and crew, who were adrift in four boats.

A. E. Pough of Ontario, another passenger, said the submarine slipped in between the Ericsson and the Stephano at one time and was only twenty-five or thirty yards from the destroyer.

"It was 6 o'clock Sunday night when the submarine fired two shots across our bows," Captain Moran said. "One was a blank, I believe, the other a shell. Captain Smith of the Stephano ordered decks cleared and life boats lowered. We were given ample warning for safety."

The passengers were unusually calm. The men assisted the children and women down rope ladders to the boats and the transfer was made without accident. We had drifted about for a while when the Ericsson came up, with the submarine in sight circling about. I saw only one submarine.

Tooth of Elephas Hayi Found Near Dawson

Stella, Neb., Oct. 9.—(Special.)—A peculiar rock formation, which proved to be a part of the tooth of some prehistoric animal, was found on the Bolejack farm near Dawson. One piece weighed two pounds, and the other four, and the enamel is still in good condition. The specimens were sent to Prof. Meserve of the geological department at the University of Nebraska, and according to him, the specimen was the tooth of an elephas hayi, a pre-historic animal of the elephant species, that in size rivaled the Siberian mammoth.

Persistent Advertising Is the Road to Success.

TO END CATARRHAL DEAFNESS AND HEAD NOISES

If you have Catarrhal Deafness or head noises go to your druggist and get 1 ounce of Parment (4 cube strength), and add to it 1/2 pint of hot water and 4 ounces of granulated sugar. Take 1 tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Cleared nostrils should open, breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Any one who has Catarrhal Deafness or head noises should give this prescription a trial.

MONEY TO LOAN.

THE MIDWEST LIFE has anticipated in a measure the objects sought in the recent act of congress known as the "Federal Farm Loan Act."

This company is now making loans for 5, 10, 15 and 20 years, on what is known as the amortized plan. Under this plan the borrower pays the same amount each year and at the end of the loan period, the debt is paid in full, both principal and interest.

If you are in need of a loan now or in the near future, we will be pleased to quote you rates and terms in detail. The only expense to the borrower is in recording the mortgage and furnishing an abstract title.

The Midwest Life

of Lincoln, Nebraska N. Z. SNELL, President Guaranteed Cost Life Insurance. GEORGE CROCKER, General Agent, City National Bank Bldg., Omaha.

NEED OF BUSINESS METHODS IN PAPERS

Republican Valley Editors at Red Cloud Arrive at This Decision.

GOODLY NUMBER ATTEND

Red Cloud, Neb., Oct. 9.—(Special Telegram.)—Although the threatening weather this morning reduced the attendance at the meeting of the Republican Valley Editorial association held here today, a number of live publishers of the valley were present.

The west part of the state was represented by E. J. Fitzgerald of Benkelman and the east by E. V. Parrish of the Omaha Commercial club.

The address of welcome was by Mayor Damerall, in which he referred to the press as one of the greatest forces for good, and also a potential force for evil.

Response was by Karl L. Spence of Franklin. The remainder of the morning session was spent in a round table discussion of the business side of newspaper work.

The editors were the guests of the Chamber of Commerce at dinner served at the Royal hotel.

Business Principles Needed.

In the afternoon Harry Vaughan of the Guide Rock Sentinel read a paper upon "Circulation Building."

A paper by Clark Perkins of the State Press association was read, Mr. Perkins being detained at home by illness in his family.

He advocated the use of practical business methods in newspaper work. A. D. Scott of Edgar discussed the Iowa plan, which is proposed for adoption in Nebraska.

At the Orpheum an entertainment consisting of music by the high school pupils and motion pictures was given. At 5:30 a banquet was served in the Masonic hall by the women of the Eastern Star under the auspices of the Commercial club, and at its conclusion a program was given.

Toastmaster F. E. Maurer introduced the following, who responded: E. V. Parrish, Omaha; Cecil Matthews, Hastings; Karl Spence, Franklin; L. H. Blackledge, J. L. Beebe and F. M. Drulinger, Red Cloud.

Those Who Attended.

Those in attendance were: Harry Vaughan, Guide Rock Signal; B. C. Miller, Republican City Ranger; J. F. Lantz, Hildreth Telescope; W. D. Edson, Red Cloud Argus; A. D. Scott, Edgar Sun; H. Jones, Blue Hill Leader; A. McArthur, Red Cloud Chief; H. H. McCoy, Chester Herald; L. Matthews, Riverton Review; E. J. Fitzgerald, Benkelman News-Chronicle; Art Tiberling, Alma Record; Karl Spence, Franklin News; H. M. Crane, Bloomington Advocate; Cecil Matthews and E. V. Parrish, bureau of publicity, Omaha.

These officers were elected: President, A. Kimberling; vice president, H. M. Crane; secretary, Karl Spence. Must Raise Rates.

The decision was reached that if newspapers were to be considered business institutions they must adopt business methods, which would mean the application of the principles of cost and a legitimate profit for service given.

The newspapers are distinctly service organizations, was the conclusion of the newspaper men, and that under the present high cost of raw materials it was necessary to give service to raise subscription and advertising rates commensurate with added costs.

SUBMARINE ACTIVITY MAY BRING ON SOME NEW COMPLICATIONS

(Continued from Page One.)

by a supply ship, probably also a submarine, has been strengthened by the developments.

Formal Comment Withheld. While formal comment was withheld today, pending receipt of more detailed reports of the exploits of the U-53 and its possible sister submarines, there was little disposition to believe that American interests were menaced. The fact that warning apparently had been given and those aboard placed in safety strengthened

Victor Wilson Draws Down Rebuke From Aurora Men

Aurora, Neb., Oct. 9.—(Special.)—Victor E. Wilson of Stromsburg, the democratic candidate for State Railway commissioner, spoke at the afternoon meeting of the Young Men's Christian association Sunday on the subject of public utilities.

Before coming to Aurora, he, or some one acting for him, gave to the newspapers a copy of what his speech at Aurora would be. Mr. Wilson did not deliver the speech which was given out. His address as given was non-partisan and conservative.

The statement given out to the newspapers was a partisan harangue. Much indignation has been expressed already in Aurora at the false statement of this speech which was given out by Mr. Wilson. F. E.

Edgerton today addressed a letter to Mr. Wilson relative to this newspaper statement of his speech in which he said:—

—When a man comes before the Aurora Young Men's Christian association and makes a speech, and then gives out to the newspapers a partisan harangue as a true statement of the speech he has delivered, the inconsistency and the falsehood of the matter merit a rebuke. I heard your speech at the Young Men's Christian association yesterday and I found nothing in it to criticize. It seemed to conform to the traditions of the afternoon meetings of the association, and you were given careful attention by your hearers. Had you given to the newspapers the same speech you delivered, no just criticism could be offered, but you did not give out this speech. You gave out a democratic stump speech. I feel that a man who would be guilty of this kind of falsehood, and a man who would thus betray the confidence of the association whose courtesy had given him a hearing, is not worthy of the great office to which you aspire.

Be Want Ads Produce Results.

THOMPSON-BELDEN & CO. The Fashion Center of the Middle West. Established 1886. Stylish Lower Priced Millinery. The basement hat section presents a showing of Trimmed Hats for \$2.95 and \$3.95. That are adaptations from much higher priced models. Shapes and styles to meet every taste. Basement Millinery.

The Store for Shirtwaists. Always shows something new. Clever ideas are expressed in the latest models for \$5, \$5.95, \$6.50. Second Floor. Serge Dresses. New models that are stunning in their simplicity of design and beauty of style—\$19.50, \$25.00, \$29.50, \$35.00.

Senator Beveridge, of Indiana. On October 27th, Senator Beveridge of Indiana, who needs no introduction to the people of Omaha, will speak in the Auditorium. October 27 is the last day for registration. If you do not register before that time you cannot vote. If you have not already registered go to the Election Commission's office in the Douglas County Courthouse any day and do so. If you have moved since you registered you must register again.

Every Ingredient Purely Vegetable VEGETABLE-MINERAL MEDICINES. If you were as careful of the medicines you take when sick as you are anxious about the disease it is taken for—a wonderful difference in your future health would result. In a vegetable product like S.S.S. there is no violent after effect—as is found in mineral medicines—but a natural and efficient means of reaching the blood and purifying it, so that it may perform its function readily. Remember—any mineral is a violent material to eat into your delicate interior. Demand genuine S.S.S. at your druggist. It is purely vegetable and the Standard Blood Remedy.

ROUGH ON RATS Unbeatable Exterminator of Rats, Mice and Bugs. Used the World Over—Used by U.S. Government. The Old Reliable That Never Fails—15c, 25c. At Druggists. THE RECOGNIZED STANDARD-AVOID SUBSTITUTES.

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Thousands Behind. 31 1/2 Horsepower New Series Overland Model 75 B \$635 Roadster \$620. From three miles an hour to any speed you will use on high—that is the report we get from owners all over the country. And 20 to 25 miles per gallon of gas is the economy report. A corking good car—Willys-Overland, Inc., Omaha Branch. SALES ROOMS 2047-49 Farnam Street Douglas 3292. SERVICE STATION 20th and Harney Streets Douglas 3290.