

NEBRASKA COW IS DOING HER BIT TO HELP WIN THE WAR

More Farmers Milking This Year in Spite of the High Cost of Feed.

Despite drouth, which cut short the pastures in the eastern part of Nebraska, and the scarcity of help which prevails in the western part of the state, conditions which naturally affect the dairy industry, the "June" pack of butter in Nebraska is fully up to the normal.

It is estimated that Nebraska this year will produce between 75,000,000 and 100,000,000 pounds of butter, of which 30,000,000 will be manufactured in Omaha.

It was thought the 1918 make would not be up to the normal for the reason that all other farm products, such as hogs and cattle, and all kinds of grain were so high, that the average farmer, who dislikes milking, would be content to make his money off other products and would sacrifice his dairy animals to the slaughter houses rather than continue to milk or bother with high priced and unstable labor to perform the task.

Price of Cream Keeps Up.

The reverse is the case, however, and farmers who have dairy herds are holding onto them and are making the best of the labor situation, although the latter is very vexatious. The farmer realizes he must have milk for his hogs and calves and as the price of cream has kept pace with all other commodities in the scale of advance it is very profitable to produce milk. In fact the price of cream at the present is double what it was before the war.

Western Nebraska has come into its own as the cream producing region of the state. This year the pastures of the eastern end have been cut off because of dry weather at the beginning of the season. In the western part of the state, however, weather conditions have been ideal and there have been frequent and well distributed rains which have made great pasturing and consequently have increased the amount of butter fat coming to the creamery centers from that region.

Cow Does Her Bit.

The dairy industry in Nebraska and the United States is growing by leaps and bounds. The American cow is doing her bit to win the war, statistics for the current year showing that each animal has contributed \$100 of her products to the exports of the United States during the past year. This has gone abroad in the shape of condensed milk, butter and cheese.

The quantity of condensed milk exported this year approximated 600,000,000 pounds as against 37,000,000 in 1915. The value of all dairy exports sent from our shores for the current year will approximate \$100,000,000, a very respectable item.

Of course the bulk of the large and

Two Automobile Men Are Given Deserved Promotions



J. E. Roberts



H. R. Hyman

Among recent announcements from the automobile factories comes the announcement of the promotion of J. E. Roberts, formerly western district manager for the Cole Motor Car company of Indianapolis, to the position of general sales manager,

and of H. R. Hyman, formerly advertising manager to advertising and promotion manager. Both Roberts and Hyman are well known in Nebraska and this announcement will be welcome news to a host of friends.

Some Irish Industries Are Given Stimulus by the War

The war has given a stimulus to some Irish industries in Ireland which once flourished and had fallen into decay. Cooking ware is now being produced in Wexford equal to the best made in France and drain pipes and sanitary ware equal to the best obtainable from England. Experts declare that there is abundance of excellent clay deposits in the country suitable for the industry.

Impaired Fuel Feed.

It is a fact that a deep dent in the gasoline pipe may so restrict the flow of fuel that the action of the carburetor will be impaired, mistfiring and general erratic behavior will result. In some cases a too abrupt upward bend in the fuel line will permit the formation of air pockets interfering with the flow of fuel. Trouble in both these cases will be likely to develop at high speeds. If a trap in the fuel line is allowed to fill up with foreign matter, trouble will follow through restriction of the gasoline flow. Twice a season, anyway, the whole fuel feed system ought to be gone over and cleaned and dents should be smoothed out.

Foreign Herds Sacrificed.

The fact that all the dairy countries of Europe, such as Holland, Switzerland, Norway, Sweden and Denmark, are being compelled by the necessities of war to sacrifice their dairy herds to be converted into meat for food to stave off absolute starvation should set the American, and especially the Nebraska farmer to thinking. Europe's waste must be replaced by this country. "After the war Europe will look to America to furnish the breeding foundation of dairy herds to replace those wasted by war and to re-establish the domestic dairy industry. This will cause a tremendous demand for breeding animals, also a continuing high price for dairy products. The farmer who anticipates this condition, and by foresight breeds more dairy animals and puts more of their products on the market, will be on the highroad to sure wealth and independence," said a dairy expert.

GIVE COST SYSTEM WITH EVERY TRUCK

So Popular Has National Standard Plan Become That Each Owner Uses One for Economy.

"So many favorable comments on the National standard truck cost system have been received from Packard owners whose trucks are entered in the National truck efficiency test that a copy of the system will hereafter be a part of the standard equipment supplied with each new truck sold. Or to put it in another way, the cost system goes with each truck just as the necessary tools are supplied with it.

"Hundreds of Packard owners kept costs on their trucks before the inauguration of our truck efficiency test," says George F. Reim, Packard distributor. "But there are many who did not, merely because they had not been convinced of the necessity of keeping costs or neglected to do so. "Now when a Packard truck passes into the hands of an owner he will get with it a National standard form. A little study will show that it is easy to keep and will result in important economies. We have the testimony of men who operate small and large fleets of trucks that keeping costs means the saving of from hundreds to many thousands of dollars yearly."

Rust Preventer.

While the usual mediums for preventing rusting of the rims are shellac and graphite, it is possible to use beeswax in this connection with very satisfactory results. The rims should be heated slightly with a blow-torch and the beeswax should be rubbed on while they are still warm.

American Aviators Snatch Britons From North Sea

An American Aviation Base, Somewhere in England, July 27.—The feat of two American aviators in rescuing the crew of a British seaplane which had been forced to land on the surface of the North sea after an encounter with a group of German airplanes, received mention this week in a British communique. The official statement, however, said only: "In one case a stray bullet shot away a control, and the British machine was forced to alight. The crew was subsequently rescued by another British seaplane, which had been sent to search for them."

The rescuing machine was manned by Ensigns Benjamin Lee and J. J. Schieffelin, of the American naval aviation service. Ensign Lee gave the Associated Press the following account of the flight: "Our commanding officer and two men left the station at 3:30 o'clock in the morning on a flight toward the Dutch coast. Shortly after sunrise they saw, on the horizon, five spots which rapidly assumed the outlines of German seaplanes. "Five to one is hardly a fight, so the commanding officer, after a first diving charge through the enemy's formation, shoved down the nose of his plane and headed homeward. His two men fired sharply from the after guns, forcing the German scouts to keep their distance. They were getting away all right, even leading the enemy into dangerous territory, when sud-

denly a chance shot from one of the Germans took away a control and the flying-boat crashed nose down. The men fought clear of the wreckage and got hold of a floating spar, while the Germans, realizing that they were in dangerous country, scooted away homeward. "It was four hours later, when the patrol was long overdue, that we were sent out to search for them. We searched the horizon as we speeded along eastward, covering at the visibility, a band about twenty miles wide. Finally one of us picked up a black speck, which soon grew into a piece of wreckage with three men on it. "Dropping our bombs at a safe distance, we throttled down our motors and landed near the crashed seaplane. It was a delicate operation, but we managed to taxi over to the wreckage and pick off the three men, meanwhile sending back the good news by wireless. "The only comment the commanding officer had to make on his experience was: 'What's a ducking? Just a bit of experience!'"

STANDARD 8

The Magneto Equipped Eight

Not an infirmity mars its tremendous wedge-shaped frame of cold-pressed special Standard steel. Never a trace of sideway, whatever the road conditions or the driving speed.

The accomplished technique of its builders has borne the impact of the war without a tremor.

It has grown stronger and more resourceful under the pressure which has forced other cars in its class to increase their prices out of all proportion to conventional values. By placing your order now, you get \$3500 car value at a \$750 saving.

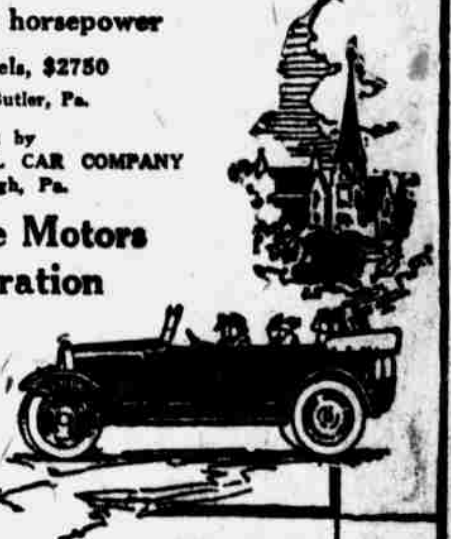
Eighty-three horsepower

Open models, \$2750
F. O. B. Butler, Pa.

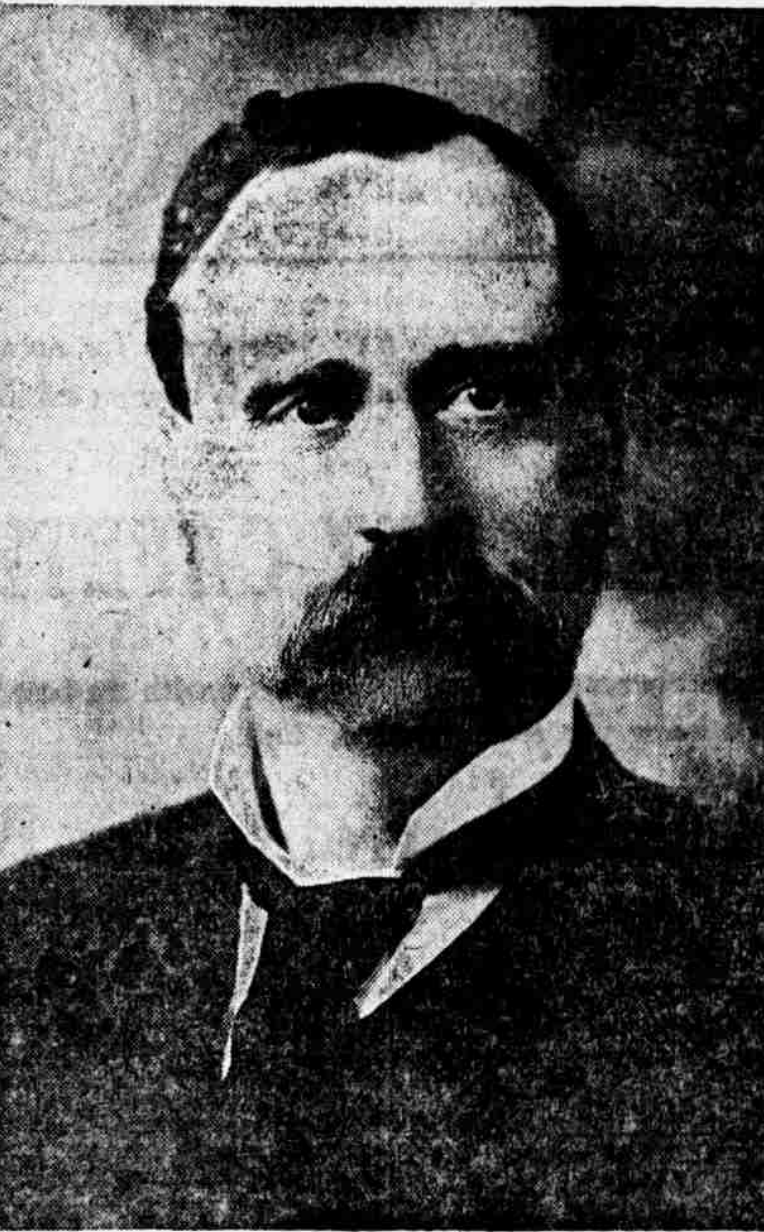
Built by
STANDARD STEEL CAR COMPANY
Pittsburgh, Pa.

Keystone Motors
Corporation

Distributors
2203 Farnam St.
Omaha, Neb.
Territory Open
Nebraska, Iowa.



Candidate for Republican Nomination



For United States Senator Congressman Charles H. Sloan

The following editorial appeared in one of the republican papers of the state:

There is one element of strength in the candidacy of Congressman Sloan for the republican nomination for senator, that, in addition to his many other splendid qualifications, will have to be reckoned with when estimating his probable standing with the rank and file of the party. That is his unqualified Republicanism.

Nobody will find in Congressman Sloan an apologist for the Republican party or his membership in it. They will find always a champion of the party, an intelligent, forceful advocate of the aims and objects of the party, a simple but weighty interpretation of its principles and what they seek to accomplish for all the people; a truthful historian of the achievements of that great party for the advancement of human freedom and the well-being of all the people, agricultural, industrial, merchandising and professional.

No one better understands nor can more truthfully portray the great advances in our country and the lives of all our people in the half century during which national affairs were administered by men chosen by the Republican party than Congressman Charles H. Sloan, standing always for progress morally and materially sound in character. Congressman Sloan has always found it possible and most effective in reaching desired ends to work in harmony with the Republican party. He has proven sane, progressive and dependable in his private life and public career.

His well earned reputation will be a tower of strength in his present candidacy for the nomination, an impregnable fortress at the November election.—Advertiser, Red Cloud, Neb.

Grant G. Martin Candidate for Judge of the Supreme Court

I take this way of calling your attention to my candidacy for judge of the supreme court. Three judges are to be elected this fall. A separate judicial ballot will carry the names of candidates without party designations.

I feel that my work as former attorney general of the state and my connection with the supreme court commission have, in a sense, been a preparation for the duties of the high position to which I aspire. But even a candidate for supreme judge should not rely solely on the possession of qualifications for the office. He should stand for something more.

My heart is in every present effort of the courts designed to overcome the evils of our system of legal procedure and the delays incident thereto. The courts are the bulwark of our free institutions. Their efficacy is largely dependent upon their ready accessibility to all the people for the determination of their political and constitutional rights, and the promptness with which their judgments are pronounced.

Justice delayed is often equivalent to justice denied. It should, therefore, be the constant aim of judges to expedite judicial business and thus afford litigants a speedy review and determination of their controversies, consistent with a painstaking consideration of each case. Liti-heavily taxed to pay court expenses. If elected I will gants are entitled to this as well as the public who are do my best to aid in accomplishing these things. Many prominent citizens have voluntarily assured me of their earnest, active assistance in the coming judicial campaign.

Life Story of EDWARD A. RUMELY

Man Who Bought the New York Mail for the Kaiser

(A series of articles sketching the career of Dr. Edward A. Rumely, who has been arrested on a charge of having bought the New York Evening Mail with money furnished by the German government and of having used it for German propaganda.)

By FRANK STOCKBRIDGE.
(Former Managing Editor of the Evening Mail.)

For two or three hours the questioning of Lambin continued. Then Dr. Dernburg turned to me and asked many questions about the editorial cost of newspaper making, methods of organizing newspaper staffs, the collection of news, the press associations, and particularly ways in which editors determine public sentiment and appeal to it.

"How far can a newspaper go against public sentiment?" was the gist of one of his questions. Not very far, I told him, if it were run as a newspaper and not as an organ. I explained, too, that newspapers that were "organs" for special interests were not highly regarded in America.

"How would you go about it," he asked, "to interest the public in something that was unpopular?" "One good way is to attack it editorially," I said. "The influence of newspaper editorials is much less than editors generally believe, and their readers are quite likely to take the opposite viewpoint." This was, of course, an intentional exaggeration, my purpose being to implant the suggestion in Dr. Rumely's mind, especially, that if he were contemplating the advocacy of the German cause on the editorial page of the Mail he would damage it rather than help it.

Dernburg Becomes Insistent. "But suppose you wanted people to know about something they were prejudiced against?" persisted Dr. Dernburg.

"What, for instance?" I inquired.

"Let us say—myself," he replied with a smile.

"That would be easy," I answered him. "I would print what you had to say, just as you said it, as news. Then I would print an editorial calling attention to the news item and pointing out with emphasis that the excellent Dr. Dernburg had made an ass of himself again and that the public could see for itself what a fool he must be to think that the American people would ever fall for his sort of propaganda."

Captain Albert frowned. Dr. Rumely looked decidedly uneasy. Dr. Dernburg, the only one of the trio with a sense of humor, saw the point and laughed heartily.

During the morning one or two other men, whose names I did not clearly get at the time, but who were obviously German, came in and went out of the room. One, a short, thick-set man with a kaiserlicher scurrilous, remained for an hour or so, listening, but taking no appreciable part in the conversation. It was well after noon before we left. Dr. Rumely, Mr. Lambkin and myself, the break-

fast dishes were still on the table. Rumely Praises Dernburg's Record. "Dr. Dernburg is a wonderful man," said Dr. Rumely as we drove away. "He is the man who reorganized the colonial policy of the German empire. The only thing in which Germany has been more successful than England is in the management of its colonies. Dr. Dernburg visited all the English colonies and studied English methods and was able to bring about great reforms in the German methods when he became minister for the colonies."

"But what did he do with the Evening Mail?" I asked. "Oh nothing—nothing at all," replied Dr. Rumely. "He is simply a friend. Naturally he is interested in any effort to establish a neutral paper in New York."

The good Dr. Dernburg was very much interested, it seemed to me. As soon as Lambin and I were alone together we began asking each other what it was all about. When we joined Mr. McClure, later, we told him about the breakfast party. He was greatly disturbed.

"I am under contract to Dr. Rumely," he said, "but I shall break my contract if he is getting German money in this venture. I have perfect confidence in him and shall ask him about it. I know he will tell me the truth."

Mr. McClure later reported to me that Dr. Rumely had stated with positiveness that he knew the source of every dollar of money that was to be invested in the Mail and that it was all American money and owned by American citizens.

I asked Dr. Rumely the direct question again: "Is the German government putting any money into the purchase of the Mail?" "Declares Aid is from Americans. "There is not a dollar going in except from American sources," he replied. "It will be an American newspaper, owned by American citizens. Every stockholder and every director will be an American citizen. Of course, there will be some interests that are friendly to Germany, but they will not exercise any control of the paper's policies."

The more Lambin and I talked about the matter with each other the more puzzled we both were; there was great difficulty in reconciling the visit to Dernburg's apartment with the statements made to us about the financial control of the paper. Up to this time there had been no public intimation that the Evening Mail was to change hands. At this time, indeed, as I learned later, Mr. Stoddard did not believe Dr. Rumely would be able to raise the money required.

remain out of. Besides, while I might find it impossible to do very much for my country on the inside, I certainly could do nothing from the outside, so far as the Evening Mail was concerned. We had previously come to a tentative agreement on terms, so a contract was quickly drawn up and signed by Dr. Rumely on behalf of a corporation yet to be organized. I took a fast train for Chicago the following day. Friday morning, May 7, I got my business affairs in Chicago quickly into shape and severed my connections in that city, as Dr. Rumely had urged that I close things up there as quickly as possible; the Mail might be taken over any day. As I went out to luncheon the newsboys were crying "Extra!" I bought a paper. The big, black head line fairly leaped from the page at me: "LUSITANIA TORPEDOED!" (The next article in this series will tell of the actual transfer of the Evening Mail to Dr. Rumely's control.) (To Be Continued.)



CHARLES W. SEARS

Republican Candidate for

STATE SENATOR

It was too interesting a situation to