

REPUBLICANS WIN THEIR FILIBUSTER

Democrats Agree Not to Urge Revenue Bill to Vote Before Wednesday.

TO GIVE WILSON POWER

Washington, Feb. 25.—One of the most spectacular filibusters the capitol has seen in years kept the senate in session until midnight yesterday and was broken down only when republican leaders directing it secured a pledge from the democrats that the administration revenue bill would not be urged to a vote until Wednesday.

The democrats, facing what they declared was a republican attempt to break down the administration program and force an extra session of congress after March 4, had threatened to keep the senate in continuous session over Sunday, if that were found necessary to secure passage of the revenue measure.

Debate Par Afield. The debate went far afield from revenues and hot exchanges between the democrats and republicans led into a dramatic discussion of the international situation and of President Wilson's policy in the submarine crisis.

Late at night, leaders on the republican side let it be known that they did not favor carrying the fight to the extent of embarrassing the country by killing the revenue bill and thus weakening its preparation for defense.

After two or three peace proposals had been rejected by the democrats, the republican leaders submitted a proposition for a vote Wednesday night at 8 o'clock on condition that in the meantime appropriation bills may be brought up by unanimous consent.

The democrats accepted, believing this arrangement gave them a chance to save enough of their legislative program to avert an extra session.

Defense Bills Up. There was no understanding, however, as to what the republicans might do with other bills than the revenue measure in case some of them should hold to their determination to force an extra session in order to have congress in session for developments in the European emergency.

Several senators pointed out that a vote on the revenue bill Wednesday would not mean that an extra session would necessarily be avoided. Aside from other legislation, three of the most important supply bills, the navy, army and sundry civil, carrying altogether close to a billion dollars, have not been taken up at all in the senate.

There is certain to be some discussion by senators with pacifist tendencies of both the navy and army bills.

Fall Introduces Resolution. The smouldering broke into flames this afternoon when the passages between democrats and republicans turned up a sensational debate on the relations between the United States and Germany which reached its climax when Senator Fall, republican, introduced a resolution to ask the president to use the armed forces of the United States to protect American rights on the seas.

It is such a resolution as President Wilson was expected to ask, but its introduction at this time, by a republican senator while the administration is forming its course came as a surprise. The democrats declare it will further complicate and embarrass an already much mixed up situation.

Manchuria, Flying U. S. Flag, Returns From English Port

New York, Feb. 25.—The Atlantic Transport line freighter Manchuria, flying the American flag, arrived from London today. The Venezia, French, in from La Palice, was the only other arrival from ports near the danger zone.

The Norwegian freighter John Blumer sailed today for Bergen. Agents of the Norwegian-American line received word here today that the Bergenfjord, one of the regular passenger vessels between Norway and New York, sailed from Bergen today "in ballast" and without passengers.

The vessels of this line have usually put in at Kirkwall. The British passenger ships, the Cunarder Orunda and the Canopic of the White Star line left here today on voyages that will carry them through the German war zone. The Orunda has 110 passengers, eight of whom are Americans, and is sailing for Liverpool.

The Canopic has 100 passengers and is destined for Mediterranean ports. Both ships are fully loaded with general cargo, including war supplies, and have defensive armaments.

Autograph of the President On Letter to Omaha Woman

A personally signed letter from President Wilson is the acknowledgment received by Mrs. Margaret A. Henry for the offer she made to the free use by the government of her Lord Lister hospital, in case needed for military purposes. The letter reads as follows:

"The White House, Washington, Feb. 13. My Dear Madam: Let me thank you very heartily for the generous and patriotic offer in your telegram of the tenth of February. I deeply appreciate your friendly assurance. Cordially and sincerely yours, WOODROW WILSON." Mrs. Margaret A. Henry, Omaha.

Germany Will Take Care To Protect Chinese Lives

London, Feb. 25.—Germany's reply to China's note regarding submarine warfare, according to Reuters' Shanghai correspondent, declares that Germany has been compelled by the necessities of the military situation to institute its submarine warfare, but that it will take adequate measures to safeguard Chinese lives.

Germans Close Schools Of Belgium; Fuel Lacking

London, Feb. 25.—German authorities have ordered the closing of all schools in Belgium on account of a shortage of coal, says a Central News dispatch from Amsterdam.

POMP ATTENDS FUNSTON BURIAL

Soldiers and Civilians Do Honor to Commander in San Francisco.

RAIN DRENCHES MOURNERS

San Francisco, Feb. 25.—"Taps" the last call blown for a soldier sounded yesterday over the grave of Major General Frederick Funston, who died suddenly in San Antonio, Tex., Monday night. In accord with his wishes, he was buried near his son, Arthur MacArthur Funston, in the cemetery of the military reservation at the Presidio, overlooking the Golden Gate. A mixed brigade of coast artillery and sailors—every available man from the depleted garrisons around San Francisco bay—with officers of high rank and thousands of San Franciscans combated the elements to do honor to his memory.

From early day, when the triple balconies of the city hall's white rotunda were packed with citizens, gazing at the guarded casket at the foot of the great marble staircase, until past midday the ceremonies ran. A drenching rain, hour after hour, slanted across the ranks of the military escort.

Alive With Civilians. The streets, seemingly deserted, became alive with civilians, as the flag-wrapped casket was borne from the city hall on an artillery caisson to the First Presbyterian church and thence to the cemetery. The route lay along Van Ness avenue, lined on one side with old-time mansions which escaped destruction because, in the great fire of 1906, General Funston's engineers dynamited the buildings on the opposite side of the street and checked the flames. The entire route of the funeral procession lay through portions of the city which owed their immunity from destruction largely to the efforts of "Funston's men," and his hillside grave overlooks the camping grounds where slept thousands of refugees, whom he fed, sheltered and clothed. Hundreds of these, it was said, were present at the cemetery and persistently sought mementoes of the last rites.

Pick Up Empty Shells. Women braved the sentries to pick from the grass the empty shells fired in the last salute and crowded around the grave until it was found necessary to set a special guard, which will remain throughout tomorrow. One other token remained of the sentiment which bound citizens and soldier. The sick in the county hospital found at their bedside late today cut flowers and blossoms which were sent by the general's friends and had been heaped on the casket in the church during the services there.

The simplicity of the funeral arrangements which the general's friends regarded as harmonizing with his own utter lack of display, was intensified when, before daylight, General J. Franklin Bell, commander of the Western department of the army, changed the order for full dress uniform to service uniform and overcoat, in which the two regiments of artillerymen endured the storm. The sailors were muffled in reefers.

Mounted Police Precede Guard. At 10 o'clock the casket was taken from the city hall rotunda, where it had lain in state all night. A cordon of mounted police preceded a guard riding along with a major general's flag, two white stars on a red field. General Bell and his aide, the Third Coast Artillery band, two regiments of artillerymen and the sailors and their band preceded the casket.

Directly after came the general's horse, shrouded in black. A pair of black riding boots with dangling spurs were reversed in the stirrups. Mourners in automobiles followed, and companies from various military and patriotic organizations brought up the rear, carrying draped standards.

The honorary pallbearers followed. They were Rear Admiral William F. Fullam, commanding the Pacific reserve fleet; Brigadier General William L. Sibert, R. K. Evans and Oscar F. Long; Colonels John T. Knight, Guy Eddy and Captain Fitzhugh Lee, General Funston's personal aide. They were in full dress and were followed by Mayor James Rolfe, jr., and city officials. Services, conducted by the Rev. William Kirk Guthrie, pastor of the church, were brief. Two of the general's favorite hymns were sung, "Lead, Kindly Light," and "Just For Today."

Storm Drenches Mourners. Throughout the journey to the cemetery, the storm steadily augmented, drenching the marching columns to the skin. Within the reservation, the column wound past a fallen pine, newly uprooted by the storm. As the caisson entered the gates, minute guns began to boom, firing thirteen guns. The family and pall-bearers at the grave, with a curtain of soldiers screening them from the crowd. At the conclusion of the brief service, the mourners left. Orders were snapped out, three volleys were fired and a soldier blew taps. Another salute of thirteen guns concluded the rites.

Perishing Lauds Funston. San Antonio, Tex., Feb. 25.—Memorial service honoring the late Major General Frederick Funston, in which citizens of San Antonio and officers of the Southern department participated were held here today, during the same hour funeral services were being held for General Funston in San Francisco. Major General John P. Pershing made his first public appearance here, paying tribute to his predecessor's memory.

Movements of Ocean Steamships. PORTS. Orduna. BERGEN. Bergenfjord. CANOPIC. Canopic.

Severe Bronchial Cough. Dr. King's New Discovery will give you quick relief in bronchial irritation and bronchial asthma. Allay inflammation, ease sore spots. All druggists.—Advertisement.

A Born Flirt! "She'd Make Sweet Eyes at Caliban!"

By Nell Brinkley Copyright, 1917, International News Service.



EVEN a snow man, cold of heart, blind, dumb, melting only in the sun's warm glances, is not safe from her bright eyes. The tiny Italian lingering before a picture shop (have you ever noticed at all that a little son of sunny Italia can never pass the colorful window of a picture shop?) is a victim. She stops and woos the heart in his southern breast with a flower or a sweet word. Her eyes are alert for worshippers—be they feathered, furred, scarecrow, baby or man. Give me the born flirt. I love her. She flirts with the sour old maid who has not smiled in THIS many years—and the maiden lady's heart melts like the snow man's, in the soft favor of the sun; she flirts with the baby that kicks and weeps and squeezes big tears like ear-drop pearls out of his eyes and will not stop

—and he opens his blue eyes washed with rain, and falls in love! She flirts with the old man who cannot remember well when he had the last soft glance from a girl—and youth arises and goes back over a rose grown path again! She flirts with the boy who sells her brown sugar—and he is not quite so cold these winter days when he climbs back on his wagon to finish the route. Her voice laughs over the telephone—and even the man whose line she is on forgives her when she says she's "sorry." That is a "born flirt." She makes sweet eyes at the cold snow man on her way home from the lake! NELL BRINKLEY.

Inter-Atomic Energy May Yet Give Us Trips to the Moon

By Garrett P. Servis.

Within a few years past I have been asked to address two different aeronautical societies on the curious subject of the possibilities of a trip to the moon.

As far as I am aware this does not indicate an intention on the part of any aviator to essay a voyage to our satellite, but at least, it shows that the flying instinct is growing by what it feeds upon, and that, having navigated the air, practical men are givng a little extra rein to their imaginations and wondering whether the empire of birds marks the ultimate frontier of human conquest.

In fact, the dream of going to the moon, which, in every age, has occupied daring minds, is hardly more impracticable at the present time than would have been a project springing up in the mind of Balboa, of making ships sail across from the Atlantic to the great western ocean which he saw from his peak in Darien.

But it is not the invention of either the aeroplane or the dirigible balloon that stimulates thoughtful minds at the present time to consider, half seriously, the idea of a lunar voyage. The success of those inventions, developing scientific predictions and probabilities, only forms an incentive. It turns men's minds hopefully to things that heretofore have been regarded as lying beyond the limits of human power.

It has always been so. Every great advance has been a marvel at the beginning, derided, or laughed at. Each one of them has been a victorious birth of the imagination. The greatest drag on progress is lack of faith in the hidden capacities of man.

"Verily, I say unto you, if ye have faith, as a grain of mustard seed, ye shall say unto this mountain: Remove hence to yonder place, and it shall re-

move; and nothing shall be impossible unto you." That is high authority for believing that we are only just beginning to discover the extent of our control over nature, and such things as wireless telegraphy, X-ray photography and the disintegration of atoms, with consequent unlocking of tremendous concealed energy, prove that hitherto we have been like the man who buried his talents in the earth instead of making them produce ten or a hundred fold.

Suppose we look at the subject of visiting the moon in the light of present knowledge. The distance in itself is nothing—240,000 miles! Many a sea captain has sailed much farther than that. It is less than ten times the circuit of the earth.

If the atmosphere extended from the earth to the moon, we could go there now by modifying our present apparatus. At a hundred miles an hour we could be there in a hundred days! But at the height of five or six miles the atmosphere becomes so rare that we could not live in it without an artificial supply. Yet unmanned balloons have gone ten miles high, and meteors take fire from friction at an elevation of a hundred miles or more.

Still the atmosphere does practically cease to exist at no very great elevation, and cuts short off the road of the balloon and the aeroplane. We must turn to something else. The buoyant force of air enables us to overcome the gravitative attraction of the earth only up to a moderate height. Beyond that something more is needed. I have learned with surprise that many intelligent persons suppose that if we once got outside the air motion would be unimpeded. For instance, a man said to me the other day: "Suppose an aeroplane could mount straight up until it passed the limit

its of the atmosphere, then having nothing more to impede its motion, it would go on with whatever velocity it had when it left the air." In fact, this could only occur in case the velocity of the aeroplane amounted to nearly seven miles per second, for that velocity would be required to completely overcome the pull of the earth's attraction. Otherwise it would fall back to the earth.

This is the reason why Jules Verne, in his amusing story of "A Voyage to the Moon," had his adventurers shot out of an enormous cannon. Only in that way, he thought, could the requisite initial velocity be obtained.

But a bold mind might, in view of recent discoveries, speculate on the illuminable power that may be obtained from unlocking the energies of the atoms of matter. Prof. Thomson has calculated that a single gram of hydrogen has within sufficient energy to lift 1,000,000 tons 100 yards high! Does anybody imagine that to take it and use it, under control, as we shall have it some time. Then reflect upon the close relation between atomic phenomena and electricity and recall the familiar experiment of making bits of pith fly away from an electrically-charged ball. If we could construct some kind of a car that could be powerfully charged with electric energy we might be able to make it fly away from the earth as the pith balls fly from the charged conductor of the electric machine.

Then it would be necessary to establish a system of control by which the speed and direction could be regulated by varying the charge—and the problem of navigating space would be solved. I have developed this (of course purely hypothetical) idea

somewhat farther in a story called "A Columbus of Space." Such a method would avoid all the difficulties, really insuperable, that hampered Jules Verne's plan of a projectile starting at a velocity of almost seven miles per second.

However, when we get the atomic energies under control our first efforts will be directed to making more money out of them and trips to the moon will only begin to pay after we have got tired of purely earthly things.

Men Wounded in War Are To Become School Teachers

(Correspondence of The Associated Press.) London, Feb. 1.—The teaching profession is to be made attractive for partially disabled officers and men. Already the Board of Education has let down the bars to examinations so as to consider proposals for admission to training colleges of men discharged from the army, who though not possessing any of the examination qualifications usually required, appear likely to complete a course of training satisfactorily. The board will not expect the same standard of physical efficiency as is required of ordinary students.

Constipation and Indigestion.

These are twin evils. Persons suffering from indigestion are often troubled with constipation. Mrs. Robert Allison, Mattoon, Ill., writes that when she first moved to Mattoon she was a great sufferer from indigestion and constipation. Food distressed her and there was a feeling like a heavy weight pressing on her stomach and chest. She did not rest well at night, and felt worn out a good part of the time. One bottle of Chamberlain's Tablets corrected this trouble so that she has since felt like a different person.

U-BOAT CAMPAIGN SATISFIES BERLIN

Shipping Tied Up by Subseas as Important as That Sunk, Say Officials.

BAN ON YANKEE VESSELS

Berlin, Feb. 22.—(By Wireless to The Associated Press, Via Sayville, Feb. 25.)—The admiralty press bureau is a poor source of comfort for correspondents at this time. Officials there have little to say. No data in regard to the submarine warfare has been given out. Many submarines with a long cruising radius, the officials say, have not yet been heard from.

The naval and military leaders are much pleased by the progress of the intensified submarine warfare in the last three weeks. While the tonnage actually sunk in February probably will not exceed 500,000, it is contended that the U-boat campaign has had instantaneous and far reaching effects, not only as regards the destruction of ships, but in the way of tying up neutral vessels.

After Tonnage Not Lives. "A boat interned is as good as a boat sent to the bottom," is the way the men at the admiralty put it. "We are after tonnage, not lives."

The admiralty officials are making a close study of the ramifying effects produced by the restriction of shipping in regard to industries of neutral as well as belligerent countries, owing to the cutting off of coal, lumber and raw materials.

The press and public here are curious as to the unconfirmed reports of the sailing for the war zone of the American merchantmen Rochester and Orleans. Bets are being posted whether they will force their way through the barred area.

No Special Privileges. "The two American ships of course, have no special privileges," says the Lokal Anzeiger. "The rules which have been set down for other vessels apply to them. They can count on no special warning. It is erroneous, moreover, to designate them as 'trial ships' as it is of course possible that one or the other may escape the vigil of the U-boats. But Americans had better not hope that such an accident is likely to occur."

The press here says European neutrals fully appreciate the effect of the unretarded submarine campaign notwithstanding efforts of the entente to minimize it and conceal the results already attained. The submarine campaign has eclipsed military events on the various fronts and is almost the only topic of conversation in regard to the war.

An Old Recipe To Darken Hair

Common Garden Sage and Sulphur Makes Streaked, Faded or Gray Hair Dark and Youthful at Once.

Almost everyone knows that Sage Tea and Sulphur, properly compounded, brings back the natural color and lustre to the hair when faded, streaked or gray. Years ago the only way to get this mixture was to make it at home, which is messy and troublesome.

Nowadays we simply ask at any drug store for "Wyeth's Sage and Sulphur Compound." You will get a large bottle of this old time recipe improved by the addition of other ingredients for about 50 cents. Everybody uses this preparation now, because no one can possibly tell that you darkened your hair, as it does it so naturally and evenly. You dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning the gray hair disappears, and after another application or two, your hair becomes beautifully dark, thick and glossy and you look years younger. Wyeth's Sage and Sulphur Compound is a delightful toilet requisite. It is not intended for the cure, mitigation or prevention of disease.

Don't Let Soap Spoil Your Hair

When you wash your hair, be careful what you use. Most soaps and prepared shampoos contain too much alkali which is very injurious, as it dries the scalp and makes the hair brittle.

The best thing to use is just plain mulled coconut oil, for this is pure and entirely greaseless. It's very cheap, and beats the most expensive soaps or anything else all to pieces. You can get this at any drug store, and a few ounces will last the whole family for months.

Simply moisten the hair with water and rub it in, about a teaspoonful is all that is required. It makes an abundance of rich creamy lather, cleanses thoroughly, and rinses out easily. The hair dries quickly and evenly, and is soft, fresh looking, bright, fluffy, wavy and easy to handle. Besides, it loosens and takes out every particle of dust, dirt and dandruff.

A DAGGER IN THE BACK

That's the woman's dread when she gets up in the morning to start the day's work. "Oh! how my back aches." GOLD MEDAL Hairerem Oil Capsules taken today ease the backache of tomorrow—taken every day ends the backache for all time. Don't delay. Who is suffering? Begin taking GOLD MEDAL Hairerem Oil Capsules today and a relief will come. Take three or four every day and be permanently free from wrenching, distressing back pain. But be sure you get the GOLD MEDAL Hairerem Oil Capsules. This is the one reason why you will find the woman and children of Holland so sturdy and robust. Use GOLD MEDAL Hairerem Oil Capsules. But be sure to get GOLD MEDAL. Look for the name on every box. Sold by reliable druggists in sealed packages at 25c, 50c and \$1.00. Money refunded if you are not pleased. Accept only the GOLD MEDAL. All others are imitations.—Advertisement.