

# U.S. TAKES OVER DENVER AND SALT LAKE RAILROAD

## Omaha Chamber's Appeal Prompts Action to Continue Operation of Line and Avert Coal Famine.

Washington Bureau of Omaha Bee. Washington, Aug. 23.—(Special)—A telegram from the Omaha Chamber of Commerce to Senator Hitchcock and Representative Lobeck predicting disaster to the fuel interests of Nebraska if the Denver & Salt Lake Railroad company was permitted to cease operations prompted Lobeck to act busy with the railroad administration.

As a result of hurried calls on Secretary McAdoo, Fuel Administrator Garfield, Judge Chambers, in charge of railroad traffic; Judge Payne and others, Mr. Lobeck wired the Chamber that the government would assume all responsibility for the back pay of employees, that Mr. McAdoo's department had taken over the railroad and that he was assured that matters would be settled and the road operative again tomorrow.

The telegram which occasioned this haste upon Lobeck's part states that if immediate action be not taken to have the Denver & Salt Lake Railroad company resume operation there would be a coal famine in Nebraska. The road abandoned service yesterday owing to the inability of the receiver to pay back wages due under the administration act. The government has offered ample financial aid provided the railroad administration is put in charge of the property, but the court resents interference and refuses to remove the receiver. Special legislation may be necessary as the road is out of the government jurisdiction.

### Strikers Will Go Back.

Denver, Aug. 23.—When A. F. Whitney, spokesman for the joint committee of the union employees of the Denver & Salt Lake railroad who have been on a strike received a telegram tonight from W. S. Carter of the division of labor of the railway administration at Washington, telling him of the action of the government in taking over the line he declared the strike was automatically off. The first train will leave Denver over the road at 9 o'clock tomorrow morning.

W. R. Freeman, receiver for the road, said he had been urging the government to take action for some time.

Freight service on the line was suspended last Tuesday when the freight train crews went on strike because they had not received their share of \$242,000 which they claimed was due them in back wages. Last Wednesday passenger service on the line was suspended when the passenger train men joined in the strike.

### Increased Wages and Bonus Refused to Coal Miners

Washington, Aug. 23.—Fuel administrator Garfield will not approve a wage increase for coal miners, it was strongly intimated today after he had conferred with officials of the United Mine Workers of America. He will, however, put a stop to the practice of operators paying bonuses to the miners, through which system they competed among themselves for mine labor.

Dr. Garfield recalled to the mine workers that they had signed the so-called Washington wage agreement, under which they agreed that wages should not be increased during the war, and is said to have told them they could not justify any demand for increased wages on the ground that the operators were paying bonuses.

The first action of the administration toward stopping bonuses was to order a reduction of 20 cents a ton in the price of coal in the Commerce and Hoeking fields of Ohio and of 5 cents a ton in all other fields which state except those in the Eighth district.

The Ohio field officials of the administration said, was the heart of the bonus practice which has led to dissatisfaction among the miners.

### Electric Railway Men Send S. O. S. Call for Assistance

New York, Aug. 23.—The federal government must take some action if electric railways are to be preserved from bankruptcy and service to the public is to be continued, the American Electric Railway association decided at a meeting held here today.

The meeting was called to consider the recent action of the war trade board in increasing the wages paid to motormen and conductors on some systems. It was addressed by P. H. Gadsden, a member of the association's war board, who declared that the net income of 154 representative companies showed a decrease of 94 1/2 per cent for the first three months of 1918.

### Captain of Submarine on Coast is from New York

A Canadian Atlantic Port, Aug. 23.—Captain Myhre, who commanded the trawler Triumph before the boat was seized by the crew of a German submarine and converted into a raider, said tonight that one of the officers of the submarine who came aboard the Triumph on Tuesday afternoon 1971 him that on Monday last the crew members had sunk a 5,000 ton steamer. According to Captain Myhre the officer volunteered the information he had sailed out of New York for 15 years and was thoroughly familiar with the north Atlantic coast.

Captain Myhre said that one of the guns placed aboard the trawler was 18 feet long.

### Jews in British Army Are Assured Service in Palestine

New York, Aug. 23.—Men who enlist in the Jewish battalion of the British army were assured service in Palestine, in a statement issued today by Major C. Brooman White of the British and Canadian recruiting mission. Major White declared recruits will "fight under the Jewish flag until their services are no longer required.

# American Casualty List

The following casualties are reported by the commanding general of the American expeditionary forces: Killed in action, 2; missing in action, 17; wounded severely, 17; died of wounds, 4; died of accident and other causes, 6; died of disease, 1; wounded, degree undetermined, 5; prisoner, 1. Total, 53.

### Killed in Action.

Lt. Edwin Boone, Kansas City, Kan. Corp. William E. Ennis, Pa. Sergt. Oliver Lacasse, Claremont, N. H. Sergt. Eliza W. Weccott, South Penobscot, Me. Adjutant Peter M. Maner, N. Y. Sergt. Joyce Kilmer, Larchmont, N. Y. Sergt. Thomas E. Landers, Natick, Mass. Corp. Michael J. Leonard, Staten Island, N. Y.

Corp. Gavin R. Melver, Malden, Mass. Corp. Pete Schulz, Pittsburgh, Pa. Corp. Myron L. Whitcomb, Hampden, Me. Mechanic Curtis E. McQuillon, Pittsburgh, Pa. Amos Depper, Skylesville, Pa. Herbert S. Wilson, Roxbury, Mass. Sidney M. Johnson, Ohio. Fred Kapanka, Shawano, Wis. Sgt. W. P. King, Rutland, Vt. Charles J. Klein, Lewiston, Pa. Joseph Krohn, Lackawanna, N. Y. Walter Madenford, Meigs, Pa. George T. Maxwell, Newton Center, Mass. Joseph Mikewicz, Jersey City, N. J. Albert Smith, Danvers, Conn. Ethan A. Stone, Snyder, Ohio. Hyman Tankowitz, New York, N. Y. Thomas Tinto, Boston, Mass. Ira Fowler, Nevada. Walter Byron McTune, Michigan City, Ind.

### Died of Wounds.

Sergt. Wilbur O. New, New York, N. Y. Sergt. Thomas R. Summers, Lawrenceburg, Tenn. Corp. Buff E. Melton, North Bend, Neb. Corp. Floyd J. Simons, Bethlehem, Pa. Corp. Andrew O. Tallman, Juliet, Ill. Wagoner John Loyal Conant, Coldwater, Mich. Charles Oscar Cross, Fairbault, Minn. Henry F. Herman, Brooklyn, N. Y. Leonard K. Jorjef, Caron, N. Y. Mich. Samuel J. Lewin, New York, N. Y. Mayo E. Taggart, Snyder, Mo. Sgt. Charles W. Starnes, Mich. Earl M. Mortoff, Ashley, Ind. John Lagan Orr, Chicago, Ill. John Arthur Peterson, Lombard, Ill. Reinhard F. Poppelmer, Gerald, Mo. Lyman Rohr, Ambley, Pa. Alfred Ruchti, Monroe, Wis. Walter C. Sanderson, Shawanecetown, Ill. Ernest Schulgen, Lodi, Wis. Edward Schulz, Spencer, Wis. Woodfin H. Spangie, Horton, W. Va.

### Died from Accident.

Corp. Clarence E. Knauth, Red Lion, Pa. Herbert S. Evans, Aberdeen, Ohio. Arthur Hargrove, New Glasgow, Va. Joseph S. Ostrowski, Winoch, Manitoba. Jack Whitten, Cartersville, Mo. Anthony Wilson, Lafayette, Ind. Sgt. John H. Nelson, Peoria, Ill. Sgt. Van Horn Peck, New York, N. Y. Corp. William K. Schaeffer, Cincinnati, O. Oscar A. Dahlen, Kindred, N. D. Noah Duke, Tishomingo, Miss. John Evans, New York, N. Y. Will Fox, Emelle, Ala. Raymond A. Garland, Germantown, New Henry Glebe, Charlotte, N. C. Harold J. Moore, Live Oak, Cal. Benjamin Reichel, New Britain, Conn.

### Died from Accidents.

Corp. Bart L. Welsh, Vevay, Ill. O. Wounded Severely. Corp. Adolph H. Brandes, Omaha, Neb. Sgt. Hollis P. Duell, McCord, Mich. Sgt. Chovine R. Stroy, Jr., Marquette, S. C. Sgt. William Winicki, Wallingford, Conn. Corp. Terrence Francis Dunne, Brooklyn, N. Y.

### Missing in Action.

Lt. Galaway G. Chester, Annapolis, Md. Lt. John S. Hunt, Woodville, N. H. Lt. Arthur A. Kozlov, Alton, Mo. Lt. Richard C. Martin, Mechanicsburg, O. Lt. Paul N. Montague, Winston Salem, N. C. Lt. Charles B. Sands, Richmond, Va. Lt. Grover C. Vann, Montgomery, Ala. Lt. Arthur E. Wainwright, Norfolk, N. D. Charlie Amador, Gould, Tex. Tony Basile, Newcastle, Pa. Charlie R. Daxler, Jordan, Ark. John E. Burns, Memphis, Tenn. Neil Cassida, Portland, Fla. Sterling C. Deconvor, Tishomingo, Okla. John J. Flaherty, Waltham, Mass. Frank A. Gallagher, Waltham, Mass. John L. Gumbert, Dravosburg, Pa. Joseph H. Hines, Waltham, Mass. Frank Hinahan, Chicago, Ill. Raymond H. Knipe, Worcester, Mass. Guy Livingston, Waltham, Mass. Joseph Lovullo, Serrafelice, Italy. James B. McGurk, Muddy Creek, Forks, Pa.

Martin E. Maddox, Lakeland, Ky. Cataldo Manno, Italy. George Machart, Cadott, Wis. Peter J. J. Marudewicz, Worcester, Mass. Scott B. Moore, Woodland, Tex. James H. Murphy, Waltham, Mass. Charles Quinn, New York, N. Y. Elmer Pratt, Mt. Pleasant, Tex. Claude B. Radicon, Cumbly, Tex. Andrew R. Robinson, Waltham, Mass. Edwin Roser, Milwaukee, Wis. Harry Rubin, Brooklyn, N. Y. Previously reported died of wounds, now Sergt. wounded in action. Maj. Louis Farrell, Ft. Snelling Minn.

### MARINE CORPS CASUALTIES.

The following casualties are reported by the commanding general of the American expeditionary forces: Killed in action, 3; died of wounds received in action, 3; died of disease, 1; wounded in action (severely), 10; wounded in action (degree undetermined), 49; missing in action, 5. Total, 72.

### Killed in Action.

Capt. Lester S. Wain, Gloucester, Mass. William Elgenheiser, Brooklyn, N. Y. Edwin P. Klisner, Chicago. Second Lt. Walter J. Tiaz, Rochelle, Ill. William McK Cross, Havre, Mont. Edward L. Hienz, Louisville, Ky. Gust A. Turner, Chicago. Died from Disease. Sergt. George V. Rowbottom, Gloucestershire, England. Severely Wounded in Action. Sergt. Howard H. Young, Kewanee, Ill. Corp. Daniel Amos, Nevada, Mo. Corp. William J. Greening, Peru, Ill. George Druffey, Helton, Neb. Martin A. Deely, North Tarrytown, N. Y. Lovie H. Faulkner, Newport, Ky. Harold R. Jones, Utica, N. Y. Clifford Kirk, Vandalia, Ill. Robert L. Haugber, Chase, Ala. John J. O'Connell, Chicago. Wounded. Sergt. Wm. J. Delaney, Spokane, Wash. Sergt. Leroy E. Palmer, Utica, N. Y. Sergt. Willie Rhoads, Ashby, Ala. Sergt. William A. Searcy, Pendleton, Ore. Sergt. William B. Seibert, Ind. Sergt. Alvin W. Thresholt, Bopd, Ind. Sergt. Alvin W. Trappner, New Brighton, N. Y. Earl K. Barnett, Indianapolis, Ill. Sgt. William C. Volney, Alberta, Canada. Missing in Action. Corp. Luke E. Keen, West Creek, Tenn. Henry Deibel, Detroit, Mich. James W. Reister, Cincinnati, O. Charles W. Gibson, Galveston, Ga. Fred L. Pence, Erie, Pa.

# OH, MONEY! MONEY!

By Eleanor H. Porter

Author of "Pollyanna"

THE STORY THIS FAR. Stanley G. Fulton, multimillionaire, was regarded as "John Smith." In a study relative to whom he was arranged to give a large sum of money. His last friend, Edward D. Norton, has been instructed to send six months after the arrival of John Smith in Belmont, a check for \$100,000 to James Blaisdell and a check for an equal amount to Frank Blaisdell and to Flora Blaisdell. Smith wishes to study them before and after taking "wealth."

### CHAPTER IX "Dear Cousin Stanley."

IT was very early in November that Mr. Smith, coming home one afternoon, became instantly aware that something very extraordinary had happened.

In the living room were gathered Mr. Frank Blaisdell, his wife, Jane, and their daughter, Mellicent. Mellicent's cheeks were pink and her eyes more starlike than ever. Mr. Frank's cheeks, too, were pink. Her eyes were excited, but incredulous. Mr. Frank was still in his white work-coat, which he wore behind the counter, but which he never wore upstairs in his home. He held an open letter in his hand.

It was an ecstatic cry from Mellicent that came first to Mr. Smith's ears.

"Oh, Mr. Smith, Mr. Smith, you can't guess what's happened! You couldn't guess in a million years!"

"No? Something nice, I hope," Mr. Smith was looking almost as happily excited as Mellicent herself.

"Nice—nice," Mellicent clasped her hands before her. "Why, Mr. Smith, we are going to have a hundred thousand!"

"Mellicent, I wouldn't talk of it—yet," interfered her mother sharply.

"But, mother, it's no secret. It can't be kept secret!"

"Of course not—if it's true. But it isn't true," retorted the woman, with

### STEAMER SUNK BY U-BOAT 125 MILES EAST OF NEW YORK

Submarine Which Shelled and Torpedoed Freighter Described as Large Craft of Newest Type

New York, Aug. 23.—Shelled and torpedoed by a big German submarine just at sunrise Wednesday, the British freighter Diomed was sunk with the loss of two of its crew and wounding of many others 125 miles east of New York. Of the 104 survivors, including a number of Chinese seamen, rescued and brought here by another steamship, many had been cut by shrapnel and scalded by steam when a torpedo crashed through the boiler room.

Though attacked without warning, the Diomed's crew answered the German fire, but without effect. After their 12th shot at the U-boat, one of the submarine's shells disabled the freighter's steering gear. The raider's commander then sup- planted gun fire with a torpedo. As the projectile tore amidships through the Diomed a seaman was killed. Others were caught in a flood of steam as the boilers burst, and one died aboard a lifeboat. The submarine, according to the British commander, was a large craft of the newest type with deck guns fore and aft. It cruised among the small boats, the captain said, and offered medical assistance to his wounded, but he declined, fearing a ruse to make some of his men prisoners.

The Diomed, a 4,700-ton steel vessel, was bound in ballast from Liverpool to New York in service of the British admiralty.

### Three American Ships Sunk.

Washington, Aug. 23.—Sinking of three American ships in foreign waters by German submarines was announced today by the Navy department. The steamship Lake Edon, an army chartered cargo transport was sunk August 21, the United States steamship Westbridge, of 8,800 tons, August 19, and the United States ship Cubore, 7,300 tons, August 15.

Sixteen of the crew of the Lake Edon are missing, 39 having been accounted for. These men were reported lost in the sinking of the West Bridge.

The West Bridge and Cubore were homeward bound when sunk.

### Swedish Freighter Spared.

An Atlantic Port, Aug. 23.—A Swedish freighter which arrived here today was stopped by a German submarine yesterday 70 miles off this port and held for an hour while the U-boat commander examined its papers. The German officer told the freighter's captain he allowed him to go because he was engaged in carrying foodstuffs for his own country. The captain was warned he was like- ly to be sunk if he continued in the Atlantic trade.

"You would not sink us without warning, would you?" one of the officers of the Swedish ship asked.

"Don't be too sure about that—best not to take any chances," was the reply.

### Motion Picture Industry Recognized as Essential

Washington, Aug. 23.—The motion picture industry in all its branches has been recognized as an essential industry by the war industries board. Chairman Baruch announced today that this action had been taken in line with Provost Marshal General Crowder's ruling under the work or fight regulation that the industry afforded useful occupation.

The erection of new picture theaters, however, will not be permitted during the war. Saving of materials used in the manufacture of films, several of which are essential in the production of explosives will be effected by a ruling of the board that only one negative will be taken of each picture. The industry, which has been called upon to institute other economies in material, chiefly

### AT THE THEATERS

CHICAGO theaters are "going over the top" all right on the price schedule. The LaSalle led off, but the Grand opera house, the Colonial and the others soon followed. For the coming winter Saturday night prices at all the loop theaters will be \$3 per seat, which with the tax added makes \$3.30. Speculators will be allowed 40 per cent commission on sales. For other nights the Colonial will charge \$2.50 per, and the Blackstone, Illinois and Powers \$2. Vaudeville feels the impulse, and the Majestic and Palace have pushed their 75 cents seats up to \$1. Sherman was right.

Salisbury Field and Margaret Mayo's screamingly funny farce, "Twin Beds," will open an engagement of three nights at the Grandis theater on Sunday night. The cast and production will be one of the best ever sent out to play the principal cities of the coast and the middle west.

At the Gayety starting this afternoon, "The Twentieth Century Maids," begins a week stay. The character of Box Car Benjie, an escaped lunatic, is made extremely funny by Jim Barton, who always works industriously to entertain his audiences with the best that is in him. In this season's production, "All in Fun," he has the most amusing opportunities and critics of lunatic are crediting him with doing the best work of his long and honorable career before the American public. Sunday's matinee starts at 3.

A notable entry into the field of concert management is that of the Ellison-White association of Portland, Ore., one of the largest Chautauqua and Lyceum organizations on the continent. Besides famous recital artists, the new bureau will operate opera companies and festivals in co-operation with various musical organizations. S. A. Farbit of the Ellison-White forces is in town for a few days looking over this territory studying the musical conditions. The recital artists under this management are: Leopold Godowsky, Leginska and Arthur Shattuck, pianists; Kathleen Parlow and Mme. Engberg, violinists; Pablo Casals, 'cellist; Zoellner string quartet, Louis Graveure, Morgan Kingston, Henri Scott, Cecil Fanning and Frances Ingram, voices.

With tonight's performance, on which the curtain will rise at 8 o'clock sharp, Eva Tanguay will conclude her engagement over at the Orpheum. For tomorrow and the ensuing week the headline attraction will be "The Futuristic Revue," a musical feature of high merit, with Countess De Leonard, the European violinist, and a galaxy of opera stars from the different allied nations.

On Tuesday, Managing Director Beck of the Orpheum circuit, completed arrangements for showing "The Immortal Fourth of July in Paris, 1918," and the American Red Cross will present this notable motion picture at the Orpheum as an added attraction all next week, starting Sunday. All revenues from these pictures go to the Red Cross.

Kutola's Hawaiians will be seen at the Empress theater for the last times today, Billy Newkirk and Homer Girls claim second honors on the bill with singing, dancing and music. Skelly and Heit have a delightful repertoire of song studies.

### Passengers Are Taken by Airplane Across Channel

London, Aug. 23.—A large British airplane carrying its crew and nine passengers had made the trip from France to England, it is announced here. The whole journey occupied little more than half an hour.

The test was made with an ordinary service airplane of the largest type. The passengers carried the normal amount of baggage, as if traveling by train or boat.

### To Choose Floor Leader.

Washington, Aug. 23.—Republicans of the senate have been called to meet tomorrow to elect a floor leader to succeed the late Sen. Charles McNary of New Hampshire. Selection of Senator Lodge of Massachusetts is regarded assured.

"He won't ask it back." "Of course not. I doubt if he could if he wanted to." "And we're really going to give a little hundred thousand dollars?" "Healed Mellicent." "I reckon you are—less the inheritance tax, perhaps." "What's that? What do you mean?" demanded Mrs. Jane. "Do you mean we've got to pay because we've got that money?" "Why, y-e-s, I suppose so. Isn't there an inheritance tax in this state?" "How much does it cost?" Mrs. Jane's lips were at their most economical pucker. "Do we have to pay a great deal? Isn't there any way to save doing that?" "No, there isn't," cut in her husband crisply. "And I guess we can pay the inheritance tax—with \$100,000 to pay it out of. We're going to spend some of this money, Jane." The telephone bell in the hall jangled its peremptory summons, and Mr. Frank answered it. In a minute he returned, a new excitement on his face.

"It's Hattie. She's crazy, of course. They're coming right over." "Oh, yes! And they've got it, too haven't they?" remembered Mellicent. "And Aunt Flora, and—" She stopped suddenly, a growing dismay in her eyes. "Why, he didn't—he didn't let a cent to Aunt Maggie!" she cried. "Gosh! That's so. Say, now, that's too bad!" There was genuine concern in Frank Blaisdell's voice.

"But why?" almost wept Mellicent. (To Be Continued Tomorrow.)

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