

THE OMAHA BEE

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Today closes our Red Cross week! Make it a good one.

The senatorial scene of "wilful men" undergoes a downward revision.

Senator Stone finds little comfort in the goings on at Washington these days.

Pa Rourke's spring drive is of the sort that he kept up brings home the pennant in the fall.

Talk of 15-cent bread loaves with wheat on the toboggan suggests unwavering zeal for the dough-bags.

Still, the appearance of a reliable pinch hitter is ample justification for an outburst of London jubilation.

The big push launched by Italy emphasizes once more the superior charms of the Tyrolean Alps as a summer resort.

Nebraska's Guard regiments are due to go with the first block into the new army. And they are ready for the transition, too.

Bakers will please not lose sight of the fact that it is the size of the loaf as much as the price the public is interested in just now.

Socially and municipally it goes without saying that Florence and Benson win the bridal blue ribbons in the June competition. All others are mere alsortans.

Grain exchange managers wisely shut down on speculation of their own accord. Prompt action may delay if it does not avert the blow of the official club.

Demolition of substantial building only a few years old to make way for more important structures is a pretty good evidence that Omaha really has become a city.

One of the delights of life nowadays is to watch the tender shoots of planted things poke their heads up into the night and air, a promise of plenty to eat by and by.

In the competition for the iron cross between Nebraska senators, it must be evident to the impartial referee that the junior senator has much the best of it on consistency points.

Owing to circumstances beyond control, Fourth of July orators will kindly work the soft pedal and forget the Fourth, George and his tribes. Remember, they are dead ones.

A tumble of \$1.40 a barrel in the price of flour is notable chiefly as a reverse novelty, but, unless the dime loaf swells with pride and heft, the recession becomes a mere market incident.

The battle for freedom of the seas moves forward vigorously. With American and Japanese scouts seconding British and French naval talent, subsas will be lucky if they escape "Davy Jones' locker."

French residents of the conquered provinces protest against peace unless Alsace and Lorraine are restored to France. Forty years' experience with "blood and iron" rule makes death and desolation preferable to continuance.

Secretary of War Baker says military plans are based on three more years of war. Premier Ribot, addressing representatives of the allies in Paris last week, was less specific as to time, but more encouraging in outlook. "While it is unfinished," he said, "it is nearing its denouement." There you are. Take your choice.

Our Army of Engineers

The sending of an army of nine regiments of engineers and highly trained railway men to France will be of more practical value than the transporting of several times that number of troops, experienced in the mode of warfare now being employed on the western front, and it should have equal psychological value.

Modern war makes heavy drafts on all the resources of science. For that matter, war has always utilized science, even before Archimedes was called upon to devise the military engines that postponed the fall of Syracuse. There is scarcely a physical science that is not making contributions to the conduct of the great war.

The present aspects of the fighting especially call for civil engineers and experts in transportation problems. Under American supervision marvels of quick railway building have already been accomplished. We suspect that American ingenuity had a part in facilitating the renewal of the allied offensive after Hindenburg began his strategic retreat. Americans have been famous for such things. It was during Sherman's march that a confederate grumblingly obeyed orders to blow up a tunnel: "I'll blow it up," he said, "but it won't do any good. Old Sherman carries a lot of extra tunnels with him and he'll have one down within an hour after he arrives." It was during the same march that a private soldier in a well-worn uniform volunteered to repair a locomotive the retreating confederates had purposely crippled. "I helped to make this engine," he explained.

Our army of engineers will not need military training. They will need some such organization as that of the American circus. They are already trained in the real work they must do. With unlimited labor and material they will be able to do in hours what would normally require days or weeks. It will be brief respite that a retreating army may gain by destroying bridges, railways, tunnels and wire communications when a large force of experts is ready to reproduce them, as if by magic. There should be little difficulty in filling the regiments with volunteers for this valuable and inspiring service.

Omaha As An Army Mobilization Point.

Omaha ought by all means to be selected for one of the training camps from which the new army of conscripts is to be whipped into shape for fighting service. The district to which Nebraska is assigned includes also the two Dakotas, Minnesota and Iowa and with the officers' reserve corps assembled for drill at Fort Snelling, just outside of St. Paul and Minneapolis, it leaves only two important army post centers for consideration, namely, those at Omaha and at Des Moines, and if it narrows down to such a choice, as seems likely, what Omaha has to offer should appeal convincingly to the military authorities charged with making the decision. This is not a question of satisfying rival claims or recognition on the score of relative patriotism, but of best accommodations, easiest access and effective results.

The army chiefs need not be reminded that Omaha has the equipment of two military posts—Fort Crook and Fort Omaha—ready to hand, a quartermaster's supply warehouse and facilities and also an army headquarters building and could take care of the men with very little additional barracks construction. They know that as the converging point of all the big railway systems of the section, the men can be gotten in here and out conveniently and quickly without overtaxing the means of transportation. They know, too, that by virtue of the same situation they can here best assemble the food and supplies and all other maintenance necessities.

Every factor of economy and efficiency in mobilization points to Omaha as the logical place for the training of the soldiers.

War Takes on a New Phase.

The presence in English and French waters of Yankee and Japanese warships, bent on taking up part of the work carried on so far by the British and French navies, gives a ruddier tinge to the fire of war. It shows these nations are allies in fact as well as in name. To the people who have been so sorely tried in the deluge of destruction these newcomers bring a proof that the sacrifices made by brave men and women in the combat against autocratic oppression has not been in vain. To the war lords of Prussia the message must be that opposed to them is such a union of forces as they could not have reckoned on in the beginning and against which they will not make headway. Moreover, it is reasonable to look for more or real activity in the war at sea now, for the dash and initiative of American and Japanese sailors will not be wasted in mere watching. The men who have written the history of navies for the last half century may be depended upon to add some new chapters to its annals. A new phase of the conflict is now opening.

Planning for the New Army.

Final passage of the new army bill has compelled the disclosure of some of the plans laid by the War department for operations under the law. Greatest immediate importance will attach to the announcement from Secretary Baker that assembly of men under the selective draft will not be commenced until September. This date is about as early as possible under the circumstances. It allows only a little over ninety days for the accomplishment of the immense amount of preparation that must be carried out. It is encouraging, too, for it suggests that the experience of last summer's mobilization of the National Guard is not going to be repeated. Men will not be taken until the government is ready to provide for them. The shortage of supplies, now admitted, is not alarming, for the public is aware of the fact that for many months all our factory output of war goods has gone to Europe. These plants will now be speeded up on work for the home forces, that clothing and bedding at least may be ready when the recruits assemble.

Another outstanding feature of the program as laid down in Washington is that eighteen of the thirty-two great camps will be located in the south, twelve of them in the new Department of the Southeast, which embraces the most reliably democratic states we have. This will permit carrying through the winter on the outdoor work of training the soldiers and will also insure spending a considerable proportion of the appropriation for their support where it will do the most good for the party. This arrangement is fortuitous rather than arbitrary.

It may be assumed that the authorities will now move with all due celerity to prepare the army and that the delay will not check the ardor of the nation, but the next three months will give our people plenty of time to consider how costly our neglect is proving. Have we learned the lesson experience has sought to teach us?

Efficiency on the Railroads.

The American Railway association is moving to attain more efficient practice in the movement of trains and the use of motive power. Many details already are worked out and operating officials are being urged to even greater watchfulness, that better results may be had. For example, by the speeding up of repairs it is stated the equivalent of 779,000 additional freight cars may be thrown into immediate use. Similarly, by reducing the number of locomotives under repairs and increasing mileage slightly, it may be possible to keep in service 16,625 more locomotives. Just a little more care in firing will save millions of tons of coal; every second an engine "pops" while standing costs a quarter of a pound of coal and this waste easily can be checked.

Simplification of methods and speeding up of operation already has accomplished wonders and even better service is easily possible. Fairfax Harrison, chairman of the association, urges on all operating executives that they give this matter the closest of attention, to the end that the service be brought up to the highest point and the railroads show their patriotism in an eminently practical way.

The railways are showing a good example for all lines of activity. We may have thought we were doing business on a pretty close margin, yet a surprising lot of lost motion may be taken up under stress, with only good results to all.

The lordly pose of mutton and wool on the market place glimpses the lofty altitude of western stockmasters. The wealth of grain speculators combined with the greased fortunes of Oklahoma oil fields barely approach the golden reach of the sheepmen. Beside them even munitioners are pikers.

One branch of the Illinois legislature passed a bill providing for real state supervision of banks. Its fate in the other branch remains to be seen. Even a partial victory for banking honesty is notable in a state which has been scandalized by robbers cloaking their operations as private bankers.

It seems that, after all, the silent sentinels at the White House did not sacrifice shoe leather in vain.

Eat More Bananas

By Frederic J. Haskin

Washington, May 16.—Eat more bananas! This is the advice of food experts. Bananas have almost the same food value as potatoes and are as digestible when ripe. They are never out of season. Americans should learn to use bananas, not merely as a luxury, but as a staple food.

Almost the entire supply of bananas eaten in the United States comes from Jamaica, Central America and the northern edge of South America. A different species, known as Chinese bananas, is shipped from Hawaii to the Pacific coast, but the popularity of this variety is small compared to that of the golden yellow banana, known as the "Gros Michel," or "Big Mike."

Americans already eat millions of bananas a year as raw fruit, but our capacity would be much larger, according to the food economists, if we would use it more extensively as a cooked food. There are many ways of cooking bananas and in most of the lands where it grows fried and stewed bananas are staple articles of diet. The banana contains as large a percentage of carbohydrates (starch and sugar) as does the potato and nearly the same proportions of other constituents, with the exception of potash. It is not a perfect substitute for the potato, but it is very near it.

Few American housewives know how to cook bananas. For fried bananas, peel and split the bananas, dip each half into well-beaten egg, then into fine bread crumbs and fry in hot oil.

More digestible are baked bananas. Bananas may be baked whole, one side of the skin being stripped back in this case, or it may be peeled and cut in halves. The fruit should be put in a baking pan sprinkled with cinnamon, a half cup of sugar, a pinch of salt and tiny bits of butter. Four into the pan a half cup of water and bake frequently while baking in a quick oven. Lemon juice may be substituted for cinnamon, making it into a syrup before baking, then pouring over the fruit when placed in the oven. Apples may be baked with the peeled bananas and the combination is delicious.

From time to time there have been well-founded and important charges that the banana was indigestible. In a great many cases this is undoubtedly true, but the fault lies with the condition of the fruit. Bananas are indigestible only when unripe. In recent medical experiments conducted by Victor C. Myers and Anton R. Ross of New York and published in the Journal of the American Medical Association patients were fed bananas and the results noted. In no single case when a patient was fed sufficient ripe bananas was there any resulting discomfort. One man was given a bread and milk diet for one week and bananas and milk for a corresponding period and "the subjective sensations experienced were much more favorable to the banana and milk than to the bread and milk diet," aver the doctors.

The great difficulty is in securing bananas of precisely the right stage of ripeness. It is, of course, just as unwise to eat them when they are so ripe that a chemical disintegration has set in, but, on the other hand, there is no doubt that the majority of Americans eat them entirely too green. There seems to be a popular tendency to refrain from buying fruit with brownish tints on the peel. People want their bananas to be yellow. As it happens, however, the yellow color in no indication that the fruit is sufficiently ripe. "In fact," says Drs. Myers and Ross, "under certain climatic conditions the fruit may be entirely yellow and still be so unripe that its consumption in large amounts would be followed by discomfort." It is when the peel becomes golden instead of yellow and sprinkled with specks of brown that the banana is ripe enough to eat with perfect safety.

The bureau of home economics of the United States Department of Agriculture has been able to ascertain the precise point at which the banana is ripe enough to be palatable, digestible and nutritious. The various stages are best described in the following schedule, which also may be of some use to the average purchaser of bananas. This schedule, however, was not compiled by the Department of Agriculture, but by the New York doctors who made the experiments already referred to. Stages of the banana's ripening as shown by its appearance are: First, very green; second, greenish yellow, with pea green tip and edges and bitter flavor; third, yellow except extreme tip, beginning of golden yellow, bitter flavor almost gone; fourth, all yellow except extreme tip, greenish cast to edges; fifth, golden yellow, greenish cast to edges, occasional brown specks, no herbaceous flavor; sixth, full golden yellow, with brown specks, strong amygdalacetate flavor; seventh, patches of light brown shades; eighth, largely light brown.

It is better to let bananas ripen on the stem, but if necessary buy them while yellow and let them ripen afterwards. Under these circumstances there is no excuse for indigestion. At any rate, in cutting down the family board bill, the banana, both cooked and raw, deserves more careful attention.

Corn and the Cook

New York World

Right here "Tama Jim" Wilson, secretary of agriculture, left it twenty years ago, the question recurs of teaching the English to eat American corn. It is a matter timely both to the food crisis in Britain and to the newly warmed and strengthened relations between two great nations attached to one another tongue.

For many years of the New World have furnished to our profit the roast beef of old England. There will be more than a commercial happiness if we may extend into a complete Anglo-American service the product of our corn fields. Economy, good health and good cheer go with the range of corn foods, from the ponies of Dixie to the Injun pudding of New England. Not forgetting the mush and milk which not infrequently marks the end of a perfect dietary day.

One thing, nevertheless, is vital to the issue. That thing is the cook. Not invariably over here does culinary efficiency meet fully the rich potentialities of the yellow grain. Still we do have good corn cooks, and we know better than to mist judge the meal when a fault is presented from the kitchen. If Britain is to be persuaded to take to the corn, it must be through the able co-operation of a blue-ribbon American artist at the range.

People and Events

A quart of liquor a month is the booze limit in West Virginia. Not every Sahara yields an oasis of that size.

Postage stamps, street car fares, gas and electric light bills are conspicuous for failing to take the elevator. The first in the list promises to break away and ascend a story or two and the second inclines toward aviation. The others cling to the earth, impressive in their lonely dignity.

William Howard Taft is one of the happiest dads in the country. One of his sons has enlisted, another won the highest honors at Yale. The latter is 18 years of age, a member of the junior class and was awarded the Gordon Brown prize for "manhood, scholarship and capacity for leadership."

A mere man hailed into court at Poughkeepsie, N. Y., on charges of nonsupport won the sympathy of the judge by showing that his shaken mate amused herself by throwing eggs at neighborhood cats. In these troublous days even a court knows where economy ends and extravagance begins.

Failure to heed the Gregorian warning: "Obey the law; keep your mouth shut," Rev. John C. Twele, pastor of St. Peter's Lutheran Evangelical church at New Memphis, Ill., worked up a bunch of trouble for himself. Expressing in public the sentiment that a rising of the masses, such as occurred in Russia, "would be a good thing for the United States" at the present time, Rev. Mr. Twele was arrested by federal authorities.

TODAY

Proverb for the Day.

Be sure of a new friend before cutting an old one.

One Year Ago Today in the War.

Austrians penetrated Italian territory from the Tyrol. Germans took by storm small French fort on slopes of Hill 267 at Verdun.

Russia and Sweden reported to have reached a satisfactory settlement of the Aland island case.

In Omaha Thirty Years Ago Today.

A. C. Riddell has joined forces with his brother, W. E. Riddell, the well-known commission man, and the firm will be known as Riddell & Riddell. Land was staked out on the Belt.



line for the John Diert agricultural implement manufactory.

Mrs. William Altstadt of South Sixteenth fell on the sidewalk and broke her arm. She was attended by Dr. Jensen and is getting along nicely.

Benjamin Smith, the Boston capitalist, who is largely interested in property in Omaha, is in the city and is planning the building of a five-story block on the southwest corner of Eleventh and Harney.

A marriage license was issued to Russell Smith and Miss Victoria Allen. As the couple are mutes, the questions and answers were through the medium of pencil and paper.

The Union Pacific management has decided to build the depot at South Omaha and T. J. Potter, S. R. Callaway and Ed Dickinson have gone down to look over the ground.

The students of the Omaha Commercial college, about twenty-five in number, attended a picnic given at Hanson park by the management of the college.

Miss Stella Rosewater and Miss Nellie Rosewater have returned from the east, accompanied by Miss Daisy Stewart of Washington, who will be their guest for several weeks.

Five hundred commissioners of the Presbyterian assembly met in the Dodge street church. The music was rendered by the choir consisting of the following members: Mrs. W. L. Welsh, soprano; Mrs. F. P. Day, contralto; Franklin S. Smith, tenor; and J. L. Smith, bass.

This Day in History.

1795—Josiah Bartlett, the first to cast a vote for the declaration of independence and the second to sign it, died at Kingston, N. H. Born at Amesbury, Mass., November 24, 1729.

1812—Felix Kirke Zollinger, noted confederate general, born in Maury county, Tennessee. Killed in battle near Mill Springs, Ky., July 19, 1862.

1864—An expedition under Commodore Decatur sailed from New York for Algiers to punish pirates, war having been declared by the United States.

1864—Confederates under General Johnston crossed the Etowah during the night and occupied a fortified position covering the Allatoona pass.

1893—A new ukase was issued expelling the Jews from the Asiatic provinces of Russia.

1896—The Duke of the Archduke Karl Ludwig, heir presumptive to the Austrian throne.

1898—William E. Gladstone, British statesman, died. Born December 29, 1807.

1915—Premier Asquith announced the reorganization of the British cabinet.

The Day We Celebrate.

John W. Garrett, named by President Wilson to succeed Henry Van Dyke as United States minister to The Netherlands, born in Baltimore forty-five years ago today.

Bishop Edwin J. Mounoz of the Methodist Episcopal church, south, born at Spartanburg, S. C., forty-eight years ago today.

Louis W. Hill, who has been re-elected president of the Great North-Western Railway, born in St. Paul forty-five years ago today.

Captain Waldorf Astor, eldest son and heir of Baron Astor, born in New York City thirty-eight years ago today.

Timely Jottings and Reminders.

One hundred and two years ago today Commodore Decatur and Bainbridge, with a squadron of line ships, sailed from New York to make war on the Day of Austerlitz.

Harvard University's second division of ambulance drivers to go into service since the United States declared war on Germany sails for Europe today.

The citizens of Hyattsville, Md., are to be given an opportunity to express their sentiments on the subject of single tax at a special referendum election today.

"State Bird day" will be observed in Massachusetts today under the auspices of the State Grange, the Audubon societies and other organizations interested in the preservation of the wild birds.

Storyette of the Day.

As the result of Judge Landis' peculiar sense of humor many "stories" have gone the rounds.

While true in fact he was engaged in a case before Federal Judge Christian Kohlsaat. There were two other federal judges in Chicago. They were Judge James Henley and Judge Peter Grossman.

Judge Kohlsaat called young Landis to the bench.

"Say," he said to the young attorney in a severe tone, "I understand you have been referring to me as 'Chris' Kohlsaat'?"

Young Landis grinned and said: "I'll bet I know who told you that. It was either 'Jim' Henley or 'Pet' Grossman."

His sense of humor has never deserted him.—Case and Comment.

SMILING LINES.

"Do you always give your wife her own will?" "No."

"How do you manage it?" "I don't. She takes it."—Baltimore American.

"Bill—Who is that man?" "Gill—He is in fighting?" "Doesn't believe in fighting?" "No."

"How did he get the black eye?" "Because he didn't believe in fighting."—Tonka's Statesman.

The Bee's Letter Box

Editor of The Bee:

Omaha, May 18.—To the Editor of The Bee: In the evening issue of The Bee of May 17 John Rush is reported as saying that any red-blooded Irishman presents an insult to the offer of the English government to make home rule for Ireland immediate, leaving Ulster under English rule, and calls such a proposal preposterous. It would be of interest to have Mr. Rush explain why such an offer as that of the English government is not most evidently fair and just. If Mr. Rush has a better suggestion to make it is of special interest now. Why does the south of Ireland wish to force an offensive rule upon Ulster? If the Irish nationalists are fair and just, and have suffered as much under English rule as their public utterances would lead one to believe, will Mr. Rush explain why they desire to force an obnoxious government upon Ulster, placing themselves in the exact position which they so bitterly condemn in the English government? It may not be as generally known as it should be that the north of Ireland was colonized by the Scotch and English at one time and so the present inhabitants have no doubt find it much easier to affiliate with and live under the rule of those whose antecedents were similar to their own.

As we know, a nation so called may be a mere geographical expression, not one of nations, and hence not to be treated as the homogeneous union of a people. All unprejudiced information points to a division in Ireland similarly formed. Each group chooses an urban and manufacturing one; different ideals, as refer to the seditious uprising which the south of Ireland permitted the German nation to aid them in their public utterances would lead one to believe, will Mr. Rush explain why they desire to force an obnoxious government upon Ulster, placing themselves in the exact position which they so bitterly condemn in the English government? It may not be as generally known as it should be that the north of Ireland was colonized by the Scotch and English at one time and so the present inhabitants have no doubt find it much easier to affiliate with and live under the rule of those whose antecedents were similar to their own.

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