

THE OMAHA DAILY BEE

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CORRESPONDENCE. Address communications relating to news and editorial matter to Omaha Bee, Editorial Department.

OCTOBER CIRCULATION. 55,104. State of Nebraska, County of Douglas, ss. Dwight Williams, circulation manager of The Bee Publishing Company, being duly sworn, says that the average daily circulation for the month of October, 1914, was 55,104.

DWIGHT WILLIAMS, Circulation Manager. Subscribed in my presence and sworn to before me, this 28th day of November, 1914. ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

All aboard! Christmas next stop. Shop early.

The "watchful waiting" policy will get Santa Claus, all right.

But how can you blame a Nebraska man for being a little boastful?

Dreadnaught sounds formidable, but where does submarine hit you?

Already reams of reports have come regarding the bombardment of Rheims.

Foot ball season just about over; now let us pass on to the base ball stove league.

The New York Commercial makes this very congruous comparison, "War Poems and Atrocities."

That buy-a-bale-of-cotton game has apparently gone to join "Ping Pong" and "Pigs in Clover."

Anybody else with a new patent scheme to revise a few more pay roll jobs into the city charter?

Readers of the Hearst papers still gather the idea that Mr. Hearst thinks he would make the best president ever.

It never rains, but it pours, and it always happens that all our charities put on extra steam at the same time.

The little Emden might do down in history as the Carris Nation of the sea, although no enemy ever brought Carris to bay.

At any rate let's be thankful that among our great American holidays, Thanksgiving is not the most deadly of the species.

Human life, we suppose, is one of the tolls that must be paid for speed records, even if the need of speed may not be clear to all.

Mr. Weather Man is keeping Mr. Oldest Inhabitant mighty busy searching through the old memorandum books for something that matches.

A good many folks are now attaching more seriousness than ever to that old one about "Dunsey lies the head that wears the crown."

Still it ought to be possible to pull off a motor race without killing or maiming anyone—it will have to be possible if the motor race is to continue on the boards.

The generous contributions of wheat and flour our American farmers and millers are making to war sufferers is only another illustration that they have the dough.

It's wonderful, really wonderful, how all these literary lights find themselves able to write learned volumes on war which they never before professed to know anything about.

If the coming Nebraska legislature is bent on economy, it can save the taxpayers more money than any one guesses by enacting a law that will put the dope business out of business.

If the election in the Third Nebraska district is an endorsement of postmasterly primaries, as Secretary Bryan contends, why, of course, it points the only way for the people to rule in the selection of the next postmaster of Omaha. It is up to our democratic senator and congressman.

A number of changes at the Union Pacific are announced. H. Gault, purchasing agent, having resigned to join the forces of the Pacific Hotel company, G. F. Lahaugh becomes division stockkeeper, and J. J. Burns general stockkeeper, while Joseph Lehner, the present stockkeeper, is assigned to other duties.

David Cook, former of Omaha, who went to Santa Carolina, died at Allen. He had been an extensive property owner here.

Mrs. J. T. Bassett and the Misses Marion and Nellie Bassett are spending a few days with J. W. Whitmarsh and family.

John Turnbull, night jailer at the city bastille, is under the weather, and unable to report for duty.

Mrs. Mary Morearty, mother of E. F. Morearty, has returned from Holyoke, Mass., where she spent the summer.

Charles Metz is back from St. Joseph, where he was lavishly entertained by Frispa.

The operetta entitled "The Queen Elizabeth" was given by the Second choir of St. Elizabeth's cathedral last night before an audience of about 500.

Pan-American Neutrality.

Without hazarding a prediction of the final action of the United States on the South American appeal to secure exclusion of all belligerent warships from the waters of the two Americas and safeguard Pan-American commerce, it may be assumed that our government will do nothing likely to imperil its great influence in the ultimate ending of the European war. Pan-American neutrality and the rights of Pan-American countries, however, must be conserved at all events. And there is no reason to suppose the president cannot find a successful approach to this situation, delicate though it may appear in some of its phases, since he succeeded sixty days ago, without even making the matter public, in suppressing aerial bomb attacks on unfortified cities within the area of actual war.

As the good friend of all factions in both hemispheres, belligerents and noncombatants, the United States surely has nothing to fear in attempting the role of mediator of this South American question. On the face of it, the South American countries seem to have right on their side in urging their demands. If this can be clearly shown to the warring powers, one of which already is said to favor compliance with the demands, with nothing but additional trouble involved in refusal, they certainly will assent to any reasonable agreement we might propose. While the situation calls for prompt and vigorous action, it does not seem to justify undue excitement on our part at present.

In the meantime, perhaps this episode should remind the nations that their international rule, which fixes national limits at three miles beyond the sea line on the theory that that is the average firing distance of a man-of-war, is sorely in need of revision. Since this rule was made, we should remember that men-of-war have learned to shoot several times this distance. So if the line is to be determined on that basis, it ought to be set out some twenty miles or more. This might enter into consideration in the Pan-American proposal of establishing neutral zones, from which all belligerents would be excluded.

Consolidation. There is more talk right now for consolidation of South Omaha, Dundee, Florence and other suburbs with Omaha to make the Greater Omaha, which every one sees a-coming, than for a long time past. The feeling seems to be pronounced and growing, not only here in the city, but in the outlying areas that the time is almost ripe for consummation of the move if only fair and equitable terms of merger can be provided.

The Bee sees no reason why the people who would be incorporated into the city's population by consolidation cannot be assured of all they are entitled to—participation in the city government, their share of the street and park and other public improvements, full standard maintenance of their schools and libraries, and the taking over and continuance of their present municipal activities. Consolidation, of course, would fail to accomplish its object if it did not unify the administration, and do away with duplicated offices, but in so doing it should produce greater efficiency, and if it does not actually lighten the tax burden, at least give the taxpayers more for their money.

If the question of consolidation is to be tackled by the coming legislature, the details should be carefully worked out in advance, and in this the law-makers should have the help of those in each of the towns familiar with the conditions that must be met.

Convict Road Workers. New employment must be found for the majority of male convicts in the penitentiary at Lincoln, according to Warden Penton, who says the broom factory, where most of them have worked, will be closed by a discontinuance of the contract under which it operates. The warden believes the prisoners should be used for road building and that the legislature should make provision for this. He says he could furnish a large force of able-bodied men, otherwise unemployed, for this very necessary work.

Other states are up against this same problem of the employment of convicts, our neighboring state of Iowa having 1,000 men that it does not know what to do with. One thing is certain—these men must be kept at some sort of wholesome work. Other states, notably our neighbor, Colorado, for one, have made an eminent success of working their convicts on their roads. Of the 1,000 convicts assigned to the state penitentiary at Canon City, 400 are reserved for road work. Both the state and the convicts are said to derive the best kind of mutual results from it. Colorado is well advanced in the good roads movement, having expended last year \$2,000,000 for roads under the direction of the State Highway commission, and it is said, and seems very plausible, that this appropriation would have been more but for the saving service of the convicts. The fact is, as Colorado state officials say, the state would not, could not, afford to build so many of these roads if it did not thus employ its state prisoners. Its plan, as we say, is mutual in its benefits, helping the state to have good roads and helping the men to have good health and, therefore, more healthful morals than might be conducted by less wholesome employment within the prison walls.

Our last Nebraska legislature passed a law designed to make a start in using our penitentiary convicts on road work, providing that this labor could be had by outside counties or cities on terms that were supposed to be particularly attractive. But, as a matter of fact, as far as we can ascertain, not a single application has come in to take advantage of this labor for road work. Obviously, if working the roads is the solution, or even partial solution, of the convict labor problem, as it seems to be in other states, we in Nebraska will have to patch our law again to get down to practical operation.

Though scarcely an election has been held that was not contested at some point, a successful election contest has not been pulled off in this ballwick within current recollection. What is there that warrants expectation of a different result now?

Housework is the best kind of physical culture, says a woman doctor. Yes, but it is not the social bad, and besides that, it seldom draws an admiring and applauding audience.

Motor Cars in War

Work for American Factories. Ever since the automobile first made its appearance it has been recognized that it was destined to occupy an important position in the transport service of the modern army not alone because of its ability to carry heavy loads, but also on account of the speed with which it can carry supplies or men from place to place. In fact, all the leading powers have devoted considerable attention to equipping their forces with proper vehicles, so designed as to render them especially suitable for military use, and already there is a great variety of armored cars, guns fitted with automobile chassis, motors for carrying ammunition, ambulances, cook wagons, etc., giving excellent service in different countries now engaged in war.

The effects of the tremendous destruction of motor trucks and other mediums of transportation that have been going on in Europe since the beginning of the war are already being felt by American manufacturers. Within the last month several large shipments of motor trucks destined for war service have been made from New York, and there are reports of large contracts for similar vehicles being placed in the United States to be manufactured and forwarded at the earliest possible date.

Exports of Motor Trucks. Recently the steamship Suruga cleared for Liverpool with a shipment of some 400 five-ton motor trucks. They were tested by experts as they were delivered at the entrance to the pier, and were sent aboard the steamer as fast as they were accepted. Not far away, at the same time, another vessel was receiving a consignment that was said to consist of several hundred of these heavy duty vehicles. In each case the utmost secrecy was maintained regarding the ultimate destination of these motor trucks, and even the names of the manufacturers and shippers were not disclosed.

Among the recent news dispatches was one which stated that a company in Pennsylvania, manufacturing automobile frames and bodies, had received an order, said to be from the French government, for 2,500 auto frames, to be delivered within the shortest possible time. The specifications are said to call for a strong steel frame of light weight, all of one type, which will greatly facilitate quick delivery.

Types of Vehicles Sought. A large steel manufacturing concern in the eastern states is said to have been asked by the French government to procure for use in the European war a considerable number of motor vehicles. The number is not given, but the inquiry is reported to cover not only motor trucks, but touring cars. The price fixed for the motor trucks is stated at \$3,000 each. In addition to these, it is said that contracts are to be placed for 500 motor tractors and 750 trailers, to cost from \$2,000 to \$4,500 each. One American concern, making powerful tractors of the "caterpillar" type, sold a number of its vehicles both to European governments and to private purchasers during two or three years preceding the outbreak of the war. It is now reported that practically every one of these "caterpillars" has been confiscated for war use. In Germany they are used to haul huge siege guns, weighing thirty tons each, that have done so much damage to the seemingly impregnable fortifications against which they have been directed. These powerful guns were the surprise of the European war, and the secret of their existence was closely guarded by Germany.

Available Supply. For some years past several of the European nations have given subsidies to manufacturers and purchasers of certain types of motor vehicles in order to secure standard models in the various countries. In addition to these, the military requirements of Germany and France, at the outbreak of the war, each were in the neighborhood of 6,000 motor trucks. Great Britain, owing to its comparatively small standing army, did not need more than about 1,000 of these heavy vehicles. In considering the reserve supply, most of which already has been commencing the military use, it must be remembered that industrial motor vehicles are employed more extensively in the British Isles than in any other country, and that therefore there will be enough in Great Britain to meet the demands of the war department for some time. In France the number of such vehicles available at the outbreak of hostilities was much smaller, and the same was even more the case in German states. Italy bought quite a number of motor trucks, the majority being of rather light construction, before and during the recent war in Africa. These, for the most part, were of Italian make. A number of miscellaneous industrial vehicles were also employed in the Balkan wars, but they were nothing like the well organized "fleets" of touring cars, trucks and a feature of the present great conflict—Dun's International Review.

Twice Told Tales

Honesty in War. The French Marshal Turenne was not only a great general, but a man of singular honesty of character of which many historians who are related of him show his modesty, generosity and honesty, as well as his courage and military ability. A little story of one of his German campaigns illustrates his rare scrupulousness, even in time of war. The authorities of Frankfurt believed, from the movements of his army, that he intended passing through their territory. They sent a deputaion to him which offered him a large sum of money if he would alter the direction of his march, and leave Frankfurt unharmed. They were surprised in more ways than one by his answer: "Gentlemen," said he, "my conscience will not permit me to accept your money, for I have never intended to lead my army through your town."—Washington Star.

Ho Knew. John H. Drexel, discussing his detention in Germany, said: "The Kaiser has forbidden the German troops to drink, the czar has forbidden drink to the Russian troops and France has stopped the sale of absinthe. The war, instead of relaxing temperance, morality, has stiffened it. In this stiffening effect the war isn't like Blanc's case. "A ragman knocked at Blanc's door. "Any old rags or bones, sir?" he said. "No. Go on away," said Blanc. "My wife's gone south for the winter. "The ragman begged. "I give 5 cents apiece for empty bottles, sir," he whispered."—Baltimore Sun.

People and Events

Not until the close of the war will it be known whether the shooting and shooting in Caucasus features a high car step, says a Chicago physician, "causes a twisting of the sacral joint and produces a pressure on the nerves." Also considerable pressure on the personal injury docket.

Former Premier Joseph Calliaux of France has been shunted to Brazil on a war mission. Brazil is far enough away to lose Joseph for a while and indeed at home needed forgetfulness of the killing of Editor Calmette by Mme. Calliaux.

Buyers of animals for the French army pass by the horses and gray mules as offering easy targets for sharpshooters, but French soldiers stick to red pantaloons. Animals cost good money; men can be had without cash in advance.

A bunch of hoboes, exhilarated by the "torrida climate of California," recently stole a train and took a joy ride for a day. The incident gives a foretaste of the thrills which may be pulled off for the edification of tourists next summer.

In the furious controversy raging in New York City over the dismissal of teachers who become mothers, not a whisper is heard from the husbands. They seem quite content to let their wives and a sympathetic public fight the battle in the open. "Husbands," says the Brooklyn Eagle, "should be ashamed of themselves not to support their wives and children." If that sweet on the sleeve doesn't move them the case is hopeless.



Full Valuation and Specific Levies.

OMAHA, Nov. 27.—To the Editor of The Bee: I note what you say about difficulties in the way of putting our assessments on full value basis.

In case the revenue law is changed so as to assess property at its full value instead of 20 per cent of its full value, the following state funds which are now governed by specific mill levies would have to be altered in a proportionate ratio, as follows:

- Temporary university fund; reduce from 1 mill to 1-3 of a mill. This is paragraph 7102, Statute, 1912. Special university extension fund; reduce from 75-100 of a mill to 15-100 of a mill. This is paragraph 7113, Statute, 1912. State aid bridge fund; reduce from 1-6 of a mill to 1-8 of a mill. This is paragraph 2994, Statute, 1912. State Normal school fund; reduce from 50-100 of a mill to 17-100 of a mill. This is paragraph 7078, Statute, 1912. State redemption fund; reduce from 1 mill to 1-3 of a mill. This is paragraph 6422, Statute, 1912. (Has not been levied since 1908, but still in force.) State school fund; reduce from 1/2 mill to 1-10 of a mill. This is paragraph 6463, Statute, 1912. (Has not been levied since 1906.)

MISS DORMAN Still on the Job. NEW YORK, Nov. 26.—To the Editor of The Bee: In the current issue of the Metropolitan News, Anna Howard Shaw writes under her own signature: "Like most men, my dear father should never have married." We have no quarrel with the latter part of this sentence, but we do cavil at the phrase, "like most men." However, we've always had a suspicion that Miss Shaw did not think much of the home as an institution and now we know it.

Seven for a Quarter. OMAHA, Nov. 27.—To the Editor of The Bee: Now, that the election is over and we have all become used to the great war, how about our own little seven-forths-of-a-quarter ordinance? Something of that kind was initiated not long ago and held up by the street car company in a suit in the district court, in which, if my memory serves me right, the city won a sweeping victory. The right of the city to regulate, the right of the people to initiate, the right of the election commissioner to hold the election, every question raised was decided against the company. That was last spring some time.

Anybody riding seven-forths-of-a-quarter?—nothing doing. Same old fare, same old crowded cars, same old story. The spasm was too much for our legal department. It couldn't hold out. Everybody sleeping peacefully, including the case. Socialists hypnotized along with the rest of us. What a silly travesty! There may well be a question as to whether seven farthings for 25 cents is compensatory, but there can be no question at all that the people of Omaha have a right to a decision on this question. Neither can there be any possible question as to whose duty it is to secure that decision. What is the sense in giving the people the right to initiate a law or an ordinance, if the people's servants nullify all their efforts by refusing to test it out in the courts when attacked? Why is a legal department, and why the taxes to pay for such a luxury?

Of course, I know that the late election is supposed to have been a black eye to all these "attacks" on "business," but then it is a fact that when it is trying to sell stock, the Omaha & Council Bluffs Street Railway company advertises that it has been able to pay dividends on some eleven million dollars worth of common stock since 1911, and common stock is notoriously water in practically every corporation. And then, all we want to do is to get a hearing. If the poor corporations are being ground into the earth by the heartless people, why not show it the heartless people, that is the corporations' rights?

There's a lesson here, if we will just take it. Some of us have been preaching for years that all this talk of "Measures, not men," is the veriest rot. No "measure" is ever going to be self-operating. It takes men to operate them. We have a "seven-forths-of-a-quarter measure" here that is perfectly good, but nobody is riding for less than 5 cents and the "men" we have elected won't operate the measure. Nothing in government ever has been or ever will be invented that will take the place of honest, capable men.

What shall we do next—wait for a new election or try some new legal dodge, for instance, hire some lawyers to force our paid lawyers to do their duty? It is an interesting situation. H. W. MORROW.

Editorial Shrapnel

St. Louis Globe Democrat: It is generally conceded that Lord Roberts was one of the four greatest Irishmen that ever commanded a British army within the last century.

Washington Post: Americans have been called "a nation of shopkeepers" by supercilious brethren abroad. Income tax investigation may cause us to be considered a nation of bookkeepers.

Houston Post: England has shut off Germany's tea supply, but it seems to us that so long as Germany has Munich, Wurzburg, Pilsen and cities of like caliber it is not going to be distressed very much by any tea famine.

Houston Post: The Europeans who are in the United States buying horses are going to learn many things here, one of which is that the David Harum they read about in the books was an amateur compared with some of the men they deal with.

St. Louis Republic: When the British Parliament formally declares oil and copper contraband of war it strikes a blow at the Rockefeller and Guggenheim which even the most enthusiastic trust buster in this country will not approve.

Pittsburgh Dispatch: Possibly if Uncle Sam carefully preserves his navy in harbors, instead of being attacked by the peripatetic North Sea mine, he will become the greatest naval power in the world by the gradual destruction of the world's other navies. It is one of the profits of keeping the peace, that you save what navy you have got.

GRINS AND GROANS.

"Yes, I can secure you a divorce. And without publicity, too." "You don't understand. I am an actress." "Pardon me, I understand. All the publicity you want."—Kansas City Journal.

"What are you cutting out of the paper?" "An item about a California man securing a divorce because his wife went 'through his pockets.'" "What are you going to do with it?" "Put it in my pocket."—Everybody's Magazine.

"Dr. Jibs seems to be looked down on by the rest of the profession." "That's on account of his unprofessional conduct." "In what way?" "Why, the man will use any treatment at all which will cure the patient."—Baltimore American.

"Do you think only of me?" murmured the bride. "Tell me that you think only of me." "It's this way," explained the groom smugly. "Now and then I have to think of the furnace, my dear."—Louisville Courier-Journal.

HIS PLACE IN THE SUN.

New York Sun. I see he the pa-pers, Phivie humies all-rap On the bank of the Yisair. A-changin' the map, That the ruyson de ayther For murber let run. Is the countries' deaire For a place in the sun. A place in the sun! Shure, I'm a-bun' to see A folse little cottage, A field and a tree; A man in the sunset, Jost home from the farm. His woman beside him, His hat on his arm. But that was before . . . Will yez look at it now? The field is all strippit; There's no noies thot's wild; The wall of a woman, The sofa as a child. But over beyant, Be a bit av a phill At the edge av a wood In a phot that is ahtill; A spot full av peace. While the fightin' is done; The game av a soldier; His place in the sun.

Make FAUST Your "Butcher" We Americans eat far too much meat. Don't forget that when we talk about the high cost of living; that meat takes up nearly 35% of the nation's food bills; that's far too much. One of the mistaken ideas that we have fallen into is that an abundance of meat is necessary to nourish the body. There are foods more nutritious than meat—for instance, FAUST SPAGHETTI. A 10c package of this wholesome food contains four times more nutrition than 1 lb. of the finest meat. Eat Faust Spaghetti often—it's a fine bone and muscle maker. Write for free recipe book and find out how many different ways you can serve Faust Spaghetti—tasty dishes that satisfy the hunger and palate. 5c and 10c packages—Buy today. MAULL BROS. St. Louis, Mo.

Classy Shoes for Classy Dressers Nifty Shoes for the Young Fellow who Likes to have Shoes that are "JUST RIGHT." Capable salesmen are here to fit you properly in the style you like best—and you select from the most complete line of Men's Quality Shoes to be found in the West. Priced from \$3 UP. FRY SHOE CO. 16TH & DOUGLAS. SIX EIGHT Easy to Remember Leaving Time of the Rock Island's Chicago Nebraska Limited Leaves 6:08 p.m. daily. Have dinner on the train—arrive La Salle Station, Chicago—in the heart of the business district ready for the day—no time lost. Carries sleeping car for Tri-Cities—may be occupied until 7 a.m. Other Solid Through Trains Daily "Rocky Mountain Limited" 12:35 a.m. "Chicago Day Express" 6:30 a.m. "Chicago-Colorado Express" 4:10 p.m. Automatic Block Signals Finest Modern All-Steel Passenger Equipment Absolute Safety Write, phone or call at Rock Island Travel Bureau, 1323 Farnam Street, for tickets, reservations, information. J. S. McNALLY, Division Passenger Agent Phone Douglas 428