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VOL. XLIV—NO. 215.

THE OMAHA DAILY BEE

OMAHA, WEDNESDAY MORNING, FEBRUARY 24, 1915—TWELVE PAGES.

THE WEATHER

Fair

SINGLE COPY TWO CENTS.

OMAHA POSTOFFICE EFFICIENCY REPORT IS CALLED "BUNK"

Regarded in Washington So Frankly Partisan and Unfair It Will Not Get Far With Officials.

LOBECK OUT FIGHTING IT

Congressman with Victor Rosewater Will Soon Call on Assistant Postmaster.

MANY PROTESTS POURING IN

(From a Staff Correspondent.) WASHINGTON, Feb. 23.—(Special Telegram.)—From wholly trustworthy sources it was learned today that the so-called "efficiency" report of Postoffice Inspectors H. E. Randall, W. A. Wallman and A. L. Lewis on the Omaha postoffice and its various substations covers nearly 300 written pages. It is the most prolific document the Postoffice department has had before it for years, and it is so tainted with rank favoritism and gross injustice that it is very seriously doubted if it will get anywhere near its obvious destination, the removal of the transfer and the demotion of faithful employees and the promotion of men whose records in the Omaha postoffice must be subject to searching investigation.

Starts with Boast. The first twenty pages of the report of the inspectors, who were domiciled in Omaha for six weeks, are devoted to a splendid boast for the Gate City. In fact, they read like a publicity man's story of its development and growth, as shown through its postal receipts. Then follows pages of purely personal criticism of Postmaster Wharton, Assistant Jim Woodard, "Billy" Kelley and the "cabinet" of Judge Wharton, who, it is charged, take valuable time off from their work in attending "cabinet" sessions at the Commercial club, deciding upon personal and like subjects incident to an office like the Omaha office. In view of former reports, and the enthusiastic congratulations of Daniel C. Roper, first assistant postmaster general, upon his return to Washington after an official visit to the Omaha office, it will be a twentieth century wonder if the recommendations of the inspectors make much impression.

Lobbeck is Opposed. That they will be fought by both Senator Hitchcock and Congressman Lobbeck goes without saying. Mr. Lobbeck already having arranged for an interview with General Roper, tomorrow, to be supplemented by a conference with Senator Hitchcock returns to Washington from his visit to Omaha. The presence of Victor Rosewater in Washington at this time is quite fortunate, he having arrived from New York this morning. He will be asked to accompany Mr. Lobbeck in his call upon the (Continued on Page Five, Column Two.)

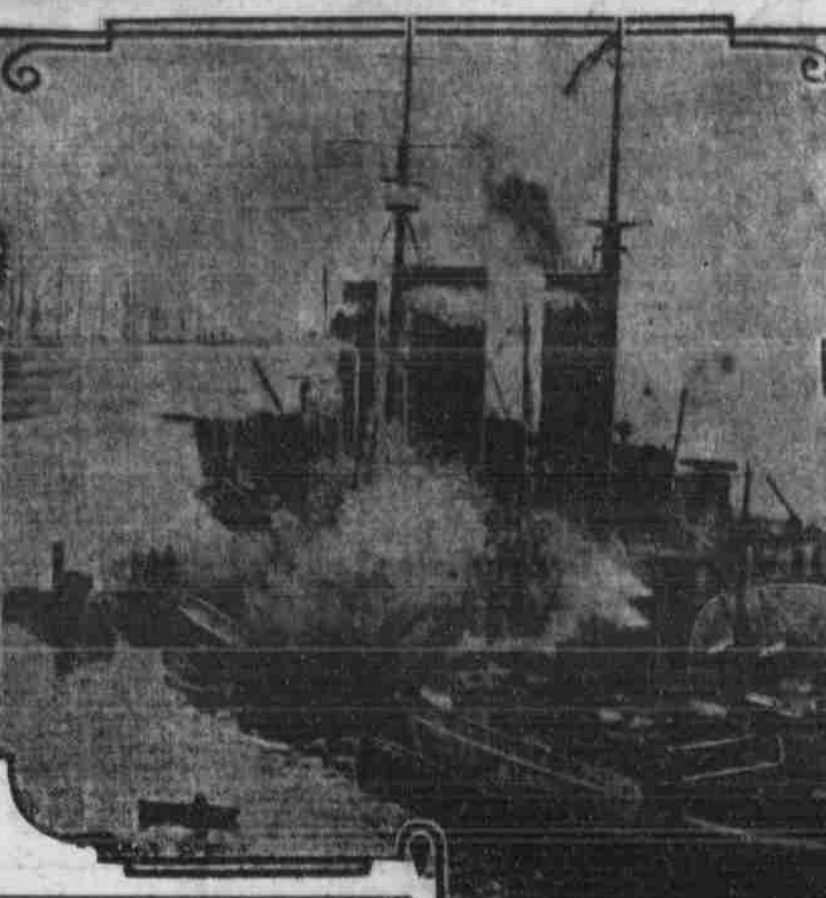
Britons Report Loss of Trench in Vicinity of Ypres

LONDON, Feb. 23.—The British semi-weekly report on operations on the continent given out today reads as follows: "The enemy continues to show considerable activity. In the neighborhood of Ypres several attacks and counter attacks have occurred. At 6 a. m. on February 21 the enemy exploded an elaborate series of mines which destroyed one of our trenches. A new line was prepared a short distance in the rear and immediately occupied. Any attempts at further progress have been completely frustrated. "Near Givenchy our infantry, after a successful bombardment, captured a trench of the enemy and blew it up. An attempted attack by the enemy along La Bassée canal was easily repulsed by our artillery. "South of the river Lys there has been an increase in artillery and rifle fire, in which our troops showed marked superiority. Along the remainder of our front there has been nothing more than artillery duels. The thick weather has handicapped the work of air craft."

The Weather

Table with weather data for Omaha, including temperature, precipitation, and wind speed for various times of day and comparative local records.

AFTER THE NORTH SEA BATTLE—H. M. S. Lion undergoing repairs on the Tyne after the engagement with the German fleet, in which the Lion led the van of the British ships in the attack.



MANY CHANGES AMONG RAIL MEN

B. B. Greer to Succeed E. S. Koller as Assistant General Manager of the Burlington.

W. R. Cahill Has Retired

Changes in the forces of the operating departments of the Burlington and Union Pacific railroads came thick and fast Tuesday, all effective March 1. B. B. Greer, assistant general manager, Burlington lines west of the river, some thirty days ago was appointed general manager of the Colorado & Southern, another of the Hill properties, and the announcement is made that to succeed Mr. Koller, B. B. Greer, now assistant general manager of the Burlington in Chicago, comes to Omaha. As a result of the vacancy caused by the promotion of Mr. Greer, the following changes are made, all as promotions: L. B. Allen, general superintendent of the Nebraska line, with headquarters at Lincoln, becomes assistant general manager in Chicago, succeeding Mr. Greer. F. T. Thielert, superintendent at La Crosse, Wis., goes to Lincoln as general superintendent; E. Flynn, superintendent of the McCook division, goes to Ia Crosse; C. D. Peckenbaugh, superintendent of the Sheridan division, goes to McCook; L. C. Griggs, superintendent of the Sterling division, goes to Sheridan; W. G. Dungen, transmitter of the McCook division, goes to Lincoln as superintendent of the Colorado division; John T. McShane, chief dispatcher in the Omaha office, goes to the McCook division as trainmaster, and J. E. McManus, operator in the Omaha telegraph office, becomes chief dispatcher.

Judge Dayton Denies the Charges Made Against Him

WASHINGTON, Feb. 23.—Hearing on charges against Federal Judge A. G. Dayton of West Virginia continued today before the house judiciary subcommittee, with the judge on the stand being cross-examined. He denied numerous minor charges that he had failed to enforce the law and that he was "temperamentally unfit" for the bench. "I do not think I would be human," he said, "if I had not had trials and disagreements with attorneys. More than three-fourths of the lawyers in the district over which I preside have sent communications to this committee expressing faith in my integrity." Questioned about the resignation of his predecessor, Judge Jackson, and his own appointment, Dayton testified that a year before he was appointed President Roosevelt had told him that he would give him a place on the federal bench "in spite of senators or any one else."

CAPTAIN MITCHELL EXPLAINS STATEMENT

WASHINGTON, Feb. 23.—Captain William Mitchell of the army general staff, who recently said an enemy could take and hold the American seaboard, has explained to Secretary Garrison's satisfaction that he was speaking at a private meeting, thought his remarks were private and had no idea they would be published. Mr. Garrison said today that the incident was closed.

Fifty Thousand Dollars Worth of Jewelry is Stolen

LOS ANGELES, Cal., Feb. 23.—Money and jewelry valued at \$50,000 were stolen from the apartments of Mrs. A. H. Smith, wife of the president of the New York Central railroad; her son, Emery H. Smith, and his wife, at a suburban hotel last night, according to a report made to the police today. The apartments were entered while the occupants were at dinner.



IOWA HAS WORST STORM OF SEASON

Wires Down and All Communication with East Shut Off—Worst in the North Half.

TRAINS COME THROUGH LATE

Central and eastern Iowa, Illinois, northern Missouri and central and southern Kansas are experiencing the worst blizzard of the winter which set in late Monday and at noon continued without any signs of abating. Everywhere a heavy snow is falling, and it is driven along by a high northwest wind. However, it is not cold, the temperature being but little above freezing. Wire service through the storm belt is today stopped and the telegraph companies are unable to reach the east only by circuitous routes. Throughout the storm zone not a through wire is working. While little information is available, it is believed that long stretches of wire have been torn out by the wind and snow. Early morning reports to the Omaha railroads, operating lines to the north and west, are to the effect that out in Nebraska and up in South Dakota weather conditions are similar to those existing in this immediate locality.

Tenth Russian Army is at Bay

Force Which Lost Corps During the Long Battle in East Prussia Turned on Foes.

COUNTER ATTACKS IN THE SOUTH

SUWALKI, Poland, Feb. 23.—(Via Berlin and London).—Feb. 23.—The German forces under Marshal von Hindenburg, by hard fighting and extraordinary marches, inflicted a striking defeat on the Russians opposite to them in the recent battle of the Masuria Lakes country. The Russian remnants are a negligible quantity in the operations now in progress. The Russians killed and wounded in the four days' fighting are estimated at 30,000 men. Over 60,000 Russians out of a total of 150,000 engaged are prisoners in German hands. LONDON, Feb. 23.—The Russian Tenth army, which, according to an official report by Grand Duke Nicholas, the Russian commander-in-chief in the field, lost one of its corps in the last big battle in east Prussia, now stands at bay along the line of the Narew, Bobr and Nieman rivers, within Russian territory. The latest official communication relates many isolated engagements in this region, which may relieve a counter attack now in progress, but of this there is no confirmation.

Two Men Are Killed and Several Hurt in Wreck in Colorado

DENVER, Colo., Feb. 23.—Two are dead and eleven slightly injured as the result of the wreck of Denver & Rio Grande passenger train No. 13, southbound, fourteen miles south of Colorado Springs early today. The dead are: ENGINEER FRANK HOCKENBERGER, Denver. FIREMAN C. KREIS, Denver. Nine passengers, a baggage man and mail clerk were slightly hurt, according to reports received at the railroad general offices here. The cause of the wreck has not been determined.

NORTH SEA MINE SINKS A SECOND AMERICAN CRAFT

United States Steamer Carib Goes Down Off German Coast as It Strikes Explosive Because Warning Ignored.

THIRTY MEN IN SHIP'S CREW

Commander of Vessel, Like Chief of Evelyn, Disregarded Instructions Concerning Route.

CARRYING CARGO OF COTTON

BERLIN, Feb. 23.—(Via London).—The American steamer Carib has gone to the bottom off the German coast in the North Sea as a result of running on a mine. At the time of the disaster to the Carib the vessel was not using the route laid down in the German marine instructions. The steamer Clyde belonged to the Clyde line. It was of 2,250 tons net and left Charleston January 27 for Bremen. It was in command of Captain Cole. The Carib was built in 1882 at Port Glasgow, Scotland. It was 288 feet long and 35 feet beam.

Gerard Presents Note on Embargo

James W. Gerard, the American ambassador to Germany, last evening presented to the Foreign office an American note which embodied the American proposals for the settlement of the situation arising from the seizure of foodstuffs into Germany in the warfare against neutral shipping. It was understood that proposals were being simultaneously in London. A statement in regard to the nature of these proposals or the German attitude on them can be obtained here, but it is believed that they are at least a prospect of their acceptance by Germany.

Crew of Thirty Men

NEW YORK, Feb. 23.—The Carib had a crew of thirty, Captain E. L. Cole's home was in Maine. It had 4,000 bales of cotton. At the offices of the Clyde line here it was said that the Carib was built for Bremen January 27. The Carib formerly was owned by the Clyde line and was recently sold by them to Walker, Armstrong & Co. of Savannah, Ga. It was of 2,250 tons burden and left Charleston January 27 for Bremen with a cargo of cotton. It had a capacity of 4,000 bales. Its crew of thirty men, commanded by Captain E. L. Cole, which manned the vessel at the time it was sunk, was retained by the new owners. It was said at the Clyde line office.

Evelyn's Boat Still Missing

WASHINGTON, Feb. 23.—Ambassador Gerard today forwarded a report from the American consul at Bremerhaven saying the Evelyn was destroyed by a mine; that the crew left the ship in three boats, one of which is missing, the other two being picked up by a German scout ship. President Wilson views the sinking of the Evelyn as a tragedy, he is told callers, and has been unofficially informed that his captain was not following a safe course laid out for him. He added that warnings had been given that mines were planted in the area in which the Evelyn was sunk. The president indicated that he has not yet determined whether repiles will be sent to the new owners, he told callers, and has been unofficially informed that his captain was not following a safe course laid out for him. He added that warnings had been given that mines were planted in the area in which the Evelyn was sunk.

Rate Law Decisions Give Life to Old Claims of Shippers

WASHINGTON, Feb. 23.—The Hagburn rate law was interpreted by the supreme court as authorizing the Interstate Commerce commission to award damages to shippers for unfair rates and discriminations, no matter at what date arising, provided claims were filed before August 28, 1907, which the court held was the date the act went into effect. The court held that Henry A. Meeker, a New York coal dealer, was entitled to \$15,000 damages from the Lehigh Valley railroad for claims dating back to 1909. Thousands of other claims were filed within the first year after the rate went into effect. The supreme court held today that the Interstate Commerce commission has no authority to inspect correspondence files of the federal district court for western Kentucky in refusing to compel the Louisville & Nashville railroad to permit commission examiners to inspect its files.

Submarines Have Demonstrated Their Value, Says Bowles

NEW YORK, Feb. 23.—The value of the submarine as a means of offense as well as defense has been demonstrated in the opinion of Rear Admiral Francis T. Bowles, retired, formerly chief constructor of the United States navy, who arrived last night on the Rotterdam from a two months' stay in Germany. Rear Admiral Bowles was a close observer of submarine operations while in Germany and commented on the naval end of the war. He expressed the belief that German vessels disguised as neutral craft and not under sea bases were utilized to supply submarines with fuel and torpedoes, which he thought explained the ability of the Germans' under sea fighters to reach the Irish sea and return to their bases.

The National Capital

Tuesday, February 23, 1915. The Senate. Debate resumed on army bill. Interstate commerce committee began work on nominations to federal trade commission. Conference committee on administration ship bill called to meet tonight. Debate continued on fortification bill. Judge Dayton continued cross-examination before judiciary committee.

SEAS BETWEEN BRITISH ISLANDS SHUT TO TRAFFIC

Irish and North Channel Waters Within Area Surrounded by England, Scotland and Ireland Restricted.

ADMIRALTY ISSUES AN ORDER

Certain Parts of St. George's Passage Also Closed to Mercantile Navigation.

UNION JACK OFF DEEP, SAY FOES

The Day's War News

NORWEGIAN steamship Regin, with cargo of coal for Bordeaux, was sunk by mine or submarine off Dover. RUSSIAN army defeated in East Prussia in making a stand near River Nieman. RUSSIAN official report tells of a number of victories in Galicia. Official communications from Berlin and Vienna say Russians were repulsed in these engagements. REIMS cathedral, which was damaged early in the war, has suffered further serious injury. The French war office announced today. The Germans are charged with having made it a special target and it is said that the interior of the vaulted roof gave way. BERLIN communication reports further progress in the Vosges, where the Germans have been taking town after town during the last week.

Allies Ask U. S. Aid To Collect Board Bill For Teuton Captives

WASHINGTON, Feb. 23.—The entente allies have made representations to the United States that Germany is not meeting the cost of care of its prisoners of war in their camps and have asked the United States, as caring for the diplomatic interests of all the warring powers to make representations to Berlin. LONDON, Feb. 23.—Nearly \$100,000 has been expended by the government in fitting up Downing Street, in Leicester Square, for use of German officers in England as prisoners of war. Twenty thousand dollars was expended for furniture alone. The ground floor has been converted into a club house.

Norse Steamer is Sunk Off Dover

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Public Utility Measure TO HAVE SPECIAL HEARING

(From a Staff Correspondent.) LINCOLN, Neb., Feb. 23.—(Special Telegram.)—Chairman Raymond of the house committee on cities and towns has called a special meeting for Wednesday evening in the house chamber to consider the Osterman bill, House Bill No. 329, authorizing cities, villages and counties to grant public utility franchises subject to popular vote, and specifying restrictions upon franchises granted. This bill is an exact opposite to House Bill No. 327, introduced by Railway Commissioner Hall, which would take from municipalities their control over public utilities and transfer it to the railway commission. Under the Osterman bill no franchise will be valid unless it has been submitted to the voters and approved by them. The act applies to companies furnishing heat, electricity, power, water, telephone service, street railway service and other kinds of public utility service.

VETERAN ROCK ISLAND ENGINEER IS INJURED

FAIRBURY, Neb., Feb. 23.—(Special Telegram.)—James McQuaid, Rock Island passenger engineer, of this city, was seriously injured late last night at Council Bluffs, Ia., when he was caught between the tender of his locomotive and a small house, and rolled just as the engine was backing off a turn-table. McQuaid sustained a fractured collar bone and three broken ribs and serious internal injuries. He was removed to Mercy hospital at Council Bluffs. McQuaid has been an engineer at Fairbury since October, 1880, and was considered one of the best on the Nebraska division. His wife left for Omaha this morning.

BILL AFFECTING GUARANTY FUND KILLED IN HOUSE

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