

HOME GUARDS ARE TO REPLACE N. N. G.

Governor and Adjutant General Are Now Working On Next Troops to Protect the State.

National Guard regiments are expected to leave the state within the next week. This will mean that all of the organized militia will be far from Nebraska.

"What will the state do if trouble comes up?" is the question in the minds of the people.

That is exactly the problem that Governor Neville and Adjutant General Steele are going to solve. Following is a letter to the chairmen of the county councils of defense:

Home Guards

"Many inquiries have reached the State Council of Defense relative to the formation of the Home Guards in the several communities of the state. The state council, after consultation with Governor Neville and Adjutant General Steele, is authorized to give you the following information: "That as soon as the National Guard regiments of Nebraska leave the state, the adjutant general, at the request of the governor, will immediately commence the organization of reserve militia forces, under rules and regulations as provided by law. This reserve militia will take the place of the present National Guard. When the reserve militia organizations are completed, if it becomes necessary in the smaller communities of the state, the governor will commission officers who will be authorized to organize Home Guard contingents for local purposes of protection and patriotic endeavor.

Counties Should Help

"The several county councils are urged to encourage the work which Adjutant General Steele has undertaken in organizing reserve militia contingents and to assist him as much as possible in accomplishing this special task.

"The state council also calls the attention of the county councils to the mess fund movement which seeks to add additional provision for the comforts and needs of the enlisted men of the several National Guard regiments which are about to leave Nebraska. It is a very necessary and commendable thing to do and we ask the several county councils to assist generously this patriotic effort."

Robber Strikes Woman on Head and Takes Her Watch

While sitting alone at her home, 705 1/2 North Eighteenth street, Thursday night Mrs. Bessie Weinberger heard someone knock at the door. When she opened the door a man stepped forward and struck her on the forehead with an iron bar. He then asked her where she had her money hidden.

"In that drawer," she replied. The man reached in the drawer and took a lady's gold watch, but left a \$5 bill behind that was lying beside it. He then left, striking Mrs. Weinberger again as he went out.

Police Surgeon Mullen was called to attend the lady.

Little Boy Injured in Accident Improves

Robert Hastings, 4-year-old son of Mr. and Mrs. Byron R. Hastings, spent a fairly good night at Edmondson hospital in Council Bluffs following the automobile wreck north of Council Bluffs, in which he was badly injured and rendered unconscious. Surgeons now hold out a good hope for his recovery, though they have not yet been able to examine him thoroughly for fractures and for internal injuries.

The boy regained consciousness during the day. Thursday after artificial air had been administered to tide him over until he could take care of respiration normally.

Thursday's Rain Precludes All Chance for Crop Failure

During the twenty-four hours ending Thursday night reports to Omaha headquarters of Nebraska railroads indicate that Thursday's rain was general over all of the state and ranged from one-half to two inches.

Railroad officials who gather crop information contend that the rain over the Nebraska corn belt was so heavy that it precluded all possibility of a drought during the remainder of the growing season. They add that the rain has been of great benefit to the range country, giving the grass a new start sufficient to keep it in good condition until fall.

PERSONAL MENTION.

Ora Russell, assistant supervisor of writing in the public schools, has gone to Columbus, O., to attend a penmanship conference.

Commissioner Harlan's Opinion on Railroad Freight Rate Question

Opinion in full rendered by Commissioner Harlan of the Interstate Commerce commission on the railroads' request for permission to increase freight rates 15 per cent, concurring with majority opinion, but also dissenting in a very important particular:

"Under the law, this commission may act only upon a concurring vote of at least four of its members, and in view of the recent death of Commissioner Clements and of the varying conclusions entertained among my colleagues, on the important questions presented by the record, it became necessary, in order that some affirmative results might follow from this extended and laborious investigation, that I should concur in the course outlined in the commission's report. I did this, however, because its findings are in the direction of what the record seems to me to justify and require and not because I regard the relief granted as adequate.

"From the mass of statistics offered in evidence on both sides it is not difficult, as the commission's report indicates, to compile figures to illustrate almost any theory respecting the troubles of the carriers of the country. Laying some stress upon the figures for the last four months, the commission's finding upon the whole record is that the fears of the railroad officials, when they laid their request for increased rates before us, have not been realized. The report, then, indicates the purpose of the commission to follow the developments through the medium of the monthly reports of the carriers, and should their earnings make it appear that the dangers feared by the carriers are imminent, the commission will then meet the situation by promptly amplifying the limited relief now permitted to them.

Month-to-Month View Inadequate.

"This month-to-month and purely statistical view of the matter seems to me to be wholly inadequate. Nor do I regard that course as altogether safe. We are facing a much larger problem and it must be approached in a much broader way if we are to reach a sound solution. The report of the commission states that some of the symptoms disclosed of record are unquestionably unfavorable. As I read the record, that is undoubtedly the case and, being so, the wisdom of deferring full relief is not apparent to me. What the country as a whole needs, as all participating in the hearings seemed to agree, is much larger terminals, more tracks, more cars and more locomotives. This enlargement of our facilities is not required merely to meet the exigencies growing out of the war, but to keep our transportation facilities up to the measure of the country's growing volume of business. We are now a creditor nation and it may reasonably be expected that the trade balance in our favor will continue at least for some years. With the aid of our new merchant marine this may become a more or less permanent condition. With such a prospect before us a foundation should be laid without delay for a definite plan for the development and building up of our transportation system. For seven or eight years competent railroad officials have been warning us that the carriers are not keeping abreast of the requirements of the country. It is true that there are periods when a substantial part of the carriers' equipment is lying idle. On the other hand, the carriers cannot prudently undertake to meet extreme and extraordinary demands. But a rough estimate of \$1,000,000,000 has been suggested as the yearly expenditure necessary to enable them to open up new territory and to enlarge and extend their present facilities in order to meet the rapidly growing volume of the general commerce of the country. No such investment, however, has been or is being made in our railroads. On the contrary, an exhibit of record shows that beginning with 1895 the new construction increased year by year until 1910, while from the latter date it has steadily diminished. In other words, our population and commerce have largely expanded, but there has been no expansion, relatively speaking, in our transportation facilities.

Industries Have Been Embarrassed.

"For two years the commerce of the country has been moving under intermittent embargoes, an experience, as must be observed, that we have had in the past not only while we were at peace, but while the world at large was also at peace. Great losses have resulted to the whole country. The producer and manufacturer, with ample supplies which the public was demanding, have been unable to make deliveries. The coal operator, with no shortage of coal at the mine, has not been able to deliver it promptly to those needing it. Prices for the necessities of life have increased, partly at least because existing supplies could not be brought to the consumer; and the speculator has been enabled to demand unreasonable prices because inadequate facilities have prevented the competition in the

consuming markets of those who were prepared to furnish the same commodities at lower prices. Large industries have been greatly embarrassed. It will suffice to say that, while the strains of the war have much to do with the present transportation conditions, the one outstanding fact during the hearing, as to which there was no disagreement, was that our transportation system is lacking in the capacity to meet the demands of the shippers and that the resulting loss to the general public has been very large. This condition is one of present danger, with a possibility that it may even become disastrous during the war period. But aside from this military influence, the record leaves not doubt that our transportation system, as a whole, must be promptly enlarged and expanded.

Rate Advance in Public Interest.

"The shippers of the country recognize the danger and have given expression to this apprehension upon the record. They regard a prompt and sound cure of the trouble as being as vital to them as to the carriers. Representatives of some of the largest industrial centers, officers of some of the largest traffic organizations, and officials of some of the most important shippers of the country, availed themselves at the hearing of the opportunity to refer to the situation, and to point out that in their own interest as shippers, and in the interest of the general shipping public, the rates of the carriers might well be increased in order that they may be put in a position to increase their terminals and facilities. Many earnest objections were of course made to any increase. Other shipping interests were ready to acquiesce in an increase provided no discriminations against them were involved. But the whole discussion, unusually free from selfish contentions on the part of the shippers, and approached by the carriers, as I understand the record, in no selfish spirit, leave me with the conviction that the shippers at large are ready for a substantial increase in their rates, provided it will result in an early betterment of their transportation service and in a rate structure free from discriminations. The record in my judgment demonstrates a proposition that has long been clear to me, namely, that a rate is a public question and that the existing rates, aside from any interest that the owners of our railroads may have in the matter, could well be advanced in the public interest, in order that assurance may thus be given for the early enlargement of our transportation facilities.

"I express the thought in that way because it is clear that so long as we look to private interests to furnish a transportation service for the country we must see to it that the rewards are sufficient to attract capital for its further development. Under present conditions this appears not to be the case. Executives of great insurance companies and of great savings institutions testified during the hearings that the volume of their holdings in railroad securities has been steadily diminishing and that they and other large investors are looking with decreasing favor on railroad securities. Possibly this may result to some extent from an impression, which I think is very erroneous, that this commission takes too narrow a view of such questions as are before us here. But, in any event, we must not overlook the fact that at this time, and apparently for the next few years, new capital must be sought by the carriers in competition with the demands of many governments for war loans and in competition with the very large returns of industrial companies. Nor must we overlook the fact that the returns on property investment in railroads, even under the unusually prosperous year 1916, were not such as to give any preference to the railway investor, and for the last sixteen years this average return has been, using the principal and representative roads, for the eastern district 5.48, the southern 4.69, and the western 5.04 per cent.

"From the whole record it is clear to me that the 15 per cent increase proposed by the eastern carriers which in its actual results would probably not exceed 10 per cent should be permitted to become effective. The record shows that conditions with the western and southern lines are somewhat better than with the eastern carriers. Nevertheless, in my judgment, they also should be permitted some

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BEDDEO
1117 Douglas St.

increase in their rates on the general grounds that I have attempted briefly to outline. In view, however, of the findings of the commission's report, it will not be necessary to discuss the extent of the increase that they should have.

"In the light of the refusal by the commission of what, in my judgment, is sufficient additional revenues to the carriers, it seems appropriate again to call attention to the economies that may be and should be effected through the co-ordination of terminals, the elimination of unhealthy competition, the waste in service through the light loading of cars, and the performance of special services for particular shippers without charge. Much of the service at the larger industrial centers and ports is special in character and the heavy terminal cost encountered by the carriers in performing them is spread over the rate structure instead of being compensated under a special charge. The smaller communities grouped with the larger centers thus bear burdens that should be borne by others. Sooner or later matters of this kind must have serious attention by the commission, and they will open sources of substantial additional revenues to the carriers."

Fifty Vags Rounded Up By Crew of Detectives

Detectives Dolan and Jolly started things when they raided an alleged gambling house at 522 South Thirtieth streets, arrested the keeper and four inmates, Sergeant Frank Murphy, Detectives Rooney, Holden, Lahey and Dolan then proceeded to round up fifty vags from lower Douglas street. Less than half received jail sentences for vagrancy. But the rest submitting transportation tickets from employment agencies, were given their freedom on condition that they leave town at once.

Body of I. W. W. Leader to Be Buried at Yale, Oklahoma

Butte, Mont., Aug. 3.—Officers of the Mine Metal Workers union said today that the body of Frank H. Little, executive officer of the Industrial Workers of the World, lynched here early Wednesday, is to be shipped from Butte Sunday night to Yale, Okla. A brother of Little lives in Yale.

According to present plans the casket is to be followed from an undertaking establishment to the railroad station by a procession of miners. City officials said the procession would not be interfered with so long as there was no disorder and no banners were carried by the marchers.

Bee Want Ads produce results.

AMUSEMENTS.

IT IS COOL
—at—
MANAWA PARK

Bathing
Boating
Dancing
Free Movies
Picnic Grounds
MANY OTHER AMUSEMENTS

Green's Band
Two Concerts
Sunday

EMPRESS

Only Vaudeville in the City
PHUN PHIENDS
Music and Comedy Galore
BELL SISTERS
Pretty Singers and Dancers
D'AMICO
Wizard of the Accordion.
JOHNSON AND WELLS
Colored Comedians

A Loving Sister's Kindness Saves A Youthful Waster.
GLADYS HULLETTE
in
'The Last of the Carnabys'
From the Story by Samuel Morse.
George Ovey in Cub Comedy.

PHOTOPLAYS.

Strand
18th & DOUGLAS

MARY PICKFORD
—in—
"A ROMANCE OF THE REDWOODS"

MUSE
VIVIAN REED
—in—
"THE LAD AND THE LION"

Always A Good Show
Last Times Today
ROY STEWART
—in—
"THE DOUBLE STANDARD"

BELL-ANS
Absolutely Removes Indigestion. One package proves it. 25c at all druggists.

Buy a Good Bag or Suit Case for Vacation Time

Brandeis Stores

TRUNKS sturdy and strong Steamer to Wardrobe Styles.



Men's Outing Pants

Values \$3.00 to \$7.00
\$1.98, \$2.98, \$3.98

An extra pair of trousers at this time of the year is most desirable and when you can get them for as little money as we quote now, it is real economy to buy them.

White Flannels, White Serges, Black and White Self Striped Serges, Worsted, Casimeres, etc.

About 500 pairs in the lot and every pair extremely desirable.

385 Palm Beach Suits, \$4.50 Each

Pinch backs, belted all around and conservative models. Suits that have sold here at \$7.50 to \$10.00, now for quick disposal, \$4.50.

Splendid Summer Suits at \$9.75 Worth \$12.50 to \$15.00

A grouping together for quick selling, of Mohairs, Kool Kloths, Feather Weight Worsted, etc., all new shades. In pinch backs, belted all around and conservative models.

Second Floor, Men's Bldg.
Ride Up on the Escalator.



Men's Shirts, at 85c Very Exceptional Offerings

Inventory brought to light a number of broken lines of Men's Shirts, in all about 1,200, that have sold here at \$1.15 to \$1.50, consisting of corded madras, soiettes, oxford weaves and repp cloth, with band collars, collar attached and laundered and soft turn-back cuffs. All grouped together at the one price for Saturday, 85c.

Men's Sport Shirts, at 75c

Cool, comfortable wear, with large sailor collars and elbow length sleeves; in plain and fancy trimmed collar effects.

Men's Silk and Fibre Hose, 25c

Odd lots of our Fibre silk and silk Hose, in desirable shades; run of the mill quality, splendid values at this price.

Men's Athletic Union Suits, 65c and 95c

Pongee, Nainsook and Crepe Union Suits, closed crotch, sleeveless and knee length; any size.

Men's Wash Ties, 11c

In neat and desirable designs; hundreds of them for choice.

Main Floor, Men's Bldg.

Mid-Season Clearance Men's Oxfords \$4.00 to \$6.00 Values, at \$2.98

About 450 pairs in the lot. Every line that has become broken, grouped together for this sale. Not all sizes in each style, but every size in the lot. Leathers are tan Russia calf, in several different shades; patent leather and black dull calf, and the styles are English laced, high toe, button and blucher. Every pair right from regular stock and made up to our standard.

All Men's White Oxfords, \$2.48

Canvas, Linen and Palm Beach Cloth

that have sold regularly in stock for \$3.50 and \$4.00, sizes are somewhat broken.

Main Floor, Men's Building



Men's Straw Hats 95c Choice of the House

Includes all \$2.00 to \$3.50 Porto Ricans, Milans, Split Braids, Javas and Italian Braids—a radical clearance now all at the one price, 95c.

All Balibuntals \$2.98 And Panamas . . . \$2.98

These hats have sold here right along at \$5.00, \$6.00 and \$7.50—you will certainly get a remarkable value in these at \$2.98.

Main Floor



Sporting Goods Modestly Priced



Standard makes in everything we carry—and just now prices have been reduced in many instances, affording excellent economies to anyone who has need of these.

Golf Clubs—Complete line of Spalding, Wright & Ditson and MacGregor Clubs, at prices that are remarkably low.

Boys' Low Tennis Shoes, reduced to 90c pair. Baseball Goods—Gloves, Mitts, Bats, and Balls, at reduced prices.

Children's White Canvas Wall Tents—6 feet wide, complete with ridge pole and upright poles and stakes, \$5.00.

Fishing Outfits—Tackle, Poles, Baits, Minnow Buckets and everything to make your outing a success.

Higher Prices On Shotgun Shells This Fall

should make the sportsman buy what he needs right now—our information from the makers and jobbers in the East confirm the report that prices will be considerably higher the coming season. BETTER BUY NOW.

Main Floor, Men's Bldg.

The Drink That's There

Anheuser-Busch
NON-INTOXICATING

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