MONEY COST OF WAR TOLD IN BILLIONS

Careful Compilation Shows Expenditures for Armies Now Reaches Forty-Five Millions Daily.

ECONOMIC LOSS NOT YET ADDED

(Correspondence of the Associated Press.) THE HAGUE, Jan. 23.-An exhaustive study of the cost of the European war has just appeared in the Berlin Vorwaerts, a socialist newspaper.

The military expenditures of the British empire are given as about \$8.250,000 per day, or \$637,500,000 up to January 1, The cost of the war to France up to December 10, 1914, is given as \$1,258,200,000, or, difference in time considered, more than twice the amount spent by Great

Taking the Russian expenditures to Nocomber is as a basis, it is shown that the Russian campaign has so far cost 39,200,-(00) per day, or \$1,380,000,000 up to Janui. The expenditures of the Belgian. Servian and Japanese governments are given as about \$1,6000,000 per day, or, roundly, \$240,000,000 up to January 1.

The figures also show that it costs the gazing about the room. ellies \$2.05 per day to keep a man in the

Some Aggregate Eestimates. rollowing is given by the Vorby the governments of the triple entente at it, then quickly at the fireplace op-

Jan. 1. \$ 637,500,000 1,486,500,000 1,380,000,000 Their allies 1,600,000 240,000,000 No detailed amounts are given in relation to the cost of the war to Germany and Austro-Hungary. The statement is

Adding expenditures of all the nations at war, the daily total is about \$45,962,000, and the total up to January 1 \$6,894,300,000.

is \$31,000,000 per day, or \$3,150,000,000 up to

Deductions for France. from the French total exr stures so glasses, leveled that at our windows, far made must be twen he following Having completed fixing the batteries loans: To Beigium, \$50,000,000; to Servis. and wires, Clutching Hand ran the wires \$16,000,000; to Greece, \$4,000,000; and to Montepearo, \$100,000; or a total of \$70,100,000,

\$16,076,130,000. Making an allowance for noticeably askew on the wall. the cost of mobilization, but keeping in mind that the sending of new troops into the room, then noiselessly movd to the the field is in effect a lesser phase of window and raised the shade. mobilization, it will still be found that would have spent at least \$16,500,000,000.

Other Costs Not Concluded. In this sum are not included the ecomit losses of the countries, nor the the opera glass.
"What d'ye see, Bill?" he naked, handdamage done to property in the various mulitary terrains. The loss to Belgium from the destruction of property is estimated at \$133,000,000, while the damage sustained by East Prussia is said to be roundly \$88,900,000. No reliable estimates on the property losses in Poland Galicia. Slayonia, Servia, Bosnia, Alsace and eastern France have so far been obtainable, but the impression preval that together this would be no less than \$1,400,-

To the cost of the European war must also be added the mobilisation expenditures of Holland, Denmark, Sweden, Norway, Switzerland, Italy, Spain, Portugal, Roumania and Bulgaria; the cost of the es in naval craft, deterioration of war materials, and pleaded the helper. the economic losses due to a general disturbance of the world's commercial rela-

Dr. Stimson Will Speak at the First Methodist Today

Dr. C. F. Stimson, recreation expert, will speak at First Methodist church, get the heavy piece of furniture out and this morning on the subject of "The downstairs again, loading it on the Relation of Public Recreation Systems to Home, School, Church, Business and Municipal Health." He will give an exposition of the reasons why the nation-wide movement for establishing constructive and preventive welfare and recreation boards and systems has the backing of the leading authoritatives experts in jurisprudence, scientific charity, education, commerce and industry, and religion.

Dr. Stimmon, field secretary of the Playground and Recreation association of America, under a strong local committee and by invitation also of the City Commissioners and the Board of Education, is engaged as consulting expert in promoting the legislation and organization required to place Omaha on a level with cities of its class in handling

interests in the cities of St. Paul, Minn. Syracuse, N. Y.; Newark, N. J.; Green Bay, Wis, and assisting in Minneapolis. Dayton, Ohio, and Scranton, Pa. He plans to follow up the Omaha situation as advisor and consultant until the system is well established and sustained by adequate funds and intelligent public sentiments, following the wishes and purposes of the local citizens interested to carry through the projects involved in an adequate system

BENSON TO GO WITH BAND TO KNOCK ANNEXATION

The Non-partisan Progressive club of Hengon held on open mass meeting Friday night at Ftremen's hall for the purof discussing the Howell annexabill. Notwithstanding the cold weather, the hall was packed to its The principal speakers were Attorney Henry Murphy and Mayor Hoctor of South Omaha and James Walsh of Benson Resolutions of protest against annexation were passed almost unanimously.

A commit ee of six was appointed to form a delocation of Benson citisens to join the South Omaha and Dundes delegations which are to go to Lincoln, with band and banners, and march to the state capitol next Thursday to protest against foreible annexation. were were a large number of volunteers. The hat was pussed and a fund raised to purchase banners, etc.

The meeting adjourned to next Tuesday evening at the city hall, Benson when arrangements will be completed.

A Cold is Dangerous. Break is Now. Helis Pine-Ter-Honey is fine for coughs and colds. Soothes the lungs, lossens the mucous. Only 25c. All druggists.-Adver

The Exploits of Elaine

(Continued from Page Eight.) norping that an express wagon had Jensen. helper and approaching our janitor, Jens was about. Jensen, a typical Swede, who was com-

ing up out of the basement. Jens growled a surly, "Yes but Mr. Kannady, he bane out."

"Too bad-we've got this large cabinet he ordered from Grand Rapids. We he ordered. can't cart it afound all day. Can't you let us in so we can leave it?" Jensen muttered. "Wall-I guess it

bane all right." They took the cabinet off the wagon and carried it upstairs. Jensen opened our door, still grumbling, and they placed the heavy cabinet in the living room. "Sign here."

tested Jens, signing nevertheless. Scarcely had the sound of their footfalls died away in the outside hallway when the door of the cabinet slowly opened and a masked face protruded,

It was the Clutching Hand. From the cabinet he took a large package wrapped in newspapers. As he held it, looking keenly about, his eye rested waters as a table of expenditures made on Elaine's picture. A moment he looked

An idea seemed to occur to him. He took the package to the fireplace, re- he glanced about suspiciously. Finally moved the screen and laid the package he moved over to a closet and flung the over the andirons with one end pointing out into the room.

Next he took from the cabinet a couple of storage batteries and a coll of wire. Deftly and quickly he fixed them on the package. made, however, that the cost for the two

Meanwhile, before an alleyway across the street and further down the long block the express wagen had stopped. The driver and his helper clambered out and for a moment stood talking in low tones, with covert glances at our apartment. They moved into the alley and the It is pointed out by the Vorwaerts that driver drew out a battered pair of opera

along the moulding on the wall overhead, from the fireplace until he was directly which would make the amount spent by over Elaine's picture. Skillfully he manthe French government in military opera-tions 51,U6,700,000 by the close of 1914. of the picture wires to support the For a year the European war would framed photograph. Then he carefully on this basis cost the tremendous sum of moved the photograph until it hung very The last wire joined, he looked about

Quickly he raised his hand and brought at the and of a year the powers at war the fingers slowly together. It was the

Off in the alley the express driver and his helper were still gazing up through

ng over the glass. The other took it and looked. "It's him the Hand, Jack," whispered the helper, handing the glasses back.

Quickly they jumped into the woman and away it rattled. Jensen was smoking placidly as the ragon pulled up the second time. "Sorry," said the driver sheepishly. but we delivered the cabinet to the wrong Mr. Kennedy."

He pulled out the inevitable book to "Wall, you bane fine fallers," growled Jensen, puffing like a furnace, in his fury. "You cannot go up agane."

"We'll get fired for the mistake," "Just this once," urged the driver, as he rattled some loose change in his down as close as he could get to the floor, pocket. "Here-there goes a whole day's

He handed Jens a dollar in small

door to our rooms again. There stood the cabinet, as outwardly innocent as Lugging and tugging they managed to

Still, grumpy, but mollified by the silver, Jens let them go up and open the

waon. Then they drove off with it, ac-It had been about the middle of the companied by a parting velley from turned. A charge of buckshot shattered

pulled up sharply before our apartment. half a mile away, the wagon stopped. "Mr. Kennedy live here," asked one of With a keen glance around, the driver he expressmen, descending with his and his helper made sure that no one

"Such a shaking up as you've given me!" growled a voice as the cabinet door opened. "But I've got him this time!" It was the Clutching Hand.

"There, men, you man leave me here, He motioned to them to drive off and as they did so, pulled off his mask and dived into a narrow street leading up to

thoroughfare. Craig gased into our living room cantiously

"I can't see anything wrong," he said to me as I stood just beside him. "Miss "You fallers have a nulsance," pro- Dodge," he added, "will you and the rest excuse me if I ask you to wait just a moment longer?"

Elaine watched him, fascinated. He nothing was wrong and a minute later he reappeared at the doorway.

"I guesa it's all right," he said. "Per haps it was only Jensen, the janitor. Elaine, Aunt Josephine and Susie Martin entered. Craig placed chairs for them. buf still I could see that he was uneasy. From time to time, while they were admiring one of our treasures after another. door open, ready for anything. No one was in the closet and he closed it hastily "What is the trouble, do you think?" asked Elaine wonderingly, noticing his

"I-I can't just say." answered Cralg, trying to appear easy.

She had risen and with keen interest was looking at the books, the pictures the queer collection of weapons and odds and ends from the underworld that Crais If Kidneys and had amassed in his adventures. At last her eye wandered across the

room. She caught sight of her own picture, occupying a place of honor, but

"Isn't that just like a man!" she exclaimed. "Such housekeepers as you are such carelessness!" She had taken a step or two Ecross the com to straighten the picture.

"Miss Dodge!" almost shouted Kennedy, his face fairly blanched. "Stop!" She turned her stunning eyes filled with theless she moved quickly to one side, as he waved his arms, unable to speak quickly enough.

the picture, askew, with suspicion. "That wasn't that way when we left, was it, Walter?" he saked. certainly was not," I answered "It

Craig frowned. make of it.

whoever he was."

They rose,, surprised, but, as he con-

Elaine, however, stopped at the door. ing rod that stood in a corner. He took it and moved toward the picture. On his hands and knees, to one side, with the rod extended at arm's length,

he motioned to me to do the same, Elaine, unable to repress her interest. took a half step forward, breathless, from the doorway, while Susie Martin and Aunt Josephine stood close behind her. Carefully Kennedy reached out with the pole and straightened the picture. As he did so there was a flash, a loud get the heavy piece of furniture out and deafening report, and a great puff of smoke from the fireplace.

the precious photograph of Elaine. report. I looked about. Kennedy w unharmed and so were the rest.

With a bound he was at the fireplace followed by Elaine and the rest of us. There, in what remained of a package ne up roughly in newspaper, was a six inches from the lock, fastened to a block of wood and connected to a series of aprings on the trigger, released by a little electromagnetic arrangement actuwires up along the moulding to the picture where the slightest touch would complets the ercuit. .The newspapers which were wrapped

about the deadly thing were burning, and Kennedy quickly tore them off, throwing them into the fireplace. A startled cry from Elaine caused u

to turn. She was standing directly before her shattered picture where it hung awry on cressed the room, and then went into the wall. The heavy charge of buckshot each of our other rooms. Apparently had knocked away large pieces of paper

and plaster under it "Craig!" she gasped He was at her side in a second She laid one hand on his arm as she faced him. With the other she traced an imaginary line in the air from the level the buckshot to his head and then straight to the infernal thing that had

lain in the fireplace. "And to think," she shuddered, "that I was through me that he tried to kill

"Never mind." laughed Craig easily, as they gazed into each other's eyes, drawn. together by their mutual peril, "Clutching Hand will have to be cleverer than this to get either of us-Elaine!"

(To Be Continued Next Sunday.)

Biadder Bother

Take a glass of Salts to flush out your Kidneys and neutralize irritating acids.

The kidneys fliter this acid from the blood patronage.

Bladder weakness, most folks call it, a loss, while with others the margin of positively. "There was more time spent because they can't control urination. profit is so small that it doesn't begin to in getting that picture just right than I While it is extremely annoying and some- pay a fair return upon the capital inever saw you spend on all the rest of the times very painful, this is really one of vested. the most simple allments to overcome.

then act normally again. tinued to urge them, they moved into my is made from the acid of grapes and lem- and in Germany and France not over \$1 on juice, combined with lithia, and is used per day. The English railroads are capiby thousands of folks who are subject to tal'zed at \$365,000 per mile, in France at ufacturing centers? For a moment Kennedy appeared to be urinary disorders caused by uric acid ir- \$137,000 per mile, in Germany at \$114,185-Then his eye fell on a fish- ritation. Jad Salts is splendid for kidneys and causes no bad effects whatever.

bladder trouble.-Advertisement.

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RAILROADS IN NEBRASKA LOSING THOUSANDS

We had dropped flat on the floor at the PAY MILLIONS TO PEOPLE IN WAGES TAXES AND FOR SUPPLIES **EVERY YEAR**

average state have not regarded their ated by two batteries and leading by trai or western state in which the rallabout our fertile farm lands and rejoice market for farm products-but we forget that more workingmen's families depend upon the railroads for a living than upon any other one industry in either the average state or the nation and that their welfare is therefore closely linked to that and passenger service, but because the losses are constantly growing heaviermillions they disburse in one way and another contribute tremendously to the prosperity of the state in which we live. brasks, their taxes for the calendar year share toward the support of every public gard for increasing labor and supply cost, expense of the state. In round figures, the railroads of Ne-

braska are valued at approximately \$275,-000,000-money which, in years gone by, was invested in these great arteries of commerce by thousands of men and women who live all over the United States and in Europe and without whose financial aid the wonderful progress of our great commonwealth would have been impossible.

During the last year the railroads of Nebraska employed 20,634 men and women in this state, and paid to them over \$20,-000,000 in salaries-and these millions did their full share to create a profitable market for Nebraska farm products and to uphold the volume of business of Ne-Kidney and Bladder weakness result braska grocers, clothiers, dry goods mea from uric acid, says a noted authority, and others who depend upon public

and pass it on to the bladder, where it. In other words, when the people of Ne-often remains to irritate and inflame, braska look at their railroads in the amazement at his suddenness. Never- causing a burning, scalding sensation, or light of an industry-when they look at setting up an irritation at the neck of the figures on the other side of the ledger the bladder, obliging you to seek relief -they will find that not only do the ralltwo or three times during the night. The roads return to them in one way and Kennedy stood quite still, gazing at sufferer is in constant dread, the water another practically every dollar they colpasses sometimes with a scalding sensa- lect within the state for freight and pastien and is very profuse; again, there is senger service, but that a number of difficulty in avoiding it.

In this connection, we wish to digress Get about four ounces of Jad Salts from for a moment to quote some statistics As for myself I did not know what to your pharmacist and take a tablespoon- which should have had a place in a forful in a glass of water before breakfast, mer article. It costs an average of 7 "I'm afraid I shall have to ask you to continue this for two or three days. This mills per mile to haul a ton of freight in step into this back room," said Craig at will neutralize the acids in the urine so the United States, whereas in England it length to the ladies. "I'm sorry-but we it no longer is a source of irritation to costs 2.33 cents, in Germany 1.42 cents and can't be too careful with this intruder, the bladder and urinary organs which in France I.41 cents. In the United States the average wages paid to railroad em-Jad Salts is inexpensive, harmless, and ployes are \$2.23 per day, in England \$1.15, while in the United States the stock and bond capitalization averages only \$63,000 Here you have a pleasant, effervescent per mile. In view of this remarkable lithia-water drink, which quickly relieves comparison, do American ratiroads deserve the wholesale denunciation which has been heaped upon them?

Losses Under Present Rates. As evidence of the justice of the plea of the Nebraska lines that 3-cent passenger rates should be restored, during the fiscal year ending June 30, 1913, the Missouri Pacific lost \$153,560 in the total volame of its Nebraska business-both state nd interstate included. The Missouri Pacific has 371 miles of railread in the state, and the above deficit means that it sustained an actual operating loss of \$166 per mile upon properties valued by the ingineer of the State Railway commission at \$32,633.60 per mile. During this time it oa'd 31,207,360.64 in salaries to its Nebraska mployes and over \$105,000 in taxes.

During the calendar year ending Deember 31, 1913, the St. Joseph & Grand Island railway sustained an actual operating loss of \$96.494, or a deficit of \$768 per mile on properties valued by the engineer of the State Railway commission at \$22,-595,46 per mile.

During the same period, the Rock Island, which has 246 mtles of road within the state, showed net earnings of only \$194 per miles upon properties valued by the State Railway commission at \$43,643.62 per mile. During the year 1914, the Rock Island earned only a little more than \$16,000 on all its Nebraska business, while in the meantime it paid out more than \$1,500,600 in salaries, taxes, for ties, fuel and other supplies and material.

The Northwestern, which is one of the stronger lines of the state, has 1.0% miles of road in Nebraska, upon which during the calendar year ending December 31, 1913, it carned \$1,139 per mile. The physic cal valuation placed upon the Northwestern is \$35,436.39 per mile, which means that on this basis it carned only a little lars' worth of American securities which better than 3 per cent on its investment, in a greater or less degree the same conlitions prevail with reference to several other lines. Since the above figures were -a reduction of 20 per cent intrastate freight, known as Order No. a writ, is on the doorstep." is, has gone into effect, and this means. oining states-yet in the passenger de- when Europe begins to rebuild the hunpartment they are nothing short of con- dreds of millions of dollars' worth of ask .- (Paid advertisement.)

It is a strange fact, but nevertheless ; fiscatory, and hence the pies of the railtrue, that in times past the people of the roads that the 3-cent passenger rates be restored. In view of the facts and figraffroads as an "industry"-and yet, next | ures quoted above, is there a single fairto agriculture, there is not a single cen- minded citizen in the state of Nebraska who will contend that the railroads are roads do not pay out more money for not entitled to help? Is not the present labor and supplies than does any other situation an impossible one and does it single enterprise, however large. We brag not mean mevitable wreck and ruin to several thousand miles of railroad which that our cities are filled with big fac- are intensely essential to the well being tories with big pay rolls which create a of hundreds of towns and farming communities throughout the state? Losses Growing Continually.

From these figures, which are open to absolute proof, it can be seen that the Nebraska lines are not only sustaining a loss amounting to thousands of dollars of the farmer and the merchant-net annually on their traffic, but that with merely because they furnish him freight an ever increasing cost of operation these and if the service to the public is to remain efficient and adequate, and if the railroad investments of the state are not habitat of roving herds of buffalo and Thus, for example, the railroads are the to be driven to the point of confiscation, largest taxpayers in the state of Ne the people of Nebraska must, through this they have contributed their full sharetheir rate-making authorities, consent to to a story of thrift and enterprise which of 1913 having amounted to over \$2,553,000 a return to the 3-cent passenger fare, swells with pride the breast of every true and this tidy sum contributed its full which was abolished without a due reschool, public highway and other revenue or an adequate interest return upon the that from 1900 to 1910 the general value millions invested in Nebraska railroad properties. What industry is there in the last few years without coming to grief? Four years ago, as governor of New ground that it was a arbitrary procedure which did not take into consideration of that state-and few men stand higher in the esteem of the American people than this great jurist, who did perhaps as much as any other man in the country to the part of large corporations.

was unconstitutional in that state behigh court took the position that capital earn 6 per cent en a fair capitalization 2-cent fare rendered such a return upon It also took the position that railroads not only have the right to insist upon a fair return upon both freight and passenger business, but that it is their duty to do so in order that one class of patrons may not be compelled to pay an inequitable rate to make up the losses sustained in another department.

If the arbitrary enactment of a 2-cent

passenger rate is unfair to the railroads of New York and Pennsylvania, where there are large centers of population and where the nation's greatest density of freight tonnage naturally exists, how purely agricultural state like Nebraska. which has a total population of only a million and a quarter with no large man-

The reader is familiar with the recent 5 | farm. per cent increase in freight rates granted by the Interstate Commerce commission to eastern lines-and again, as the commission wisely says, if the precarious financial conditions created by the European war renders this increase necessary, how much more are the weaker western lines, which are compelled to exist almost altogether upon an agricultural pat onage, entitled to some substantial relief?' The population per square mile in Massachusetts is 41, in New York 201, in Pennsylvania 181, in Ohio 122, while in Nebraska it is only 16. If under these circumstances the eastern lines need relief, can there be any doubt about the justice of the plea made by the western roads?

Facing Grave Problems. Unquestionably we are facing some of the gravest problems that ever confronted us as a nation-and these problems grow largely out of a war which is without a precedent in history. True, with a rapidly increasing cost of operation on the one hand and reduced rates on the other, it was merely a matter of time until the railroad question was bound to become pressing, but the great tragedy across the seas has auddenly resolved into an acute crisis a problem which might otherwise have been solved gradually and without any far-reaching industrial disturbance.

The United States is a heavy debtor nation. During the average year our balance of trade against the rest of the world amounts to approximately \$500,000, families are farthest removed 000, but on top of this we always owe approximately another \$600,000,000, heretofore we have been able to stand off by selling Europe industrial securities to that amount. Now, however, the great | wealth so rich in promise and so warring countries have served notice that they not only expect us to pay our debta in addition they look to us to buy back that every dollar invested in Nebraska from them hundreds of militons of doi- enterprise and industry shall be perare now held abroad. It was to deliver

That a great nation-wide crop next year tried to state their side of the

property which has been destroyed-fer est interest rates the world has ever known, and if at that time American rallroad securities are not earning a fair cturn upon the investment, bothing can revent them going into the financial scrap heap-and it is to prepare for this emergency-to keep railroad securities from becoming a point of national weakness, which will bring the whole temple of American investments tumbling down over our heads-to protect the hundredsof banks, life and fire insurance companies, etc., whose assets are largely invested in rallroads bonds, as well as the railroads themselves-this is the fear which is gripping hundreds of financiers. and students of economic conditions in the present hour-men, many of whom themselves over the troubles of American railroads. In the present instance, therefore, the railroad crisis is of tromendous importance because in it is involved the still greater problem of the integrity and safety of the whole superstructure of American business. That we cannot shove it aside by a broadside of demagogic platitudes or minimize it by employing the strategy of an ostrich is apparent to all thinking citizens who are seriously concerned in their own and the country's future welfare.

Up to People of Nebraska

In few other states have the railroads had a larger share in progress and development than in Nebraska, whose broad prairies they beiped to convert from the savage Indians-and from that hour to Nebraskan.

The last federal census report shows of Nebraska farm lands increased 156 per cent-and in view of these facts, had the nation which could have tolerated a re- men and women who put hundreds of duction of one-third in its income on a millions of dollars into Nebraska raillarge volume of its business during the road securities years ago invested their money in Nebraska farm lands, would not York, Justice Hughes of the United States, more profitable for them? And have not supreme court vetoed a 3-cent passenger | the railroads played a tremendous part law enacted by the legislature on the in these advancing land values in the past. and will they not also have much to do with the value which will be added from a fair return upon the railroad properties | this time forward? Have not the interests of the farmer and the railroads always gone hand in hand in this great western country? Did they not conquer the wilderness together and would the progress break up illegal and unfair practices on of one have been possible without the other? Should not the railroads of this Bo, too, the supreme court of Pennsyl- state, therefore, have the good will and vania held that a 5-cent passenger fare friendship of the farmer when all they ask is that they be permitted to earn a cause it was essentially confiscatory. This reasonable income upon their investment? Splendid as has been our progress in invested in railroads, as well as in other the past, Nebraska today stands merely lines of private property, is entitled to on the threshold of its true destiny. We have ample room for thousands of addiand that the arbitrary enactment of a tional tillers of the soil. So, too, our splendid inland towns and cities plead the lines of the Pennsylvania impossible. for factories in order that we may, ourselves, produce much of the finished merchandise for which our people spend many millions of dollars annually. Again, we still need hundreds of miles of new railroad milease before we shall be able to make the most of our agricultural and commercial possibilities and the millions necessary for the construction of these factories and these added transportation

vested within our midst. No state can rise higher than its pecple. The state is what its people make much more unfair is such a rate in a it. We are all dependent upon each other. The welfare of the town and the surrounding farms depends upon a spirit of kindly op-operation between those who live in town and those who live upon the towns we would have a rural atmosphere which would drive every bright country boy and girl to the cities-while without the farms the towns would wither and Even so it is with our great commonwealth as a whole-a commonwealth which for its own sake and for which it is a part should contribute its full share to the "New Day" to which the president referred so beautifully in a recent address-a day fraught with a broader understanding and justice for every man or interest, whether great or small. At this moment there are a half million men out of work in New York City, nearly 200,000 in Chicago, almost 100,000 in St. Louis, while the Kansas City Commercial club for the first titme in the history of that splendid city is grappling with the problem of thousands of idle men. Truly it is a time to think!

The Course of Empire

facilities will not be forthcoming unless

we treat fairly the millions already in-

Slowly but surely the course of empire is moving westward. Its lands impowershed in fortility, New England, as well as the great nations of the eld world. today look to the corn belt for foodstuffs and sooner or later the center of this mighty nation's wealth will be found here smid the rich valleys of the Missouri and the Mississippi, which, in point of productiveners, are without an equal in any similar area upon the habitable Here our people are assured that nature will always sooner or later amply reward honest thrift and industry. Here our those influences which corrods and corrupt civilization. Here American manhood and womanhood find their broadest opportunity, and with a common in need of additional capital with which to develop its resources, can it people do above our trade balances in gold, but that a wiser thing then to say to the world mitted to earn a fair return for its owner from this time foward? Would not such this grim message that Sir George Paish, a declaration be fair? Would it not be of the English exchequer, paid his recent | infintely wise as a matter of pure busivisit to the United States, and when he ness policy on behalf of our great state."

ompiled—and they are taken from the got through making his statement to a. It is because Nebraska railroads bereport of the Nebraska Railway commis- group of big New York bankers, an old lieve that Nebraska people will be gension and therefore should be entitled to veteran financier, who had survived many erously fair-once they know the truth the highest public confidence as to their a financial storm, remarked to his pro- about this great question-that has perfoundly silent auditors, "The sheriff, with suaded them to make this appeal through the public press. In doing so they have therefore, that from this time forward will give us the largest trade balance we fairly. They have made no attack upon the showing of the various roads will be have ever known is unfoubtedly true- envene or sought to appeal to prejudicemuch lower than the figures cited above, and yet, with having to finance all our and that the reader may accord to them which were based upon railroad incomes monetary needs at home from this time the same credit for sincerity which he before the 20 per cent freight reduction on and buying back millions of foreign claims for himself—that he may be willwent into effect. While both freight and owned securities, the future at best is ing to raise his voice in defense of their passenger rates have been inadequate for precarious. However, the heaviest strain rights as he would expect others to do number of years in Nebraska and ad- of all will come when the war ceases and in his behalf under similar circumstances -this is all the railroads of Nebrasko

BE A SWAPPER

Make swaps for profit. Look into the "Swapper's Column"

EXPLOITS of ELAINE

THE CLUTCHING HAND

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