

AUTHOR OF 'JIGGS' RETURNS FROM TOUR OF COUNTRY

Many Thousands in Every City Greet Creator of Popular Comic Strip on Trans-continental Tour.

George McManus, creator of "Bringing Up Father," has just returned to New York from a triumphant transcontinental tour.

The movie stars greeted him at Los Angeles and he was guest of Charlie Chaplin during his stay there. At San Francisco the "Dinty Moore" club, named after the haven that McManus depicts "Jiggs" flying to, gave the great comic artist an old-fashioned "Dinty" welcome.

On his return through Canada he renewed many acquaintances, for the Canadians are numbered among the keenest "Jiggs" fans.

H. M. Bitner, managing editor of the Pittsburgh Press, was his host for a week in Pittsburgh; there Miss Laura Bromwell, the daring aviatrix, bombarded the town with letters announcing the presence of the "Jiggs."

He appeared in the Davis theater for a week and entertained the kids of Pittsburgh at several matinee parties. On the day of his departure he was guest of an athletic club, attended by 50,000, and most of that number insisted upon shaking his hand.

Addressing this gathering, McManus gave this short autobiography of his famous character, "JIGGS," AUTOBIOGRAPHY OF "JIGGS."

"Jiggs" was born in Ireland. He came to this country, expecting to find gold on the streets of New York, but found bricks and cobblestones instead. He became a hoddie.

Romance came into his life when he met "Maggie," a waitress at a small cafe, who put a heaping dish of corned-beef and cabbage before him. They were married. "Jiggs" became thrifty. Instead of carrying bricks, he sought and sold them on commission.

"Jiggs" didn't forget his former pals. Pinechle parties at "Dinty Moore's" formed "Jiggs'" idea of Utopia.

But Maggie opposed "Jiggs'" low-brow ideas and started to make arguments clear by rolling pins, wash pots, pans and furniture at the offender.

And so they continued to live their lives, "Jiggs" longing for "them good old days" and Maggie for a mid to Count de Spoo's ball.

Maggie Loves Jigs. Despite the fact that Maggie has almost destroyed their wedding set by using the dishes as missiles, deep down in her heart she still loves "Jiggs."

"Jiggs" and "Maggie" are real characters in my mind, and in drawing them I try to please the public. I have been successful so far. "Bringing Up Father" is making its debut in motion pictures, while the series of books are selling like hot cakes. A game with "Jiggs" and "Maggie" the principals, also is extremely popular.

Two Famous Paintings Placed On Exhibition At the Brandeis Stores

Masterpieces of two famous painters, both valued at \$139,000, "The Conquerors" and "Never Alone," will be on exhibition at the Brandeis stores starting Monday.

Maxim Platano, Russian painter, protégé of Tolstoy, painted "The Conquerors," which is valued at \$67,000. This work, which was finished 12 years before the war, prophesied the world-wide struggle. It shows a roadway, strewn with dead soldiers and peasants. Nearby is a shrine. In the background, with sword unsheathed, stands the mighty Kaiser.

"Never Alone," valued at \$72,000, shows Christ hovering over a French soldier, shot down in the marshes of Flanders.

Herbert de Moreau, who painted "Never Alone" in 1914, was killed in 1918 at Chateau Thierry, a victim of the tragedy he had portrayed.

"Never Alone" is on exhibition on the fourth floor and the other painting on the fifth floor of the main building of the Brandeis stores.

The paintings were brought here through arrangements made by George Brandeis when he was east recently. He said more than 2,000,000 viewed the paintings when they were on exhibition in New York.

200 Grocery Store Windows Leased for Display Purposes. More than 200 grocery windows in Omaha have been leased by the new advertising and sales promotion company organized by T. G. Devaney, advertising service man; J. J. Cameron, secretary of the Retail Grocers' association, and J. J. Devaney of Barklow Bros., for the advertising and displaying of food-stuffs of Omaha and national jobbers.

Officers of the new firm have been established in the Leflang building and plans have already been launched to expand the service to Des Moines, Lincoln and Sioux City.

GASOLINE ALLEY—WATER, WATER, EVERYWHERE.



Student In Fifth Grade Passes Graduation Exam

After Making Unusual Record John Goodell Spends Summer in Search of Butterflies.

John Goodell, 10-year-old son of Mr. and Mrs. Edwin Goodell, St. Clare apartments, 2315 Harney street, completed the Fifth B class in Central school last June and took an intelligence test which graded him as having normal eighth grade qualifications.

He is the only child that lives in the St. Clare apartments, which is another story.

He did not attend the public accelerated school this summer, entrance to which he was entitled, according to his unusual intelligence test.

John went in for butterflies this summer and he avers that he has had "the mostest fun for the leastest money."

When the boy came home one day last June and told his father that he had passed an intelligence test of 119 and had qualified for entrance to the accelerated school his father announced that the boy should enjoy the summer in a way that would better equip him physically.

John has found much interest and pleasure in studying butterflies. He learned that the tomato hawk moth has a tongue as long as its body, which is nearly three inches; that the tiger swallow-tail has strong wings which will carry it over three miles.

He has also learned that the tiger swallow-tail has eye spots on its wings and that these "eyes" frighten birds, and he observed this butterfly close itself up like a leaf when pursued.

SAYS BOOST FARM PRODUCTS TO AID FOREIGN TRADE

Trust Company Bulletin States Agriculture Is Important Consideration.

By International News Service. New York, Sept. 4.—The unbalanced condition of the foreign commerce of the United States is shown and means of adjusting the situation are suggested in a foreign trade analysis contained in the current issue of American Goods and Foreign Markets, the fortnightly foreign trade bulletin of the Guaranty Trust company of New York.

"The suggestive character of the 1920 figures is obvious," the review says in summary. "They seem to show plainly the direction that our foreign trade promotion efforts should take in order that we may maintain a balanced position in the development of our foreign commerce."

"Our agricultural output should be stimulated. The threatened diminution of this output, owing to labor shortage and other causes, becomes important in any consideration of our foreign trade position, as it is clear that food exports pay for a large proportion of our imports. It is to be noted in this connection that we now have a yearly credit of at least half a billion dollars for interest on loans to European countries, payment of this interest being postponed for the present."

"Under existing conditions abroad it is likely that this large interest item can only be paid by shipping of products or through insurance on freights, and no goods can be spared in European countries, which is a serious proposition of the sale of American manufactured products, especially in markets where we are drawing such large imports of food and raw materials. Imports of the latter must continue if our industries are to grow in response to our ever-increasing domestic demand."

Manawa Park Season Will Close Following Holiday. Manawa park will close Monday night after one of the most successful seasons of its history. While dancing, boating, riding and enjoying the amusements along the park's highway will be a chief attraction, one of the features of the day will be an afternoon and evening concert to be given by the Fontenelle Concert band of Omaha. This band is one of the largest and best musical organizations in the city.

STREET CAR MEN GET HEAVY WORK WITH AK-SAR-BEN

Company Plans to Handle 250,000 People During Fall Festival This Year.

To carry 250,000 people on the street cars of Omaha is no small job, yet that is what the Omaha and Council Bluffs Street Railway company is planning for Ak-Sar-Ben week. Two years ago, on the day of the parade, 249,000 fares were collected.

The earlier date for the fall festival will make September the heaviest month of the year, whereas it used to be October, according to R. A. Leussler, manager of the company. The highest month of the year is February, for then all bargain sales are at an end, and spring has not begun, and people stay indoors.

In a year the street railway conductors collect 71,000,000 fares. About 30 per cent of the passengers use transfers, which makes the total number of passengers around 91,000,000. It is said that the increase from the 5-cent fare has not cut down traffic perceptibly.

The street car business is one that particularly depends on the prosperity, health and welfare of the people," says Mr. Leussler. "Lawyers, doctors, dentists, undertakers and numerous other lines find their best opportunity in others' misfortune, but the car lines do best when the weather is good and the people healthy and prosperous. Contrary to general opinion, rainy weather is not an advantage to the street cars. Then a few more ride to and from work, perhaps, but there is no one goes out to visit, and all the traffic comes at the time of going and coming from work, making the power question difficult.

In summer, with the parks open, Sunday is the heaviest day. The observance of July 4, marks that month next heaviest to the month of the Ak-Sar-Ben."

LADY PRISONER IS PARTICULAR ABOUT HER CELL

She Declines to Occupy It Until the Town Provides Conveniences.

Babylon, L. I., Sept. 4.—"Nothing but the best" will do for Mrs. Lydia Oakley, 21 years old. She put the town authorities to much trouble, before she would agree to spend the night in the town hall, following her arrest on a bigamy charge.

She is the first woman to occupy the building and the cell was devoid of the "comforts" she demanded. Pinnally Justice Cooper sent out a constable, who purchased a comb, brush, towel, soap and other articles of toilet. When she saw the bare mattress in the cell the woman indignantly exclaimed:

"You don't expect me to sleep on a bed without a sheet?" The justice said he thought she could for one night, but she thought not, and a sheet and blanket were purchased for her. She then was persuaded to occupy the cell, as she had been unable to raise the \$500 bail fixed by Justice Cooper.

She was arrested on a warrant sworn out by Harry Beach, who says he married the woman at Hempstead in September, 1919, and that three weeks later she left him. Recently he learned, he says, that she was married in November, 1919, at Patchogue to La Verne Long.

"Uncle" John Shell, 132, Is Playing County Fairs Again. Lexington, Ky., Sept. 4.—"Uncle" John Shell, who is touted by his press agents as being 132 years old, has arrived in Lexington to celebrate his birthday. His birthday generally arrives at about the time of the county fairs in this section, where "the oldest man in the world" is exhibited to the curious throng at 10 cents a look.

Just what day will be selected this year as Mr. Shell's birthday has not been announced. Mr. Shell himself cannot remember precisely the day on which he was born, and, in fact, it is said that the seamed and wrinkled old mountaineer cannot state to a certainty just how old he really is.

Ree Want Ads Are Best Business Getters. The Nebraska legislature in April of 1917 accepted these provisions of the federal aid law, thereby appropriating \$640,000 for the biennium of 1917 and 1918. The state highway department was authorized to cooperate with county officials and to lay out a state highway system. As a result of this co-operation, a system of roads was designated which connected every county seat in the state and served the greatest number of people. The 1919 session of the legislature passed a law designating this state highway system by statute. It comprises 4,500 miles. At the same time this legislature was in session, the congress of the United States appropriated an additional \$200,000,000 for federal aid, thus bringing Nebraska's federal aid up to \$5,866,303.82. The 1919 legislature then made an appropriation of \$3,733,262. The state highway department immediately began to build up an organization and in three years has accomplished all that was planned in the beginning.

To date the state has under construction 1,317 miles. The mileage is distributed with regard to type as follows: Earth, 1,215.51 miles; hard surface, 17.33 miles; sand clay, 55.70 miles; gravel, 23.03 miles. This means that there is under contract at the present time work which will cost \$639,359. Federal money covered by certificates which has been apportioned at different times, include these sums:

For the year 1917-1918.....\$ 640,000.00 For the year 1919.....1,546,303.82 Total.....\$2,186,303.82 In addition to the above, the following county bond issues have been set aside for use by the Department of Public Works:

County Funds. Lancaster project No. 1.....\$142,145.26 Clay project No. 1.....121,719.26 Lancaster project No. 17.....28,666.28 Project No. 22.....19,006.28 Saunders project No. 27.....1,781.96 Dodge project No. 27.....23,110.27 Butler project No. 28.....2,747.00 Douglas project No. 28.....12,576.00 Butler project No. 44.....12,576.00 Buffalo project No. 71.....12,574.96 Dodge project No. 81.....24,104.12 Platte project No. 118.....34,104.12 Total.....\$40,131.25 Other donations by commercial clubs, road associations and assessments: Project No. 15.....\$ 16,622.14 Project No. 16.....1,678.88 Project No. 20.....1,400.00 Project No. 81.....61,270.00 Total.....\$ 81,112.02 Grand total available.....\$7,887,524.95 For the work under contract at the present time, the following amounts are available: State aid.....\$2,186,303.82 Federal aid.....2,987,409.56 State aid.....2,928,115.98 County donations.....\$ 349,121.25 Other donations.....41,112.02 Total.....\$ 8,451,942.67 Grand total.....\$6,289,759.16 Plans have also been approved by the federal government for work calling for an additional expenditure of \$1,429,604.98. This makes a total of \$7,799,364.24. Make Rapid Progress. It can readily be seen that a program of this character rather than sacrificing funds for what might be termed temporary good roads is, on the other hand, not only making for permanent highways, but is, in itself, the strongest possible factor in encouraging local and county governments to take up this work of providing an adequate highway system where the state highway department's work leaves off and through their local funds, if there is such a desire, go forward with permanent paving plans. It has been especially surprising to see the results obtained through a relatively low expense, by draining, grading and sagging highways that were impassable before, but which have been made into roads that, through proper maintenance, are being used throughout the entire year. Thus the state highway department is

Paving of Nebraska's 80,000 Miles of Roads Will Require Many Years

Grading and Development Work, Eliminating of Curves and Building of Drainage System Are Necessary Preliminaries—Rapid Progress Being Made On Highways Now Under Construction.

By GEORGE E. JOHNSON, Secretary of Public Works.

In order properly to understand the road building problem as outlined in the state of Nebraska, the readers must understand that with Nebraska's 80,000 miles of earth roads it is humanly impossible, regardless of funds at hand, to pave any appreciable distance on these highways within the coming few years. Before paving can be laid on any highway (and this is particularly true in this state) an immense amount of rough grading and development work is necessary. No road can survive long unless it is perfectly drained. No road can give the best service unless it is straight. Thus it is necessary that curves be eliminated and that grades be cut down. The present problem of highway development in this state is doing just these things. The entire secret of road building in Nebraska is thus stated.

The program of highway development began in Nebraska in 1917 when the legislature provided funds through the enactment of laws which were approved by the national government. The idea of co-operation between the state and the national government in the construction of highways originated at the annual meeting of the American Association of State Highway Officials in December, 1915. A bill was later presented to congress and was passed in July of 1916 which appropriated \$85,000,000 for federal aid for highway construction, this amount to be expended over a period of five years. Nebraska's share, after a large appropriation had been taken out for national forest roads, amounted to \$1,600,000.

System Outlined. The Nebraska legislature in April of 1917 accepted these provisions of the federal aid law, thereby appropriating \$640,000 for the biennium of 1917 and 1918. The state highway department was authorized to cooperate with county officials and to lay out a state highway system. As a result of this co-operation, a system of roads was designated which connected every county seat in the state and served the greatest number of people. The 1919 session of the legislature passed a law designating this state highway system by statute. It comprises 4,500 miles. At the same time this legislature was in session, the congress of the United States appropriated an additional \$200,000,000 for federal aid, thus bringing Nebraska's federal aid up to \$5,866,303.82. The 1919 legislature then made an appropriation of \$3,733,262. The state highway department immediately began to build up an organization and in three years has accomplished all that was planned in the beginning.

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making rapid progress in one of the biggest undertakings for the general welfare of the people of the state. The federal government supplies one-half of the funds for state aid projects and therefore approves all plans and specifications. Registration fees provided for automobiles are placed in a fund which goes to maintain state highways.

Plenty of Detail. Not a small item in the development of a state highway system is the maintenance of these roads. One largest and most important phase of the entire program for it entails hundreds of patrolmen, thousands of dollars' worth of equipment, time and patience. When a simple statement that over 3,000 miles of roads are under daily maintenance is made, the magnitude of the work cannot be comprehended. The best proof that can be offered comes through the reports which daily come into the road's department. Some of the most encouraging letters come from traveling salesmen who have driven their cars over certain territories which now boast of well-improved roads where a year ago the same roads were impassible. In many instances transportation expenses have been cut in half. Truck lines are also in the developmental proved highways. Thus in order to continue such a system of highways, it is necessary that the state expend a large amount of money for maintenance purposes. This means eternal vigilance in selecting and instructing highway commissioners and patrolmen.

Following are listed the percentages of construction work completed in the projects under contract:

Lincoln-Emerald, accepted by the government. State Line-Fall City-Nebraska City, construction 25 per cent complete. Hall county, construction 95 per cent complete. Cedar-Wayne county-Hartington-Wayne, construction 25 per cent complete. Norfolk-Columbus, construction 98 per cent complete. Superior-Harvey-Minden, construction 75 per cent complete. South Platte-Sutherland, construction 95 per cent complete. Smithfield-Elwood, construction 49 per cent complete. Rippling-Ringgold, construction 75 per cent complete. Kimball-Hartburg, construction 50 per cent complete. Hampton-Waverly, construction 99 per cent complete. Hartington-Beatrice, construction 99 per cent complete. Lincoln-Beatrice, construction 45 per cent complete. Weir-Emmit, accepted by the government. Douglas county-Lincoln Highway, construction 95 per cent complete. Alliance-Beatrice, construction 45 per cent complete. Broken Bow county line, construction 49 per cent complete. Blair-Oakland, construction 80 per cent complete. Beatrice-Fairbury, construction 99 per cent complete. Beatrice-Imperial, construction 99 per cent complete. Fremont-Beatrice, construction 99 per cent complete. Nebraska City-Plattsmouth, construction 99 per cent complete. The Osceola-David City, construction 72 per cent complete. Beaver City-Holbrook, construction 81 per cent complete. Albia-Adrian, construction 55 per cent complete. Red Cloud-Atte, construction 92 per cent complete. Central-Beatrice, construction 99 per cent complete. Burwell-Dever, construction 45 per cent complete. Douglas county O. L. D., construction 6 per cent complete. Long City-Rockville, construction 21 per cent complete. Curtis-Beatrice, construction 85 per cent complete. O'Neill-Beatrice, construction 65 per cent complete. Hebron-Beatrice, construction 22 per cent complete. McCook-Trenton, construction 100 per cent complete. Tecumseh-Crab Orchard, construction 32 per cent complete. Beatrice-McCook, construction 58 per cent complete. Central City-Beatrice, construction 45 per cent complete. Holdrege-Platte River Br., construction 10 per cent complete. Genoa-Albia, construction 99 per cent complete. Chappell-Big Springs, construction 42 per cent complete. Beatrice-Beatrice, construction 99 per cent complete. Aurora, construction 96 per cent complete. Schuyler-Platte River, construction 58 per cent complete. Platte South, construction 26 per cent complete. Valentine-Sparks, construction 18 per cent complete. McCook-Trenton, construction 42 per cent complete. Beatrice-Beatrice, construction 16 per cent complete. Orleans-Franklin, construction 23 per cent complete. Kearney-Plattsmouth, construction 92 per cent complete. Genoa-Beatrice, construction 95 per cent complete. Hastings-Atte, construction 23 per cent complete. Beatrice-Center Street, construction 68 per cent complete. Bayard-Broadwater, construction 92 per cent complete. Beatrice-Beatrice, construction 76 per cent complete. Beatrice-Beatrice, construction 19 per cent complete. Greely-Beatrice-Beatrice, construction 48 per cent complete. Burwell-Beatrice, construction 56 per cent complete. Table Rock-Pawnee City-Loviston, construction 18 per cent complete. Saline county, construction 16 per cent complete. Beatrice-Beatrice, construction 49 per cent complete. Center-Niobrara, construction 32 per cent complete. Long Pine-Johnson, construction 46 per cent complete. S. Y. A. Seward county, construction 20 per cent complete.

Beggar "Panhandles" in Police Station; He Gets Fed. Denver, Sept. 4.—J. B. Henderson's eyesight was nearly gone, and he was unable to read the sign over the capitol hill police sub-station. The flower-decked windows gave no indication that the majesty of the law held forth within, so Henderson entered and inquired of the desk sergeant if he could "spare a little change to buy some supper with."

The officer had no small change, he said, but assured Henderson of free board and a room, and forthwith locked him up on a charge of begging.

Leak in Beginning of Romance; They Are Wedded. Gleason, Sept. 4.—Even a plumber's life is romantic, it would seem. Hardly a year ago Norman K. McArthur, son of a wealthy plumbing contractor, was detailed to repair a leak in a pipe at the home of Florence Pavlik, a prosperous contractor's daughter. McArthur returned to the house again that night, but not on a business trip. In the days that followed the couple had many meetings. Recently they were married.

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Table with 4 columns: Player Pianos, Price, and Description. Includes models like 'Player Pianos', 'With Bench, Delivery and 10 Latest Rolls of Music', and 'PRICED FROM \$440'.

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Table with 4 columns: Piano Model, Price, and Description. Includes models like 'Schmoller & Mueller Oak Case, used a little, only— \$250', 'A715 Walnut case, checked slightly, only— \$290', 'S450 Gramer, Oak case, fine bargain, only— \$240', and '\$600 Steger Mahogany, good as new, only— \$350'.

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