

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER. VICTOR ROSEWATER, EDITOR. The Bee Publishing Company, Proprietor, BEE BUILDING, FARNAM AND SEVENTEENTH. Entered at Omaha postoffice as second-class matter.

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

OCTOBER CIRCULATION 54,744. State of Nebraska, County of Douglas, ss: Dwight Williams, circulation manager of The Bee Publishing Company, being duly sworn, says that the average circulation for the month of October, 1915, was 54,744.

DWIGHT WILLIAMS, Circulation Manager. Subscribed in my presence and sworn to before me, this 23 day of November, 1915. ROBERT HUNTER, Notary Public.

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

Thought for the Day. Selected by B. Farrar. Let us be of good cheer, remembering that the misfortunes hardest to bear are those which never come.—Lowell.

The early shopper gets the pick of the goods. Go to it!

During the coming four weeks all boys will be "Just as good as they can be."

With gasoline going up and a war tax in prospect, the outlook for the autoist is not a merry one.

Eastern women seeking husbands in the west exhibit good taste, but their prospects are slim unless they enter the competition on the spot.

With respect to the threat of November super-eding June as the month of brides all lovers of animated art naturally assume the Missouri pose.

Spending \$10,000 in sending peace telegrams is criticized as sheer waste of money, but it is impossible to make the telegraph companies believe it.

Zeppelins have not visited London recently, but their absence failed to check the tumble in British bank stocks. Distant shooting provides a greased chute.

Canada's loan of \$50,000,000, opened last Monday, was over subscribed in ten hours. The 'Lady of the Snows' is a warm member when her temper is aroused to the fighting pitch.

Chairman McCombs of the Democratic National committee says, "We are open-minded as to where the national convention should be held." If that is not a hunch for the aspirants to "bid 'em up," what is it?

Hope entertained in certain quarters that Doc Cook might be kidnaped by some of the only princesses of India vanishes in thin air. The British government foiled the prospect and howed him the road home. We can't lose him.

The postoffice strikers at Fairmont, W. Va., are not as certain of success as when they walked out. A charge of conspiracy to delay the mails sets a new face on their protest and gives a dangerous punch in Uncle Sam's return strike.

Japan is not saying a word, but doing a powerful lot of thinking on the invitation tendered him to join the entente allies. An acceptance by China endangers Japan's ambition to become lord and master of the far east. Besides the allies are too busy to press the invitation at this time.

It should be understood in advance of the meeting that while congressmen are deliberating in defensive measures in Washington any offensive movement against the rear fences will be regarded as an attack on patriotism. Political wreckers should govern themselves accordingly.

Only seven states possess national banks not charging over 10 per cent for money, and 2,742 out of a total of 7,613 national banks charge 10 per cent and over. John Skelton Williams' bureau possesses much information on the relations of banks to borrowers which the general public rarely acquires without an autographed note.

At the depot today the presence of three theatrical troupes was witnessed. Bartholomew's Routine Troupe started for Council Bluffs, Leavitt's Routine Troupe passed through, bound for Kansas City, while Emma Abbott's opera company arrived for its Omaha engagement.

Mr. B. H. Robinson, general manager for the Mutual Reserve Fund Life association, has become a resident of Omaha, and the company has opened offices in the Omaha National bank building for its eastern department, which he will manage.

Mrs. M. A. McNamara, a reward for the return of a child's plain cloth cloak, which she has lost.

Mrs. Lee Larson, 922 Park avenue, wants a competent girl for general housework in a small and convenient house, and a family of three.

General G. O. Howard led a service in the interment of young men at the St. Mary's Avenue Congregational church.

Rev. W. E. Henderson of the Christian Hour reached at the Chandler street Presbyterian church.

W. C. B. Allen, an old time Omahan, now of Booneville, is in town telling of the marvels of his country.

Thirty Years Ago. This Day in Omaha.

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In the Case of Boy-Ed. Present indications are that the Department of Justice has been somewhat overzealous in the case of Captain Boy-Ed, German naval attaché, connected with the embassy of his country at Washington. So far as has been disclosed in the trial in progress, the captain has done nothing against the law of nations, or the laws of the United States. He displayed a proper solicitude for the merchant marine and the navy of his country, but without overstepping due bounds. It is unfortunately true that not all of his countrymen, domiciled in the United States, were as circumspect as the captain, and his relations with them may be considered as affording the pretext for the language employed by the prosecuting attorney, which is now complained of by the German ambassador. Should matters develop that we are wrong, the incident may be given a serviceable turn by enabling us to give the world how quickly we may abandon a wrong attitude, once it has been disclosed.

War and Ship Building. Announcement by an eastern railroad that it can not accept for the present freight consigned to Europe, will serve to call attention in a pointed way to the harvest that is being reaped by the ocean transportation lines. This railroad reports its sidings and switch-yards blockaded for hundreds of miles, some of the loaded cars having stood for eighty days, waiting for the ship to take the load. Similar tales of freight blockades are coming from other sections. On the Pacific coast, docks and wharves are piled high with goods, awaiting shipment, for which no vessels can be found. Freight rates in the meantime have risen to enormous figures. For example, when the war broke out, the rate from San Francisco to Australia on wheat was 25 shillings; a few days ago a charter was made at 130 shillings. No war risk is assumed in this trade, but the demand for tonnage is responsible. The steamer Minnesota sailed from Seattle within a fortnight, laden with above 15,000 tons of cargo, the freight on which will more than defray the expense of the trip to Liverpool, and pay the purchase price of the ship, which was sold by the Hill interests to the British. Shipyards are reported to have orders for three years' work now booked, and at figures in keeping with the advance in freight rates. Navy yard bids on construction of vessels authorized by the United States were far below private proffers for doing the work. Whatever construction is done by the United States government must be done in its own yards. This brings the case squarely back to the McDoo plan for the development of an American merchant marine.

Short of admitting foreign-built ships to American register and participation in the now forbidden field of American coast-wise trade, the administration seems to face a blank wall. Will it dare to break down the last protection, that saved a few ships to sail under the American flag? The progress of the work in Indiana, a state which has no state highway authorities, has been notable. Sixty-eight miles of concrete road on the Lincoln Highway are either under construction or have been bonded for at the present time. A concrete section sixteen feet wide has already been completed between Morrison and Sterling, Ill., in Whiteside county, with cement contributed by the association. Sentiment for hard surfaced roads in this state is constantly growing and has been fostered by the support of Governor Dunne and the state highway department. The route across Iowa has been prepared for hard surfacing to an almost uniform width of thirty feet. Eleven thousand barrels of cement have been allotted to this state this year for concrete construction and will be placed as soon as necessary action has been taken by the legislature to allow its use. Practically every Lincoln Highway bridge of the state of Iowa is of permanent re-enforced concrete construction, with a minimum width of twenty feet. The thirteen Lincoln Highway counties of the state have spent \$200,000 in round figures on the highway in the last two years, more than half of this sum during 1915.

Five sections of the concrete construction are now under way in Nebraska on the Lincoln Highway, including the seedling mile just being completed east of Grand Island. A vast amount of grading, leveling, widening and straightening of the route has taken place in this state, although as yet natural roads constitute the majority of the Lincoln Highway's length. The Wyoming section of the highway, while containing no stretches of hard-surfaced road, has received particular attention in the matter of maintenance, and some \$200,000 has been spent during the past year. The Lincoln Highway from Lake Tahoe on the Nevada-California border to San Francisco is practically in boulevard condition for 100 per cent of its length. The roads of California and the marvelous scenery of the high Sierras along the Lincoln Highway have drawn thousands of tourists west this season.

The plans for the continuance of the Lincoln Highway association's endeavor during the coming year contemplate a further extension of the work which has been done in the past. The actual construction of the Lincoln Highway to the ultimate ideal in the minds of its founders will be an evolution reaching nearer and nearer to its final realization every year. It is especially desired to accomplish during the coming year a maximum of hard surfaced construction in western states where local conditions will not allow of such construction with the funds provided through regular road improvement sources. It is of the utmost importance to the states of the Pacific coast, as well as to the great and wealthy commonwealths of the east, that the road across our middle west be in such condition as to allow the most constant ease of communication between the east and west.

Twice Told Tales. Publishing Children. Rabbi Julius Silberfeld, of the B'nai Abraham Temple, in High street, in addressing his congregation on the "punishment of children," said: "Many fathers punish their children too severely for a misdeed, and when this happens the child goes right back and does the same thing over again. I once knew a father that tried this plan upon his son. Whenever you commit a deed that you know is wrong you are to drive a nail into the pole. "Some time after the boy came running to his father and explained that he had filled the pole and couldn't get another nail in edgewise. Father and son went to the pole together, and then the father asked the son what he was going to do. Seeing his son had nothing to say, he suggested the boy pull out a nail whenever he did anything wrong, whereupon the son replied, "Why not plant another pole, father?"—Newark Star.

Over-Particular. An aged negro porter, nearly 90 years old, was arrested on some trivial charge, for which he was later discharged. It proved, during the trial, that he had never seen the inside of a court before, and the bustle of events greatly dazed and embarrassed him. As he stood up when his name was called the clerk said solemnly to the witness: "You shall give your testimony in this case shall be the truth, th' whole truth and nothing but the truth, so help you God!" And the negro started back, gasping. Then he turned quickly to the bench. "Mister Brides," he said, for he knew his honor from boyhood in an unofficial capacity, "I see perfectly well ter tell de tref, but miss I be all copped up datter way, in case I might want ter git des a step or two offin de road? Hitt don't give a man no leeway, suh!"—Case and Comment.

What He Might Do. "Ma, may I go out to play?" "No; must sit still where you are." Pause. "Ma, may I go down into the kitchen?" "No; I want you to be perfectly quiet." Pause. "Ma, may I sit on the floor and play marbles?" "I have told you twice that I want you to sit just where you are and be quiet, and I mean exactly what I say." Pause. "Ma, may I grow?"—Chicago Herald.

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First Two Years of The Lincoln Highway

Secretary A. F. Belmont in Automobile Topics. More than \$2,500,000 have already been expended, not to mention greater sums in bond issues. The second year, in spite of war conditions, was more notable in results than the first. While nothing spectacular took place, yet the work accomplished in an orderly and efficient way meant more for the success of the road.

The second year of endeavor has been concentrated upon three main points—the marking of the route, its rapid improvement in hard-surface material, and the dissemination of educational literature and publicity aiming at the molding of public opinion to the idea of expending public funds, in a logical, sane, and efficient way, upon roads leading from some definite point to some other equally definite point, and built of a material which allows of constant use 365 days in the year, regardless of weather conditions. The effect of this propaganda has been far-reaching and is reflected in the dozens of organizations which have sprung into being during the last year with the avowed intention of working toward the construction of similar connecting improved roads, either paralleling or connecting with the Lincoln Highway, feeding it.

To all practical purposes, the Lincoln Highway is now completely marked from New York to San Francisco. There are points where the marking is not as complete as it should be, but this is being rapidly taken care of. Automobile clubs, local good roads organizations, boards of commerce, and other civic and patriotic organizations have made it a point to complete the marking in their localities. In many places the tourists find the red, white and blue marker on every successive telegraph pole for miles, as in sections of Iowa and Nebraska. Again, only one or two to the mile will be found, this particularly in the far west, where the Lincoln Highway is the only road, and it is practically impossible to go wrong.

The association's records indicate that over \$300,000 have been spent on the Lincoln Highway in Ohio during the last year, and that \$100,000 additional has been bonded for by the different counties through which the route passes. Ohio has sixty-six miles of brick construction on its section of the Lincoln Highway, more than any other state.

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The Bee's Letter Box

For Ford and Peace. OMAHA, Nov. 28.—To the Editor of The Bee: I want to endorse this morning's editorial on the "Ford Peace Mission." I for one believe if this, the greatest neutral nation on earth, will lend its aid, much can be accomplished along peace lines. The sooner this can be accomplished the better for all concerned, especially for the business of the United States, as Europe will be a great customer on account of reconstruction work. I do hope the newspapers will keep up the agitation for peace, and if they will not let up they can accomplish it. J. G. BLESSING.

War Tax and the Family. OMAHA, Neb., Nov. 27.—To the Editor of The Bee: Truth is stranger than fiction. This is the sad experience of Hetty, I and the babies. I was brought up to save money and put it to work as an investment. My surplus money is invested in a company that manufactures perfumes and toilet articles. On December 1, 1914, the emergency revenue act, which put a "war tax" on perfumes and toilet articles, went into effect. This tax is unfair and is a species of discriminating legislation as it is all paid by the manufacturers. When congress gets ready to tax all other trades and industries, dry goods, hardware, jewelry and the rest, the drug and allied manufacturer will assert no right to exemption.

Now the manufacturing druggist pays: 1. A 100 per cent tax on alcohol. 2. A 25 per cent tariff on raw materials. 3. An income tax. 4. A corporation tax. 5. State municipal and documentary stamp taxes. 6. A "war tax" which practically takes one-half of our net profit on account. Take a manufacturer doing a business of \$300,000 a year. Under exceptional conditions and before the "war tax" was imposed on his products he may have been so fortunate as to earn a net profit of 10 per cent, or \$30,000. Today the government is stepping in and laying a tax of 5 per cent or \$15,000 which is half of his net profits. These war taxes are said to be a tax on "luxuries." Some of the items are tooth paste, tooth powder, talcum powder, deodorants, etc. The advance of hygiene has made these articles necessities. The prices on all drugs that are used have increased on account of the war and some of them as high as 700 per cent.

The solution of the problem would be in requiring that the tax be paid by the consumer on every piece; the same as it is with the telephone, telegraph, freight and express receipts, etc. It has been suggested that the tax be raised to 1 cent on articles of 25-cent retail selling price; 2 cents on 50-cent articles; 4 cents on \$1 articles. The stamp to be affixed at the time of making the sale.

But to get back to the part of the story where Hetty, I and the babies are interested. We have a gloomy outlook for Christmas. All of the money that we have invested in the perfume and toilet articles company. Our dividend will be cut in two by the "war tax." I will have to make my old overcoat do another winter. Hetty is working remodeling her old hats, clothes and furs. The babies will have to do without some articles that we were planning to buy and we are hoping that congress will not reenact the emergency revenue act when it meets in December. TAXPAYER.

Women's Activities

Mrs. Julian Heath, president of the National Housewives' league, is having some trouble with the leagues of New Jersey because she signed her name as recommending a certain kind of soup.

Miss Fung Hin Liu, who was graduated from Wellesley a little more than a year ago, will assume control of the only woman's college in China. The college is part of the Christian college in Canton. Miss Fung is leaving Wellesley the young woman has had a year at Columbia.

Twenty prominent Chicago women, realizing that nurses can not be made in a day any more than ammunition and guns can be provided at such short notice, have organized an emergency Red Cross nursing corps, and begun a hard course of training for the work that army nurses must do.

Two energetic young women in Columbia, Mo., Misses Anna Young and Della Rumans, are running a grocery store in that town. "I got the working for them," said Miss Rumans, who was in a dry goods store, "so I persuaded Miss Young to go in with me. We are our own bosses and are making money."

Miss Hazel Mackaye has the unusual occupation of writing pageants. She is the sister of Percy Mackaye, and she is now working on the big suffrage pageant, to be given in Washington when congress convenes. She wrote the suffrage allegory, staged on the treasury steps in 1904, and the pageant of Athens, recently produced at Vassar, besides many other things of the kind.

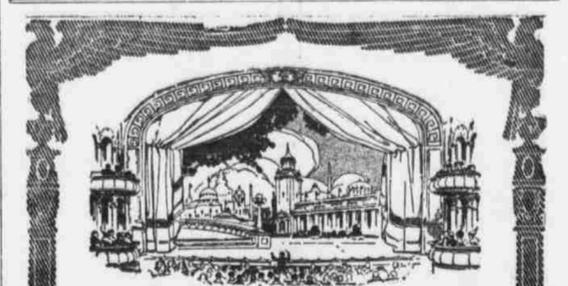
It will be fifty years March 3, next, since the Young Women's Christian association was founded, and 963 organizations, all over the country, will have a jubilee, which will begin February 1 and last until March 3. New York is to have a big pageant with the girl of 1866 and the girl of 1916 side by side, emphasizing the difference in dress and other non-essentials, but with the same high ideal of womanhood.

Tips on Home Topics

Philadelphia Ledger: The trouble about all these observations which successful men make about work being necessary to success is that they are absolutely true. Boston Transcript: If the problem of diplomatic etiquette at Washington becomes much more acute as a dinner at the White House will have to be carried around by a caterer to the various embassies and legations. Sioux City Journal: Perhaps "Big Bill" Thompson's refusal to run for president in the Nebraska primary is to be explained on the ground that full rights to the Nebraska territory have been assigned to Jim Dahman by the International Union of Cowboy Hat Wearers. New York World: To put it in a way easily remembered, the foreign trade of the United States has increased in a year from four billions to five billions. The so-called favorable balance—it really means in part, deprivation of imports needed in the daily life and industries of the country—has increased by one billion and one-third. These are stupendous figures, and the end is not yet.

SAID IN FUN. "Did that speech I made last week have any effect on the people," asked Senator Borah. "Yes," replied the political manager. "It has influenced their attitude a great deal. Week before last they invited you to speak. This week they say they dare you to speak again."—Washington Star. Dealer: This engine will develop seventy horsepower without a vibration. Buyer:—And how much with one? I want the best money can buy.—Lampoon. She:—What do you think? Alice has gone to work in a place where they make rifles. He:—Some girls like so to have arms around them that they will do anything.—Boston Transcript. "Will you please to me last night, and he did it so much better than any of the others I have had." "Well, from the number of girls he's tried to impress with it, he ought to be perfect in it by this time."—Baltimore American. "Are you going to the musicale at the Robinsons' tonight?" "I don't know. Are they going to have music or is Josephine going to sing?"—Pittsburgh Post. "All things come to him who waits, you know," he said, yawning. "Yes," replied his wife; "but they don't always break in and wake him up."—Boston Transcript. "The commander of that regiment is really to blame for all its troubles." "I see, the kernel of assent, as it were."—Baltimore American. "I wouldn't go out at the end of every act my boy. Beatty had form." "I don't know. I telephone home and get bulletins from the maid about the condition of the man under the ice box. My wife can't enjoy the opera unless she knows there is no danger of that man running over."—Chicago Post. "Public sentiment will compel you to favor prohibition." "I suppose so," replied Uncle Bill Bottetop. "There's one thing to be said for a number of us people that vote against the demon rum. We're mighty good losers."—Washington Star. "Have you read the latest?" inquired the senior partner. "A stenographer must have 75 per cent efficiency and 50 per cent good looks." "All right," said the junior partner. "When applicants come along you try 'em out on the efficiency and I'll pass judgment as to the good looks."—Louisville Courier-Journal.

WHAT HAPPENED. Cleveland Plain Dealer. There in the dark, my nerves were all a-tingle. Sleep would not come. The night-sounds seemed to mingle into a roar. I was alone, and in a country tavern; The room was black—it might have been a cavern. Sans roof or floor. Something unknown, in grim amorphous darkness, Threatened and menaced there amid the darkness. And worried me! There was some thing, or things without a number. Voicelessly calling, keeping me from slumber. Some Mystery. Hours seemed to pass—my brain was busy, seething. Dreaming awake, or frightened by my breathing. Suddenly, lo! Their was some thing, and with a piercing anguish smitten—I leapt from bed as if I had been bitten— And I had, you know!



Ring down the curtain on the world's greatest show! December 4th will close the Panama-Pacific Exposition—the greatest, most successful Fair the world has ever seen. In a few short weeks its beauty will be history—priceless history to the hundreds of thousands who enjoyed its glory; a regretful memory to everyone who failed to visit San Francisco. Still ample time, however, for a splendid trip via the OVERLAND ROUTE—the line that saves two days for sight-seeing. You will have the last of November and the whole of December for travel on the special low-rate Exposition fares. Tickets on sale every day during November, return limit December 31st. Stopovers everywhere in both directions. Celebrate Christmas among roses and orange blossoms—then home in time to welcome the New Year via the

UNION PACIFIC SYSTEM

Shortest, Most Direct Route to San Francisco. Start now! Spend two weeks or 10 days in San Francisco seeing the Exposition; travel some 30 days in California during its springtime.

\$50.00 from Omaha and Return to Both Expositions.

Is there any information we can give you? If so we are at your service any time. Phone, call or write.

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The Southland NEW ALL-STEEL THROUGH TRAIN CHICAGO and FLORIDA PENNSYLVANIA LINES Quickest Schedule Less Than 33 Hours Chicago to Jacksonville All-Year Service. Lv. CHICAGO 12:01 AM (Pennsylvania Lines) 1:15 AM (Macon (Georgia Southern and Florida Ry.)) Ar. JACKSONVILLE 8:45 AM (Atlantic Coast Line) Ar. JACKSONVILLE 8:45 AM (Central of Georgia Ry.)

Persistence is the cardinal virtue in advertising; no matter how good advertising may be in other respects, it must be run frequently and constantly to be really successful.