

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. TERMS OF SUBSCRIPTION. By carrier By mail per month per year...

DECEMBER CIRCULATION. 53,534

State of Nebraska, County of Douglas, ss: I, Dwight Williams, circulation manager of The Bee Publishing Company, being duly sworn, say that the average circulation for the month of December, 1915, was 53,534.

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 Clara E. Burbank. We should fill the hour with the sweetest things we have but a day; We should drink alone at the purest springs in our upward way; We should love with a life's true love in an hour if the hours were few; We should rest, not for dreams, but fresher power to be and to do. -Mary L. Dickinson.

The tragedy of Gallipoli may be forgotten in time, but the cemeteries of war remain.

There is no mistaking the quality of the goods Medicine Hat puts out in its January white sales.

Preparedness consists in having the coal bin in condition to put the shoulders of a cold wave on the mat.

The vacant chair on the federal bench continues accumulating dust and giving hope the gas treatment.

Haste to the trenches men! Sagamore Hill is popping and Perkins still leads the commissary department.

About once a month Maximilian Harden is reminded by a suppressed edition that the sword is mightier than the pen.

The preliminary snort of the mooseers at Chicago indicates that republicans cannot build a fence high enough to keep 'em out.

A permanent peace board has ample opportunities for good service, but a second board may be needed to preserve the peace among the peace boards.

However, the national sense of humor is sufficiently keen to recognize Secretary McAdoo's joke about the makers of automobiles, not the owners, paying the tax.

Political boilers at Lincoln and Chicago blew off steam simultaneously. The next day a blizzard curled up the hot air. War is not the only vehicle of cruelty in the world.

The United States Chamber of Commerce might have known without inquiry that there would be precious little doing in the anti-trust line during a presidential campaign year.

A survey of Mare Island navy yard reveals enough mud to supply the needs of California politicians for a quarter of a century. And they the expert distributors of that commodity.

Thirty Years Ago This Day in Omaha

A movement has been inaugurated to close the retail clothing houses of Omaha at 6:30 p. m. until April 1, the firms signing the agreement being as follows: J. P. Lund, M. Hellman & Co., Madson & Heussen, M. Egutter, E. Newman & Co., Bergstrom & Olson, Chan Brothers, L. O. Jones, the misfit Parfums, Two Orphans, M. Goldsmith, Shifman Brothers & Co., Famous Clothing Parfums.

Superintendent Dorrance of the Union Pacific has been confined to his home during the last few days. The election of National bank officers show these bank presidents: Omaha National, J. H. Millard; Commercial National, Ezra Millard; Merchants National, Frank Murphy; First National, Herman Kuntze; United States National, C. W. Hamilton; Nebraska National, Henry W. Yates.

The mayor has appointed John Jenkins boiler inspector, and the appointment was promptly confirmed. Miss Lizzie Canfield, who has been spending the holidays at home, left to resume her studies at Rockford, Ill.

The West End club met at the house of T. W. Cook on Dodge street. The Omaha Turnverein is preparing for its thirtieth annual bill. The arrangements are in the hands of this committee: L. Helms, H. Haubens, C. Haarmann, F. Wells, K. Stein, W. Arig, W. E. Hoelker.

Mr. and Mrs. J. G. Fountain are leaving for New Mexico for the benefit of Mr. Fountain's delicate health. Despite the lady's expressed desire to stay here and push the \$10,000 hotel suit she has brought friend Fred here.

L. A. Saunders, clerk of the loss and damage desk at the Union Pacific, has been appointed assistant claim agent at the office in Salt Lake City.

When the Blizzard Blows.

When old Boreas rides abroad is one time when Nature really plays with man. His efforts are set at naught, and the utmost of his endeavors are to find shelter from the fury of the storm. The mighty forces involved are part of the universal mechanism, set in motion by the operation of laws on which all being hangs. But the blizzard lacks the majesty of the summer storm, and holds little of the tornado's terror. It has no accompaniment of forked lightning, tearing a midnight sky with jagged gashes of flame, and no peal of thunder cracks the dome of heaven to shatter timid nerves. The splendor of the blizzard is little appreciated by its beholders, who have slight inclination for seeking out beauty while sustaining the buffets of the roaring wind. Yet the blizzard is not without its uses.

In the wake of the wind comes the promise of clearer, brighter winter weather, with service to the soil that presages another season of bountiful crops. No widespread suffering is entailed, for man knows and makes provision against the blast, while good will eventually come from winter's worst exhibition of elemental energy uncontrolled.

Newlands on His Party's Blunders.

Senator Newlands of Nevada has just held the mirror up to the democratic donkey, to let the beast see just how long his ears have grown since Presidents Wilson took office. No republican opponent of the administration has so mercilessly dissected Mr. Wilson's policies, or the effect of the democrats at reformatory legislation. Senator Newlands carefully and keenly criticizes every act of his party in power, its administrative incompetence, its legislative blunders and its general and total failure to redeem its promises. That the party was not swept from power at the election in 1914 he ascribes to the fortuitous advent of the European war.

The Underwood tariff bill did not, according to the senator, accomplish the reforms sought, but brought with it disaster and distrust. "The result not of a malicious effort of the manufacturers to teach the country a lesson, but of the caution and timidity" that was a natural sequence of the adoption of the democratic idea of free trade and its enactment into law. Banking legislation had even worse effects. Instead of being non-partisan, it is partisan, the reserve board is tied to a department and under its control, excess capital was exacted from the member banks, and the reserve associations are organized into profit-making institutions, something entirely foreign to the original purpose of the bill. Additional legislation must be had to make the law meet the requirements.

Other failures of the party's program were referred to by the senator, whose disclosures of the administration's shortcomings is especially important just now, when the leaders of the party are trying to divert attention from their mistakes by the ancient subterfuge of getting the people interested in something else just before election. The democrats will be tried on their record, which is bad.

Applause for Everything.

The sympathetic chronicle of the democratic love-feast in the local democratic organ is headed "State Democrats Loudly Acclaim Leaders of Party," and this assertion is borne out by all accounts of the great event, the acclaim being generously bestowed on both sides of every issue and on diametrically opposed statesmen.

Applause for the president's preparedness program and applause for the Bryanite anti-preparedness campaign.

Applause for the candidate projected by the wets and applause for the ultimatum that none but dry candidates will be acceptable.

Applause for the democratic national administration and applause for members of the delegation in congress who have been bolting caucuses and fighting administration measures in order to enforce larger patronage demands.

Applause for the governor who solemnly promised to quit with one term and applause for the suggestion that he run again now for a third term.

Applause is always on tap without limit at a democratic love-feast and nothing can be too incongruous with the last thing applauded to fall to get its hand too.

England's Commercial Instinct.

The London Daily Mail presents an indictment against the British government that ought to sting. That paper presents proof to support its statement that all kinds of foodstuff from England reach Germany through Denmark. When the British government seized meats consigned by American packers "to order" at Copenhagen and Stockholm, its pretext was that these meats were destined for enemy consumption. In proof of this, it was submitted that statistics evinced a far greater supply of food entering the Scandinavian countries than could be consumed there. It was mildly insinuated, and indignantly denied, that the British cabinet sought to force American shippers to land stuff at British ports, that it might be transhipped through British agencies, and thus preserve the commerce of the kingdom. Disclosures now made by the London paper shows the commercial instinct of the English tradesmen to be quite as keen as ever in history. Sir Edward Grey is blamed, but the strenuous endeavor to shut off traffic between the United States and the Scandinavian ports is now better understood.

A perceptible hole in the supply of horses in the United States has been made by purchasers on account of the warring governments. The East St. Louis market reports \$34,000,000 have been paid for 195,000 horses at that point. The figures yield an average of \$174.36 per head. Extensive purchases have been made at Omaha, as well as at eastern and western points, which would multiply the East St. Louis record several times. Measured by the dollar, horseflesh is an important part of the war munitions sent abroad.

The disturbance caused by frequent campaigns are more than balanced by the educational results. Without the enlightenment of candidates' declarations the average voter would never realize the menacing incompetence or superlative goodness of existing governments.

How Hard Times Taught Railroads to Save Money

THE business depression of 1913, 1914 and the early part of 1915, while it caused a number of railroad receiverships, at least resulted in some returns for the railroads generally. Railroad men admit that this depression taught the railroads how to save in expenses as no other period of depression ever did. James J. Hill had demonstrated the principle that railroads could save money if they increased the load carried by each train between any two or more points. Experimentation in train loading was taken up all over the continent. In the fiscal year that ended June 30, 1915, earnings of railroads of the United States were \$183,000,000 less than in 1914. The reports showed, however, that the operating expenses were cut by \$18,000,000, so that the books actually showed an increase in net returns. According to the Railway Age Gazette, a little over half of this saving was in transportation expenses, which were reduced 3 cents a mile. A cut in that class of expenses represented the real test of efficiency and represented a real saving. The Gazette presents the results of load saving on thirty-five different railroads as practiced in the fiscal year ended June 30. Out of these thirty-five roads, including the biggest systems in the country, twenty-eight showed increases in their tonnage per freight train, as compared with the fiscal year of 1914.

According to these statistics the average tons per train carried on these thirty-five roads was 364, compared with 482 in 1914. This is an increase of twenty-two tons for each train. The most remarkable feature of this showing was that the increase per train was accomplished in a year when most roads had decreased in freight tonnage. The Gazette presents the difficulty of increasing tonnage was especially great. The good results attained meant that a greater tonnage was handled without a proportionate increase in the number of trains. That was the acme of success for the railroad efficiency engineer.

In 1914 the average number of tons per freight train was 173.8. In 1914 it was 308.8 tons. And in 1914 it was 451.3 tons, a gain in twenty years of 132 per cent. Judging by the records of the thirty-five railroads in 1915, the increase to date has been even greater. In 1914 the railroads of the United States hauled 56,335,000 tons of freight one mile and in 1915 a total of 28,319,000 tons one mile. This is an increase of 25 per cent, but it was handled with only 42 per cent more train-miles. The 1914 ton-mileage also represents an increase of 65 per cent over that of 1904, which was 174,527,000, but it required an increase of only 12.5 per cent in train-miles. In other words, to handle the traffic of 1914 with the average train of 1904 would have required running 1,600,000,000 train-miles instead of 628,000,000. The saving, 972,000,000 train-miles is 156 per cent of the train-miles actually run in 1914. The average cost of operation per train-mile for all trains, as shown by the Interstate Commerce commission reports, was \$1.33 in 1904 and \$1.77 in 1914. The cost per train-mile in freight service is considerably higher than the average for both freight and passenger service. While it is impossible to state exactly the average cost of operation for a freight train mile, it is evident that a saving of 972,000,000 train-miles means a saving of hundreds of millions of dollars annually in operating expenses.

When compared with this actual accomplishment, Louis D. Brandeis' "scientific management" schemes for saving the railroads \$1,000,000 a day pale into insignificance. Even the average loading of 307.8 tons in 1914 would have required running 936,000,000 train-miles in 1914, instead of the 628,000,000 actually run, so that the saving as compared with ten years before was 288,000,000 train-miles. This was accomplished both by using larger cars, by loading more tons of freight into a car and by using more cars per train. The average number of loaded cars per train was increased from 37.4 in 1904 to 21.4 in 1914, while the average number of tons per loaded car was increased from 17.7 to 21.1. The amount of the increase in tons per train from 1904 to 1914 alone is greater than the total average tons per train for the railroads in most other countries. Outside of Canada and Mexico, Germany is the only country in the world whose railways come anywhere near ours in train loading. The figures for some of the principal countries for 1912 are as follows: Canada, 25.2; Germany, 24.4; Mexico, 22.1; India, 18.4; Austria, 19.5; Romania, 14.7; France, 14.7; Holland, 13.1; Switzerland, 12.8; Japan, 10.7; South Australia, 10.8.

Twice Told Tales

Cheering Him Up. A professional boxer was badly beaten in a sparring match, and carried to his bed in an exhausted and melancholy condition.

"I wish you'd say something to cheer him up, doctor," pleaded the defeated warrior's wife. "He's gettin' low in his mind, and when he's like that you've no idea how hard it is to wait on him. He's worse than a bear with a toothache."

"What can I say that will please him most?" asked the doctor.

"You might just tell him, in an offhand way, that the man as licked him is mighty bad in the hospital, and that they may have to hold a post-mortem on him any minute now," was the solemn suggestion. -Chicago Herald.

For Safety's Sake.

Business was very brisk, so the firm appointed Patrick foreman, a position of which he was very proud. He was always fussing around, ordering this and altering that. One morning his gang of men stopped work because they heard the well-known voice of their new foreman shouting loudly.

Down below on the ground stood Pat, yelling lustily and waving his arms wildly. "Oi say, you, up there!" he shouted. "You know that ladder at the end of the scaffolding? Well, don't any of you yez try to come down, because I've taken it away!" -Philadelphia Record.

People and Events

Only one infidel fessed up to the church census takers in Springfield, Ill. The city's strong on-church people, twenty-three denominations being represented in a census total of 31,125.

Mrs. Thomas A. Edison and her son, Thomas, were held up near their home in New Jersey because their auto carried last year's number. Young Thomas discovered the price in his clothes and settled on the spot.

One of the ten rules of long life formulated by a Chicago centenarian outlaws the tobacco habit. Albert A. West, 99, of Hornell, N. Y., and Mrs. West, 92, have been hitting the pipe so long they haven't kept track of the years, and are still at it. When elders disagree who shall decide for the youngsters?

A Philadelphia namesake of the actress explains how Ada Rehan happened to use that name instead of Crehan, her proper name. He says the change came when she was billed at the Arch Street theater in 1913. The bill printer spelled her name Rehan instead of Crehan, and Miss Crehan, after a conference with her associates, decided to use the new and accidental name.

The first and foremost aid to a busy man in office, workshop or home, the World Almanac, makes its New Year bow to a multitude of admirers, who hold up near their home in New Jersey because they have the World Almanac habit never lack a mental stimulus and are right up to the minute in things worth knowing. Those who know it not miss a fountain of knowledge. The 1916 volume records everything worth while that happened last year, not only a chronology of the war, election returns, crop reports, sporting events, and statistical matter, but an abundance of fresh facts and features which mark the march of human progress. As a ready reference book the World Almanac is at the head of the class.

The Bee's Letter Box

Seventeen Don'ts—Politically Speaking.

FLORENCE, Neb., Jan. 12.—To the Editor of The Bee: Don't talk preparedness when everyone is sick of the word war, unless you advocate the manufacture of munitions by our government. Don't advocate prohibition, but eliminate all taxes and licenses on liquor and have the government appoint field men to take the charge of the traffic in districts. Don't allow Carranza to march soldiers on American soil without giving General Villa the same chance, and each are entitled to recognition. Don't send American war vessels to Vera Cruz to be saluted by an old reprobate like Huerta, which would be a disgrace to our country.

Don't allow England to demonstrate our silver so they can purchase products in India cheaper, also giving our money changers one-half better chance to corner our money market than they had under the free and unlimited coinage of both metals.

Don't advocate single tax or percentage tax, inheritance or incomes, but give us taxation on the percentage basis on a man's wealth.

Don't neglect to vote for men that will help the government break up every monopoly now in existence so the value of every article sold or purchased comes over the plate on a supply and demand basis.

Don't advocate woman suffrage unless you are for the compulsory ballot. More good, honest legislation goes by default on account of the stay-at-home voter than for any other reason.

Don't be afraid to criticize our sick president. No one is infallible and agitation will help to bring reform measures.

Don't be prejudiced against W. J. Bryan, the man of the hour, who runs the subsidized press of this country in their holes for lying about him before he resigned. The man who carries the peace dove and the man who cannot be coerced and the man who ought to be president of the United States.

Don't complain on paying a high rate of interest if you are not a believer in securing loans direct from your Uncle Samuel through our Postoffice Department, under the rural credit bill now before congress.

Don't get cold feet when it comes to voting bonds for good roads, as posterity reaps a benefit from this and ought to be willing to help pay for same.

Don't allow your thoughts to be in favor of giving away our great water power of this state of Nebraska. State ownership is the only way to be recognized.

Don't criticize Henry Ford, but wait for results. It is good of him to try even if he fails.

Don't worry if that slice of meat you purchase looks small for the money if you are not in favor of the municipal meat market.

Don't curse the colored population when they purchase property close to yours and undermine the value of your property one-half if you are not in favor of segregation.

Enters a Dissect. HAMPTON, Neb., Jan. 12.—To the Editor of The Bee: What gets my goat is why so many Germans and German sympathizers stay in America if they think so much of the German cause? Why don't they go over there and get some of the sure-cure hardships which would stop their knocking?

If Mr. Arp were in Germany and would say such things in the public press against the Kaiser he would be sent to prison. The Kaiser evidently did not realize he had so many enemies at the beginning of this greatest of world's wars, and the greater part of the world is against Germany and while it is trespassing on other nations' soil they all are fighting for their fatherland and yet boast about not an enemy of the seven nations against it being on its soil. Mr. Arp explain this. STEPHEN S. BITTICK.

Nebraska Editors

Editor F. M. Broome of the Alliance News was appointed register of the United States land office at Valentine, Neb., last week.

The first thing that Editor Krewson, the new proprietor of the Elm Creek Beacon did, was to get out an all home-print edition.

The Northwest Nebraska Press association will hold a meeting at Wayne January 28 and 29.

Ira W. Naylor has purchased the Ulysses Saturday Night Review from Dewey Shay.

Junia Herald: We hope some Hastings girl will have the nerve to catch Adam Bredes, the old bachelor editor of the Daily Tribune. He should become a good family man this year.

The editor of the Silver Creek Sand says that a man who squeezes a dollar never squeezes his wife, and further adds, that in looking over his subscription list he is led to believe that there are quite a few good women in that community who are being sadly neglected.

The Nello Leader after a trial of four months has changed from a semi-weekly to a weekly basis. Best Brothers, the proprietors, came to the conclusion that the extra issue was not demanded by the advertisers and was not popular with the majority of the subscribers.

Teumseh Chieftain: W. M. Zents has leased the Brock Bulletin to Arthur J. Bailey of that town for the year 1916. In announcing his retirement from the sheet Brother Zents says his wife gave him nine pairs of socks for Christmas, and he is going to devote the year to wearing them out. Lucky devil.

EDITORIAL SIFTINGS.

Detroit Free Press: If the price keeps up one may soon have to mortgage the car to buy gasoline for it.

Boston Transcript: Baron Astor demonstrates that it is but three generations from the steers to the peacocks.

Washington Post: William Barnes having announced that he fatted calf is to be killed for political prodigiousness, the Hercules task is imposed on political Sherlock to find out who in the world he could possibly mean.

Pittsburgh Dispatch: All the navy yard towns want aid from congress immediately as essential to any plan of proper preparedness—from their standpoint. Yet they are the first to howl about "pork" for river improvement.

Editorial Snapshots

Chicago Herald: Nebraska is having a hard time getting anybody to let his name be presented at the presidential primaries, but in case of absolute necessity she knows one name she can always rely on.

Cleveland Plain Dealer: The horrors of war are getting terribly tested, somewhat. It is announced that the price of beer will be advanced in this country; and at the same time we hear that the price of beer will be reduced in Munich.

Indianapolis Journal: It was only a little while ago that there were pessimistic predictions of the effect of this country's excess capacity for iron and steel production. And now the steel trust is increasing that capacity as fast as it is possible with unlimited resources. Such is life in war times.

Cleveland Plain Dealer: Too many members of congress believe that the only adequate national defense involves as a first step the building of innumerable granite postoffice back home where their constituents can see them often and remark upon the successful statesmanship of their congressmen.

New York World: "What causes lack of confidence in railroads?" is a question which the Pennsylvania is inviting all of its patrons to answer. So far as that road is concerned the answers will be fewer than they would have been in the old days of President "Tom" Scott, when motions to adjourn the Pennsylvania legislature were said to take this form: "Mr. Speaker, if Thomas Scott has no further business to submit I move that we adjourn."

Springfield Republican: The launching of the boom of Mr. Fairbanks of Indiana for the republican presidential nomination is not to be lightly regarded perhaps, Mr. Fairbanks, who will be remembered as the vice president while Mr. Roosevelt was president in 1895-1899, goes into a campaign with the purpose of staying in it until the nomination is actually made. His tenacity in contesting the nomination for president in 1908, when Mr. Taft was nominated, cannot have been forgotten. It may be taken for granted that the Indiana and Kentucky republican delegations are already clinched by the Fairbanks organization in those states. Count the former vice president in the running.

Editorial Snapshots continued with various snippets of news and commentary.

MIRTHFUL REMARKS.

"Congressman Fluhub wants a little written," remarked the magazine publisher. "What shall we say about him?" "What did he ever do?" "Nothing."

"Cheer up, old man! All things come to those who wait." "Not a situation, not a position." "Sure they do. You'll find yourself in an unpleasant situation and an embarrassing position if you only wait long enough." -Boston Transcript.

First Bridge Friend—I once knew a man who had thirteen trumps and never took a trick. Second Bridge Friend—How so? First Bridge Friend—His partner led an ace, he trumped, and then his partner threw him out of the window.—Brunonian.

Little Dottie had never seen an old-fashioned bed of the colonial style, so when she visited an old family home-stead and saw the big four-poster, but minus the canopy, she cried in astonishment: "Oh, uncle, what a funny bed! Why, it's upside down!" -Baltimore American.

"Yes, I got a job cooking for a lady." "Oh, you don't know nothing about cooking." "Don't I have to know nothing about cooking?" "Don't I have to know nothing about a bride and I am her first cook." -Kansas City Journal.

"Do you enjoy grand opera?" "Yes," replied Mr. Cumrox. "It's a great relief to me to see mother and the girls settin' dressed up an' perfectly quiet lettin' somebody else make all the noise an' do all the lacin'." -Washington Star.

A LEAP YEAR PROPOSAL.

Baltimore American. Dear Harry: I write you this letter. My heart the while guiding my pen. To tell you I long have adored you. As sweetest and dearest of men; My fancy, perhaps it has wandered To others, but I never knew. What true love was, dearest, believe me, Until the day when I met YOU. And now, though I hardly have courage My doubts and my fears to command, For I feel of your love I'm not worthy. I ask will you give me your hand? Permit me to speak to your mother, And beg her to give me my life. By refusing consent to my prayer To cherish you 'er as your wife. I can make her assured, I am certain, You will never know want while with me. For I have a good job, my darling, And I do all my home work, you see. I'll be good to you, honey, so take me, I've never loved any but you; I scarcely can wait till you answer— Just one little word, "yes," dear. YOUR SUE.

621 Residents of Nebraska registered at Hotel Astor during the past year. 1000 Rooms. 700 with Bath. A cuisine which has made the Astor New York's leading Banqueting place. Single Rooms, without bath, \$2.00 to \$3.00 Double 3.00 to 4.00 Single Rooms, with bath, 3.00 to 6.00 Double 4.00 to 7.00 Parlor, Bedroom and bath, \$10.00 to \$14.00. HOTEL ASTOR NEW YORK. TIMES SQUARE. At Broadway, 44th to 45th Streets—the center of New York's social and business activities. In close proximity to all railway terminals.

really Mr Wallingford. THE NEW ADVENTURES OF J. RUFUS WALLINGFORD. Picturized from the great stories of George Randolph Chester, from the scenarios of Charles Goddard, author of "The Exploits of Elaine," etc., by the Pathe Co. Under the direction of the Wharton Bros. the cast headed by Burr McIntosh and Max Figman has made history for motion-picture comedies.

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