OMAHA WOMEN GIVE HAIR TO GERMANS

Mrs. Josephine Schweiboldt and Daughter Cut Off Tresses for Melting Pot to Help Army.

EACH WILL GET AN IRON RING

What is regarded by Omaha German-American as one of the greatest sacrifices made here voluntarily in connection with the war, is that of Mrs. Josephine Schweiboldt and her daughter, 6226 Hona street, Benson. Each has cut off all her long, beautiful hair and donated it to the "gold for iron" relief fund for German and Austrian victims of the war. The hair will be sold and the proceeds sent abroad for the relief of widows and orphans.

"It is certainly a real gift of gold for iron," said Mrs. Paul Getzschmann, who is in charge of the "melting pot" fund here. "The hair is wonderfully long and handsome, and of a rich golden brown color, the mother's being longer and darker than the daughter's.

"No woman could make a greater sacrifice for the suffering victims of the war than to cut off her own hair, her crowning adornment, and give it to raise money for war relief," Mrs. Getzschmann continued. "Such a sacrifice surpasses all the gifts of gold that could be made, I think."

A local hair goods dealer may buy the two beautiful tresses and make them into switches, it is said. When Mrs. Schweiboldt sent the hair to the German war relief headquarters, she merely packed it into a large candy box, with her name on the outside, and sent it by mail. Mrs. Getzschmann was astonished when she opened the package.

Numerous other gifts to the "melting pot" fund are begin received daily. They are mostly gold and silver jewelry. Each donor will be given an iron ring, inscribed "I gave gold for iron," when the shipments of rings arrives from the east.

Bryan's Warning to Carranza Causes Flutter at Capital

WASHINGTON, Jan. 16.—Secretary Bryan's warning to the constitutionalists to refrain from interference with the oil producing plants near Tampico, Mexico, caused a flutter in the local Mexican agencies.

At Carranza headquarters it was contended that the foreign oil producers in the Tampico district had involved themselves in trouble because, about two months ago they had withheld the taxes on production they had been paying to the Carranza government in the belief that Villa would soon be in possession of the place.

Enrique C. Llorente, head of the Villa agency, said he was authorized to state that the Guiterrez government would respect all concessions granted by all previous constitutional governments in Mexico and would restore any properties confiscated. The oil situation was discussed by Representatives of General Carranza with Secretary Bryan and the British ambassador.

While the State department has no official notice that the Mexican convention has determined to keep General Gutierrez in office until December 31 one dispatch describes a plan proposed by Zapata delegates for that purpose, but which would hold Gutierrez and all his acts completely under the orders of the convention. The official dispatches are all three days old.

Utah's Legislative Deadlock Ended as Anderson is Chosen

SALT LAKE CITY, Jan. 15.—Utah's legislative deadlock, which had existed since last Monday, ended last night with the selection of L. R. Anderson, republican, of Sanpete as speaker by a vote of 25 to 20 on the twenty-fourth ballot in caucuses. Anderson's selection was made possible through the votes of two democrats, Meeks of Kane county and Brinkerhoff of Wayne. The house had been divided evenly with twenty-three republicans opposed to twenty-three democrats, progressives and socialists.

Rival organizations have been claiming recognition since Monday, with Anderson at the head of the republican organization and Farley P. Christensen, progressive, of Salt Lake at the head of the opposition. The earlier ballots tonight were evenly divided between Anderson and Christensen. The fusionists then switched to D. H. Morris, democrat, of Washington county. Christensen failed to reappear at the caucus after a recess, and only forty-five votes were cast on the final ballot. The caucus agreement is that committee appointments shall be equally divided between the republicans and fusionists.

Police Officers in Chicago Indicted on Charges of Grafting

CHICAGO, Ill., Jan. 16.—Police Captain James O'Donnell Storer, Detective Sergeant Michael Weisbaum and Fred Roth, a former policeman, were indicted on charges of conspiracy today by the grand jury, which for a week has been conducting an inquiry into alleged graft among police officials of the Maxwell street station.

There were fifteen counts in the joint indictment, by which the men were accused of having corruptly refused to arrest certain persons for crimes committed or about to be committed and of having aided these persons in the commission of crimes and having suppressed testimony and offered perjured testimony.

Specifically the defendants are accused of having advance notice of a burglary at Schwartz Brothers on July 20, 1913, when woolens worth $3,000 were stolen; a burglary of a clothing store on September 10, 1913, when $4,000 worth of clothing was taken, and an attempted robbery of another store on September 4, 1913.

HOUSTON SAYS COLLEGE STUDENTS NARROW-MINDED

MANHATTAN, Kan., Jan. 16.—College students as a rule are narrow minded, according to David F. Houston, secretary of agriculture, who spoke before the students of the Kansas State Agricultural college here today. He urged them to broaden their outlook on life.

HEAD OF NATIONAL WELFARE LEAGUE SPEAKS TODAY.

J. K. CODDING.

TURK MEETS ITALY'S TERMS

Vali of Yamen Ordered to Give Satisfaction for Violation of Consulate at Hodeida.

NEW STORY OF INCIDENT

ROME, Jan. 16.—The Turkish government, according to a semi-official communication published in the Giornale d' Italia, has renewed its order, sent through Rome to the vali of Yemen, Arabia, instructing him to give complete satisfaction for all the demand presented by the Italian government in connection with the incident at Hodeida, where Turkish officials forcibly removed the British consul from the Italian consulate, where he had taken refuge.

The Porte authorities, it is declared, have instructed the vali to grant the demands of the Italian government independently of the inquiry instituted by the vali, which, it is said, merely aims to establish the responsibility of each official in the local administration of Hodeida.

The newspaper adds that Signor Cecchi, the Italian consul at Hodeida, never was imprisoned or placed on trial by the Hodeida authorities.

The Idea Nazionale publishes a dispatch from Alexandria, giving particulars of the event at Hodeida. It says that Turkish gendarmes attacked the British consulate at midnight on December 11. The British vice consul, G. A. Richardson, escaped to the Italian consulate. The commander of the gendarmes followed him and called upon Signor Cecchi, the Italian consul, to surrender Mr. Richardson, making the demand in the name of the governor.

When the demand was refused by Consul Cecchi the governor sent 400 soldiers with cannon. The soldiers surrounded the Italian consulate and the doors were broken down with axes. Soldiers fired on the consulate, wounding a servant.

The Idea Nazionale says that when the gendarmes finally entered the consulate they fired at Consul Cecchi, but did not wound him. Consul Richardson was then surrendered to the soldiers. The governor notified the Italian consul that he would be no longer recognized as the representative of the Italian government and would be treated as a prisoner on charges of having housed the British vice consul and of firing on Turkish soldiers. The latter charge is characterized by the Idea Nazionale as false.

Signor Cecchi was not permitted to leave the consulate for several days, according to this report and on the day that he was to have been placed on trial he was rescued by the arrival of the Italian coast guard ship Giuliana.

Could Not Walk with Rheumatism.

A satisfied patient writes: "Sloan's Liniment cured my rheumatism; am grateful, 'I can now walk without pain.' Only 25c. All druggists.—Advertisement.

Landsturm Given Silent Treatment by People of Brussels

(Correspondence of the Associated Press.)

BRUSSELS, Jan. 5.—The "silent treatment" of the German landstrum in this city by the Belgian people is one of the most striking features of the situation here. It is spreading even to the children, who turn their heads away or cross the street whenever they see a German soldier approaching.

If a soldier enters a shop the Belgians either quit the building or move away as far as possible. If one of the landsturm enters a street car the Belgians leave or else turn their eyes away. There are no words of greeting, no smiles, not the slightest recognition that the soldier is a human being.

Whether this is having any effect on the soldiers is not certain, but an American who today stopped a fine looking German soldier, who was off duty, and talked with him, was surprised at what he heard.

"You are the first person who has spoken a civil word to me in this town for a month," said the soldier.

PUBLIC WELFARE CAMPAIGN

President of National Welfare League to Be in Omaha for the Next Three Days.

SPEAKS AT VARIOUS PLACES

A group of Omaha churches have arranged to join in a public welfare campaign today, Monday and Tuesday, when the principal speakers will be J. K. Codding, president of the National Welfare league, and Theodore Hansen. The churches are St. Mary's Avenue Congregational, Hanscom Park Methodist, Westminister Presbyterian and Grace Lutheran.

Other meetings of the campaign today are:

11 A. M.—Grace Baptist church, J. K. Codding.

12 M.—Men's class, First Congregational church, Theodore Hansen.

3 P. M.—Hanscom Park Methodist church, men's mass meeting, by Theodore Hansen on "The Other Fellow."

7:30 P. M.—Westminister Presbyterian church; topic, "Crime and Its Cure," by Theodore Hansen.

Monday morning Theodore Hansen will address the Park school pupils.

Monday, 3 P. M.—Hanscom Park Methodist women's mass meeting, Educational lecture; subject, "The Predelesent Child," by Theodore Hanson.

Monday, 7:45 P. M.—Hanscom Park Methodist community mass meeting; educational lecture; topic, "Child Supervision," by Theodore Hanson.

Tuesday, 3 P. M.—Westminister Presbyterian church woman's educational lecture; subject, "The Adolescent Child," by Theodore Hanson.

Tuesday, 7:45 P. M.—Westminister Presbyterian church community lecture, subject, "Life, Home and Parenthood," by Theodore Hanson.

J. K. Codding is president of the National Welfare league, and former warden of the Kansas penitentiary, who put into effect so many reforms in that penitentiary, including the lockstep and other methods of punishment, giving prisoners two hours every Saturday in which to develop their ball team. Since he was warden he has specialied on welfare work and has been in great demand all over the country as a speaker.

Naval Committee Reports Bill For Two Battleships

WASHINGTON, Jan. 16.—In formally reporting the $148,000,000 naval bill to the house today, the naval committee said that while in the European war the "submarine has been effective in harbor and coast defense, it has not been able to control the sea as the superior battleship fleet has done, causing an enemy with an inferior battleship fleet to suffer great loss of merchant ships, blockading its ports and driving its commerce off the seas."

The committee reported that therefore the two battleship program had not been changed. It added that the "effectiveness of the submarine in the European war demonstrated it to be a naval weapon of great value," and "that the airship for scouting purposes likewise has demonstrated its effectiveness."

The bill probably will be reached for debate about February 1. It carries an increase of $8,432,006 in the building program over what the Navy department recommends.

The committee commended Secretary Daniels for economies, strongly endorsed the proposed new office of chief of operations, and urged the provision for creating a naval reserve, which would provide 25,000 trained men within a few years.

"The organization of a naval reserve is necessary to the adequate defense of the country," said the committee.

Kaiser's Nephew on Emden Loses Mind

VANCOUVER, B. C., Jan. 16.—That Prince Franz Josef of Hohenzollern, a nephew of the German emperor, has become demented as a result of his experiences on board the Emden in its fight with the Australian cruiser Sydney was made public here today in a letter received by Rev. T. Pitt, secretary of the Seamen's Institute, whose brother is a lieutenant on the Sydney.

Lieutenant Pitt wrote that while the prince was engaged in firing a torpedo a shell from the Sydney entered the torpedo room and killed all the men, the prince alone escaping. When rescued Prince Frans was in a dazed condition. Later his mind gave way completely, so that it was necessary to place him under restraint. He was taken to Port Said with the other prisoners of war and given medical attention.

Killed by Quake as They Pray in Church

NAPLES, Jan. 16.—Rescuing gangs today brought out numerous victims of the earthquake who had been buried in the church of Santa Restituta, the patron saint of the town of Sora, where hundreds of persons rushed to pray when the first shock occurred. The roof of the edifice fell in with the second shock.

Among those brought out were twenty nuns and the priest who had been celebrating mass. Twenty-seven persons, seriously injured also were rescued.

Three peasants who were found looting wrecked buildings in Sora were arrested today.

FRENCH OFFICIAL REPORT

War Office Tells of Gains Made at Several Points Through Artillery and Bayonet Charges.

TRENCHES LOST NEAR CARENCY

PARIS, Jan. 16.—The French War office this afternoon gave out an official statement as follows:

"In Belgium yesterday there was artillery fighting in the region of Nieuport and in the vicinity of Ypres.

"From the Lys to the Somme, at Notre Dame de Lorette, near Carency, the enemy reoccupied a portion of the trenches he lost to us January 14. At Blangy, near Arras, we have continued to make progress. The enemy delivered an energetic attack, preceded by a violent artillery fire, on our positions to the west of La Boisselle. This attack was repulsed.

"Along the entire front from the Somme to the Meuse no infantry engagements were reported yesterday. In the sectors of Soissons and of Rheims our artillery obtained noticeable advantage at several different points such as the scattering of a regiment that was about to reassemble, causing an explosion in a German battery and the destruction of field works.

"In the Argonne there was yesterday a rather determined artillery attack on our positions at Fontaine Madame.

"From the Argonne to the Vosges, we checked completely a spirited attack of the enemy directed against our trenches at Flirey, and the Germans evacuated the crest of the hill to the north of Ciemery, east of Pont-a-Mousson. This they were compelled to do by the fire of our artillery.

"In the sector of the Vosges there were artillery exchanges on all the front. There was also some heavy rifle firing, particularly at Tete de Faux.

"At upper Alsace there was no change."

OREGON IS READY FOR SECOND HISTORIC TRIP

SEATTLE, Wash., Jan. 16.—The battleship Oregon, refitted and repaired until, its officers say, it is in even better trim than when it made its cruise around The Horn to participate in the destruction of the Spanish fleet at Santiago, sailed today from the Puget Sound navy yard on the first leg of its voyage to the Panama canal, where it will lead the international fleet through the waterway next March in celebration of its completion.

The Oregon is in command of Commander Joseph M. Reeves, who was assistant engineer on the battleship when it made its famous cruise seventeen years ago.

Captain Frederick Ramsey of the marine corps and several enlisted men who were aboard the Oregon in 1898 also sailed with it today.

You Can Afford a Piano At These Bargain Prices

Our Annual January Clearing Sale of New, Discontinued Styles and Used Pianos and Player Pianos of nation-wide reputation is now in full swing. The exceptional values listed below give you an idea of the saving opportunities. Liberal terms of payment—within the reach of all.

Never in our 55 years in the piano business were there such remarkable values in exchanged pianos and player pianos on our floors. Many of these instruments were received by us during the holidays in exchange on New Steinway & Sons, Weber, Hardman, Steger & Son, Emerson, McPhail, Lindeman & Sons and Schmoller & Mueller pianos.

Select from This List of Bargains

$500 Emerson Square on sale at.....	$15	$300 Davis & Sons Upright on sale at..	$138
$600 Fischer Square on sale at.....	$30	$750 Steinway & Sons Upright on sale at..	$500
$300 Kimball Upright on sale at.....	$100	$500 Chickering & Sons Upt., on sale..	$140
$250 Boston Upright on sale at.....	$75	$275 Mueller Upright on sale at.....	$125
$275 Schrimer Upright on sale at..	$115	$600 Hardman Upright on sale at....	$325
$300 Hamilton Upright on sale at....	$150	$1,000 Chickering Grand on sale at...	$200
$325 Kimball Upright on sale at...	$145	$500 Clough & Warren Player on sale at	$225
$300 Schmoller & Mueller Upt., at...	$147	$600 Schmoller & Mueller Player at..	$360
$400 Steger & Sons Upright on sale at..	$160	$700 Stuyvesant Pianola on sale at..	$400

$5 Sends One of These Pianos to Your Home With Free Stool and Scarf

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FARMERS VITALLY CONCERNED IN RAILROADS

WHAT THE EUROPEAN WAR MEANS TO THE AMERICAN FARMER

That every city of any size in the country is full of thousands of idle men at the present moment is a fact well known to every reader of newspapers—for hardly a day passes that the hungry thousands who stand in the "bread line" and patronize the free "soup houses" in every large center of population. Nor is this state of affairs due to the policy of any particular political party, but rather the outgrowth of conditions which have been slowly but surely crystalizing for a number of years. In the first place, the corn belt—the great bread basket of the nation—has had a series of slim crops in most sections, and this naturally has had a depressing effect upon business conditions. Again, we have been passing through a period of industrial readjustment—of changing from the loose methods which prevailed a dozen or so years ago over to a policy of strict government control of public service corporations and a sharp inquiry into the conduct of all other large corporations—and, in trying to stamp out the abuses of the past the pendulum has swung so far in the other direction that, so far as the railroad are concerned, at least, it threatens to precipitate the most of them which are not already in the hands of receivers upon the rocks of financial wreck and ruin.

That the depresed financial condition of the railroads is largely responsible for the great army of unemployed was vividly demonstrated by a prominent St. Louis newspaper recently when it showed that nine St. Louis manufacturing establishments which deal in railroad supplies employed 14,673 men one year ago, whereas now they employ only 4,503, with a reduction in their pay rolls amounting to $588,700 per month, or $7,000,000 a year. If the effect upon only nine enterprises is as far reaching as this, what would the figures show if they were available for similar industries and the hundreds of other enterprises affected in a greater or less degree throughout the country? Nearly all of these concerns have on hand hundreds of thousands of dollars' worth of finished equipment which was ordered by the railroads a year or so ago, but which they have not been able to pay for; in the meantime, not being able to pay for goods already ordered, the railroads are not placing any new contracts, and unless they receive speedy assistance from a nation-wide standpoint the tendency will be for labor conditions to grow worse rather than better.

In last week's article we referred to the fact that the railroads are the largest employers of labor in the United States and that during the last fiscal year they paid out over $1,200,000,000 in wages to the army of men and women who conduct their business. We also referred to the fact that they paid out almost $1,000,000,000 for steel, coal, lumber and other supplies of which they are the largest consumers in the country, and therefore the chief support of the hundreds of thousands employed in these great industries.

In view of these facts, is it not plain to any thinking man that it is of tremendous importance to the whole country that the railroads be permitted to earn a reasonable income if the millions of American laboring men are to be kept profitably employed?

Does not any man know that if the thousands who are this moment hunting for work in Chicago, St. Louis, New York, Pittsburgh, Cleveland and other large cities were profitably employed that it would mean a higher price for what the farmer has to sell and that it would be reflected in the receipts of every merchant and the output of every factory in the nation?

In view of such a serious state of affairs, can the average farmer or business man afford to oppose the small increase in rates which is necessary to once more put the railroads upon a sound basis? Is not the amount of passenger fare or freight which the average farmer or other citizen pays out during the year a mere bagatelle when measured against the lucrative employment and the buying power of the millions of American laboring men?

Another Serious Phase.

Important as is the employment of labor, there is another very serious phase of this problem which calls for profound thought at the hands of all thinking citizens, and especially the farmer. In last week's article we cited the fact that in their desperate efforts to make both ends meet, many railroads are "burning the candle at both ends"—that in order to bolster up their securities and keep out of the hands of receivers the rolling stock and roadbeds of many lines have been deteriorating rapidly for a number of years and hence are in no position to handle a big season's tonnage, should the strain of a heavy crop year suddenly descend upon them. That the great foreign war will produce the highest prices ever known for the foodstuffs produced by the farmer is admitted on all hands, and if there ever was a time when he will need adequate and efficient shipping facilities it will be during the next two or three years—and yet we are actually facing perhaps the most prosperous period the American farmer has ever known with many American railroads in a dilapidated condition. No sooner had the great European war burst upon the world than congress realized that our merchant marine was utterly weak and inefficient. Steps were at once taken to make the best of the situation and to repair as speedily as possible our neglected shipping facilities upon the high seas—and that the handicap has already cost the American people millions of dollars during the last few months is so patent that it requires no extended comment. It is one thing to have markets in all parts of the world which have heretofore been supplied by the great warring nations begging for American goods and foodstuffs—but it is quite another thing to have American ships in which to deliver these cargoes.

Will we now add to the neglect of an adequate merchant marine the further folly of permitting our railroads to get into such a weakened physical condition that they will break down under the strain of delivering the products of the farmer and the manufacturer at our ocean ports and thus largely waste the great opportunity for profit which the foreign war will unquestionably bring us? This is a phase of the present situation which commands the serious thought of every farmer in Nebraska and the corn belt generally—for here is where the lion's share of the nation's foodstuffs are produced and here is where farmers cannot afford to be hampered by inadequate transportation facilities of they are to make the most of favorable market opportunities.

There is not a single manager of a central or western railroad who will not admit that the present supply of first-class freight locomotives and box cars could not successfully meet the requirements of several bountiful crop years—and yet they haven't the funds with which to supply this equipment and thus be prepared for the emergency when it comes—as it undoubtedly will.

Farmers Will Profit.

In this connection, it is opportune to say that the American farmer is certain to reap a larger profit from the chaotic conditions which exist in Europe than any other class of tradesmen or citizen. So far as our manufacturers are concerned, while new markets are undoubtedly beckoning to the United States, yet on the other hand, for several years to come, the splendid trade which we enjoyed in Germany, England, France, Austria and Russia on our manufactured products is certain to remain demoralized—and thus we will be fortunate if we do not loose more than we can hope to gain in new fields, with whose needs we are not yet familiar, and to which it is certain to require some years to adjust ourselves.

It is the American farmer, however, who has no complications ahead of him, and whose flour, pork, beef, mutton and other foodstuffs must be depended upon to make up the shortage which is already looming big in the distance because the harvest fields of the most fertile sections of Europe have been converted into a shambles for the contending armies. Exports of breadstuffs from the United States in November were valued at $40,250,000, or almost four times as much as in November, 1913, while meat and cattle exports amounted to nearly $14,000,000, or a gain of over 20 per cent over 1913, and this despite our miserable shipping facilities on the high seas.

In the light of these facts, will there ever a time when the farmers of Nebraska and other corn belt states can view the future with as much assurance, or when they can so well afford to treat fairly ever other great industry in the nation as now?

Putting it in the terms of sound business policy, was there ever a time when they should do their part to the end that American labor may be profitably employed in all the great channels of industry, and that our transportation system may be kept up to a high point of efficiency, so that it may adequately discharge the heavy shipping burdens which will undoubtedly descend upon it in the not distant future?

More Railroads Needed.

No other single agency in the nation has had more to do with the advancement of land values than have the railroads, and as evidence of this fact the proximity of a farm to the market almost invariably fixes its selling value. Nebraska and every other central or western state is still in dire need of hundreds of miles of additional railroad mileage, and these new lines will not be built until American railroad securities are re-established as a paying investment—and this, on the basis of present railroad earnings, is out of the question. Nearly all our present lines were built years ago, when railroad investments were looked upon with favor at home and abroad, and hence, if there is a class of citizens in the land who should be vitally interested in rescuing the railroads from the pitiable plight in which they find themselves at the present moment it is the farmer. As a matter of fact, were it not so tremendously far-reaching in its effect, the controversy over a slight increase in railroad rates in any great agricultural state would largely resemble a tempest in a teapot—a matter which should be settled in the brief space of time required to apply the remedy. When a private industry, great or small, advances the price of its commodities we take it as a matter of course and say nothing about it—and in the past we have opposed advances for the railroads largely because perhaps the attention of the people has never been directed to their importance to the community and the nation, because they were angered at occasional abuses which strict governmental regulation has forever eliminated, and because for some years designing political opportunists have found abuse of the railroads an easy road to public preferment. That public sentiment, however, is changing rapidly, and that we will soon reach a sane understanding between the people and the railroads, which are so vitally essential to the agricultural and commercial progress of every community in the nation, is becoming more and more apparent every day. (Paid advertisement. To be continued).

Swap Anything in the "Swapper's Column"