

GERMANY ABLE TO PAY BIG INDEMNITY

French Broker Figures Kaiser Can Dig Up Three Billion Dollars Yearly.

BASIS FOR HIS ESTIMATE

Paris, April 28.—The equivalent of \$3,200,000,000 a year is what Germany should be compelled to pay the entente allies during as many years as may be necessary to liquidate the total war debt, asserts M. de Verneuil, honorary president of the Paris Official Stock Brokers' association. He calculates that it will be able to pay such an annuity.

The exposition by Dr. Karl Helfferich, the German vice chancellor, of the economic situation of Germany in 1913 is taken by M. de Verneuil as the basis of his calculations. The figures he cites are as follows:

The wealth of the German empire in 1913, 375,000,000,000 francs. Annual revenue therefrom, 50,000,000,000 francs.

Government and individual expenditures of all sorts, 37,500,000,000 francs, including Germany's vast outlay for armament.

Save Ten Billion Francs Yearly. Total yearly economies, 12,500,000,000 francs, of which 2,500,000,000 is credited to the growing value of existing fortunes, leaving 10,000,000,000 francs net savings from actual earnings.

These figures of Germany's annual accumulation of wealth are confirmed, M. de Verneuil asserts, by all careful German calculators and he takes the net 10,000,000,000 francs as the basis for figuring Germany's paying capacity.

He adds 1,500,000,000 francs to be derived from a tax of 5 francs per ton on Germany's coal production of 260,000,000 tons, 650,000,000 francs to be raised by a per capita tax of 10 francs per year, 75,000,000 francs from an annual contribution levied upon all cities of more than 100,000 population and 1,750,000,000 francs from increased passenger and freight rates and receipts from monopolies. Thus he arrives at an aggregate of 15,000,000,000 francs.

A superposed tax of 20 to 30 per cent on the coupons of all German bonds and bonds of other nations held in Germany would furnish another 1,000,000,000 francs, M. de Verneuil says, to be applied to the indemnification of all the victims of the war.

Will Not Be Exhausted.

M. de Verneuil disagrees with those who think that Germany's resources will be entirely exhausted when it asks for peace. It will be able, he thinks, promptly after the cessation of hostilities to take up again with even increased facilities for production the extraordinary activity that Mr. Helfferich exposed with detailed figures.

France with its great industrial region of the north paralyzed for a considerable period will be in a greater state of inferiority than ever as compared to its aggressor, he anticipates, and he cites it as one more reason for loading upon Germany a compensating burden that will prevent it from enjoying an advantage so ruthlessly gained.

Omaha Man Gets a Letter From Secretary of King

Harry Leibovici, 1117 Douglas street, has received a letter from the private secretary of the king of Spain in regard to Mr. Leibovici's three brothers, from whom he has not heard since the war started.

Mr. Leibovici came here in October, 1913, from his home in Lille, France. Lille is in northern France and is one of the cities in the hands of the Germans.

When numerous letters addressed to his brothers were returned, Mr.

JOINS SALES FORCES OF M. F. SHAFER & CO.



E. W. KENWORTHY.

E. W. Kenworthy of this city, formerly sales and advertising manager for H. H. Harper & Co., real estate, has recently given up his position to enter the sales department of M. F. Shafer & Co., calendars and advertising specialties, Twelfth and Farnam streets.

Mr. Kenworthy is an Omaha product, born and raised in this city and was employed in the United States National bank for a number of years, after which he became associated with the Harper company, both in the capacity of advertising and sales manager. He will specialize on certain lines of advertising and his experience and natural ability in his line point to a big success in his new work.

Leibovici was advised to write to a neutral country and he addressed a letter to Alfonso, king of Spain. The letter he has received is in response to that.

It is typewritten on paper bearing the royal coat of arms and the printed words, "The private secretary of his majesty, the king." It is written in French, of which the following is a translation:

"Royal Palace of Madrid—Sir: I have the honor to inform you in response to your kind letter that His Majesty, the King, my August Master, has deigned to charge me to write to His Ambassador at Berlin, begging him instantly to make to the Imperial Government all possible inquiries toward obtaining news of the Leibovici family, living at Lille.

"The King, whose generous sentiments have employed themselves with a so-great devotion toward assuaging the anguish of families who have not received for a long time any news of their loved ones, has the warmest wishes that his pending inquiries shall have a favorable result.

"I pray you, sir, to accept the expressions of my sentiments of distinguished consideration. (Signed) 'Emilio M. de Ferrer.'"

Film of U. S. Ambulance Corps to Be Shown Here

Colonial Dames of Omaha will sponsor on June 3 a five-reel motion picture film showing the operations of the American ambulance corps in France. The films were taken by the French government.

Omahans who have served with the corps are Carr Ringwalt, Victor Caldwell, jr.; Paul Hornung, George A. Roeder and Dr. Karl Connell and Miss Helen Morton, a nurse.

Mr. Rbeder, a Harvard man, will lecture while the pictures are being shown.

Hugh Millard sailed last week for France to join the ambulance corps.

Persistent Advertising Is the Road To Success.

"ESCAPE DRAFT LAW BY VOLUNTEERING"

Colonel Baehr of Militia Advises Young Men to Beat The Rule Into Action.

STILL ROOM IN GUARDS

"Volunteer now and escape being drafted later," is advice offered young men eligible to military service by Colonel Baehr, of the Fourth Guard regiment.

After reading an Associated Press dispatch from Washington the colonel issued this advice. The dispatch which led to it dealt with the probable details of the selective draft of men for the proposed big army. After telling how the young men will be drafted, the dispatch states:

"Meanwhile, both regulars and guardsmen will continue recruiting to war strength."

"In my opinion," said Colonel Baehr, "the dispatch means that before and during the organization of the drafted army the guard and regular armies will continue to receive volunteers. This will permit patriotic young men to volunteer for the duration of the war, instead of being drafted into it."

The colonel says he believes many young men would prefer to volunteer instead of being drafted by law. The Fourth regiment of the guard, which is the only Nebraska guard regiment now in federal service, is now up to peace strength. The first

600 to volunteer and pass the examination will be the ones to get in as volunteers instead of drafted soldiers.

OLD TIME DEBTS REPAYED.

Retired Theatrical Manager Pays Stranded Actors Seven Years After Failure.

After he had quit the theatrical business and remained away from New York nearly seven years, Henry Jessop, formerly promoting manager of "The Innocent Boy" company, returned to Broadway recently and paid \$1,000 in salaries he owed to actors and actresses who were stranded in Willimantic, Conn., in 1909.

In the fall of that year Jessop took out a company of nine players, but business was poor and the tour came to an abrupt end in about fifteen weeks. Jessop promised to make good some day, but actors do not attach much importance to such promises. He went to Salem, Mass., started in the electrical business and has since been very successful.

Returning to New York the first time since his disastrous venture as the manager of a road show, Jessop ran into Paul Abbott, who was the comedian of "The Innocent Boy" troupe. Instead of trying to dodge, Jessop shook hands with a sturdy grin and said:

"I still owe you and the others and if you can round them up I'll settle in full any minute."

He took out a little vest pocket account book and showed Abbott that he owed him \$117. Going into the Hotel Astor, Jessop drew forth a bank roll and paid the comedian, giving him \$5 as interest with which to purchase a new derby hat. Abbott succeeded in

SATURDAY'S MUSTER ROLL FOR OMAHA.

Table with columns: Saturday, Total, Army, Navy, National Guard, Marine Corps, Totals.

Warned by a Friend.

"I have a proposition that something is going to happen during the night," said the cashier of the banking firm of C. B. Richards & Co., agents of the Lloyd's Italian steamship line, at 31-33 Broadway, New York, one recent afternoon.

So the firm immediately moved \$2,000 in cash and securities to the vaults of the Equitable Trust company.

Something did happen. Fire started in the building, and early the next day firemen were fighting a stubborn blaze forty feet beneath the street.

Dense volumes of suffocating smoke poured out of the building, permeating the premises of the Journal of Commerce, which also occupied the building. The loss was \$25,000.—New York Telegram.

Two Friends.

"There is too much party spirit," said a society woman one day at the Acorn club in Philadelphia, "among women who pretend to be friends."

"Two women sat at tea the other afternoon in a New York restaurant.

"There goes Mr. Smith in his new car," said one of the women. She added, with a simper, "What a fibbing fatterer he is, to be sure."

"Why? Did he tell you you were pretty?" said the other woman, coldly.

"No," said the first woman. "He told me you were."—Washington Star.

LABOR PROBLEM TO BE MET BY FARMERS

With Increased Acreage, Replanting and Boys Going to War, Conditions Bad.

MORE TRACTORS ARE USED

"With the wheat winter-killed, the alfalfa and clover mostly gone, the consequent prospect for an increased acreage of corn, and a great many of the young farmer lads going to war, we are facing the worst condition as to farm labor I have ever seen in Sarpy county or in Nebraska," said J. B. Grinnell of Papillion, secretary of the Nebraska Farm congress.

"We are short of help, behind in the work, owing to a late spring, doubly behind by reason of having to work the winter wheat fields over and having to work out some plan to handle the alfalfa ground, and now we find the young men leaving the farms and going to the army. Fifty farmer boys from my own precinct went last week, and they are all boys who were badly needed on their fathers' farms."

"Personally I am solving the problem by the use of a tractor. I have been doing a lot of plowing with it, because I can get over so much more ground with less help than men and teams can. I am also plowing a great deal for my neighbors, but it keeps us going from before daylight in the morning until after dark at

night to accomplish anything like what we want to accomplish. "To my mind there are two kinds of patriotism, the patriotism that makes a man shoulder a musket and that which makes others put forth the greatest possible effort at home to raise crops to feed the army."

WHY HE DIDN'T GET SHAVED

Steady Customer Hears a Family Biography and Changes His Mind.

So accustomed had Michael Sullivan, a well known newspaper man, become to the ways of a certain barber shop uptown that he invariably started unbuttoning his collar as the front door clicked behind him. His next step was to give the back button a jerk, hang the collar and tie on the rack, carefully draped about his hat, and then, and only then, would he turn his gaze toward the chair, where his favorite Tony was wont to operate. In true form he went through his routine one day recently, and then—behold, a stranger in Tony's place. The stranger grinned at Sullivan.

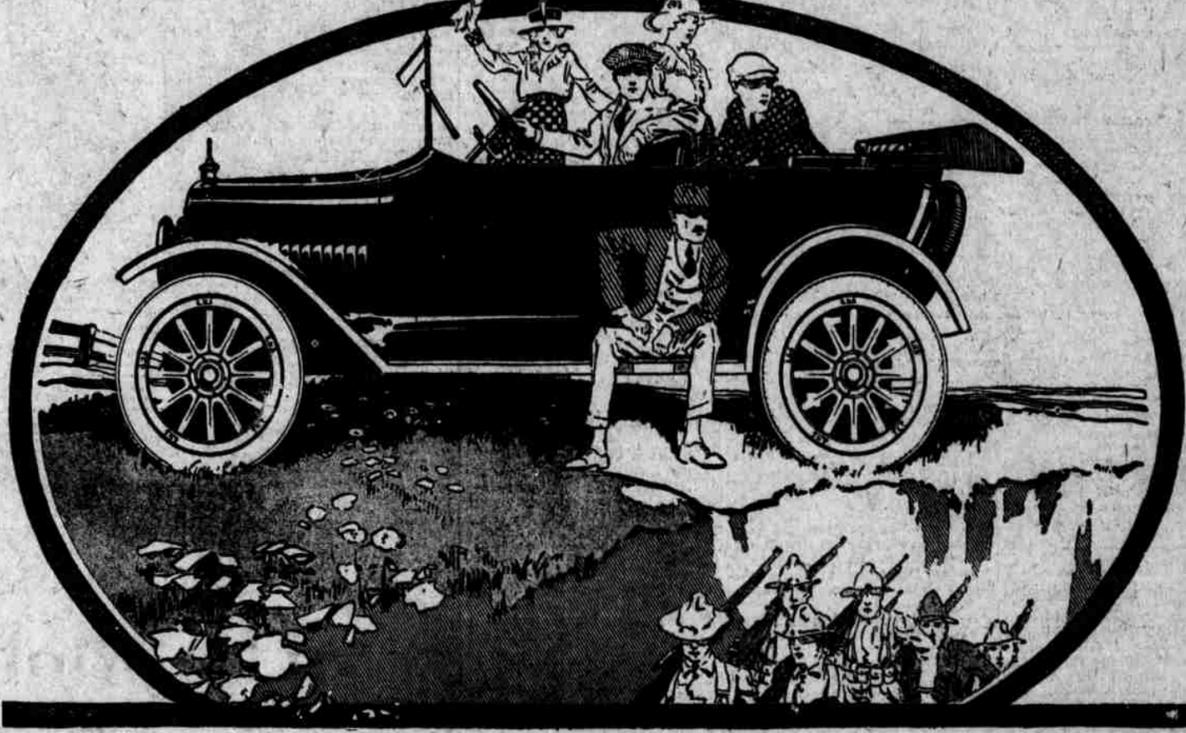
"You look for Tony? He is in the crazy asylum. He got mad last night while shaving his best friend. It run in the family." With this he bowed Mr. Sullivan into the chair. Then he added: "I am Tony's brother." Mr. Sullivan resumed his tie and collar in the street.—Pittsburgh Dispatch.

He Helped. On the new brakeman's first run there was a very steep grade. The engineer always had more or less trouble to get up this grade, but this time he came near sliding altogether. Eventually, however, he reached the top.

Looking out of the cab the engineer saw the new brakeman and said, with a sigh of relief: "We had a hard job getting up, didn't we?"

"We sure did," assented the new brakeman, "and I hadn't put on the brake yet!"

He slipped back.—New York Times.



Almost Every American Family Can Own a Maxwell Car

Because it costs only \$6 to \$8 a month to run a Maxwell—much less than the average American family spends on luxuries.

The average American family spends a great deal more than \$6 or \$8 a month on amusements and luxuries, most of which mean nothing—wouldn't even be missed.

If you owned a Maxwell you'd want to be out in it as much as possible

—which automatically would cut out more than enough of the cost of other pastimes to cover the cost of running your Maxwell

—and besides, you'd be living better, healthier, happier, in the great out o' doors,

—and you'd take your place in the world as the owner of a motor car.

That's what the brains behind the Maxwell have done —given the world a car every man can own. An achievement! Isn't it?

The Proof of These Statements

There's no theory about these cost-of-operation figures. They're based on what thousands of Maxwell owners are actually doing—running their cars on an absolute outlay of only \$6 to \$8 a month.

These enthusiastic Maxwell owners tell us, too, that they get upwards of 30 miles out of a gallon of gasoline—many do better than that.

The Maxwell holds the world's record for a non-motor-stop run. A Maxwell stock car made 22,022 miles in 44 days and nights—went 22 miles on every gallon of gasoline used on that long jaunt.

We could tell of many other supreme tests of Maxwell power, endurance and economy, —magnificent deeds, never equalled by any other automobile, —but we'll cite just one more: A woman drove this Maxwell 9,700 miles.

Mrs. Miriam Seeley, Professor at the Oregon Agricultural College, made a 9,700-mile tour across the Continent and back in a Maxwell.

Her total expense account was 1½ cents a mile, including gasoline, oil and repairs.

And, remember, her journey was made on all sorts of roads—good and bad—across the desert and over the mountains.

That's the Maxwell! Isn't that the car for the man who knows the worth of a dollar?

The World's Greatest Motor Car Value

The Maxwell touring car, equipped with all accessories, costs you today only \$665 f. o. b. Detroit. Yet every bit of metal in it is the finest obtainable for the purpose used, and is rigidly subjected to the most advanced scientific tests.

Material cost has risen tremendously. How, then, can the best be used in a car priced so low?

The answer is—

—the purchasing power of an institution as vast as the Maxwell Motor Company,

—the most efficient machinery,

—the brainiest and most skillful mechanics,

—vigilant and scrupulous technical and executive supervision,

—and the development of one model, of time-tried and proved design, to as near perfection as brains and skill can make it.

The Maxwell engine is a marvel of power and punch—simple, steady, durable and flexible.

Maxwell parts are all of known efficiency—not an experimental item in the whole car.

Maxwell—a Car to be Proud of

With refinement of finish, with grace and dignity of form and line—your Maxwell will show up splendidly alongside any car.

It is roomy and comfortable, too.

Let the Car Speak for Itself. Come to our sales rooms and look the Maxwell over, —inspect the car thoroughly, inside and out, —ask us as many questions as you care to, —you needn't take anything on faith, for every statement made here can be verified. The Maxwell will make good, and we know it.

Advertisement for Lee Standard Tires featuring a cartoon of a man with a grouch and a tire with a puncture.

- Q. What gave the boss that grouch? A. Late in the office and important engagements missed. Q. Well, being the Boss, he only has himself to blame, hasn't he? A. Yes and no—"yes" to the extent of faithfully depending upon ordinary tire equipment—and "no" for the reason he had provided against average conditions of delay. Q. What do you mean by ordinary tire equipment? A. The day has passed when just ordinary tires will measure up to extraordinary conditions. He travels over a road leading through a factory district—always strewn with nails that spell death to the ordinary tire. An equipment of Lee Puncture Proof Tires would overcome the difficulty, and, for the benefit of both you and the boss, I'll give you the address of the concern that'll give you all information. It is

Advertisement for Lee Standard Tires and Lee Tubes, including contact information for Powell Supply Company.

Advertisement for C. W. Francis Auto Company, including address and phone number.