

THE OMAHA BEE

DAILY (MORNING)-EVENING-SUNDAY
FOUNDED BY EDWARD ROSEWATER
VICTOR ROSEWATER, EDITOR

TERMS OF SUBSCRIPTION
Daily and Sunday... \$5.00 per year
Daily without Sunday... \$4.00 per year

REMITTANCE
Send by draft, express or postal order. Only 2-cent stamp taken in payment of small amounts.

OFFICES
Chicago-People's Gas Building, 100 N. Dearborn St.
New York-240 Fifth Ave.
London-Little Building, 15 Abchurch Lane

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

APRIL CIRCULATION
56,260 Daily-Sunday, 51,144

Average circulation for the month... 56,260 Daily-Sunday, 51,144

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

Don't be backward about coming forward to buy a Liberty bond.

It is a dull day which does not bring to the front a specific for the U-boat plague.

Cardinal point in conservation: Don't despise the little things, for "mony a mickle makes a muckle."

If Omaha is to have a special program for registration day it had better be worked out soon. Time is getting short.

Now that the state has returned the excess oil fees no doubt the gasoline tanks will loosen up a bit and cut the card rate.

Beef brings \$1 a pound in Paris, three times the price hereabouts. Even at that we kick as vigorously as the Parisians.

The legal guardians of Iowa doubtless consider six days of comparative freedom about all the natives can safely assimilate in one week.

Chadron is a long ways off to take Omaha's dirty linen to wash, but the Dawes county people are welcome to the job if they want it.

One of the first things the conservation council will have to do will be to compliment the weatherman on the fine way he has behaved for the last few weeks.

At least one Omaha school teacher is not ashamed that she is giving up her job to get married. She advised the board that is her only reason for resigning.

With prohibition again postponed in Wisconsin, Milwaukee may continue to make itself famous and help irrigate oases in dry regions for another two years at least.

The hyphenated wouldn't have printed that cartoon a year ago for a mint of money. It represents the difference between looking for votes and having the votes counted.

While certain features of the dry law are undergoing the test of the courts, it will be just as well for ordinary mortals to keep close to the letter if they want to avoid trouble.

Several big trust cases go over for reargument before the federal supreme court. The additional legal expense is small change beside the profits flowing from an extended trade cinch.

Forty per cent of the college students examined at Chicago for commissions in the marine corps failed on physical tests. Managers of college athletics win the floor for an explanation.

Hip-pocket hospitality personally conducted from wet districts meets many discouragements in this locality. The regular squeeze of "100 and costs" transforms sociability into a cruel jay-killer.

Various excuses were advanced last winter to account for extortionate coal prices. Car shortage was the main culprit. The true cause is revealed by the Federal Trade commission, which notes a general move among operators to secure "all the traffic will bear."

The German agricultural expert who urges red clover and alfalfa as substitutes for potatoes and other short rations takes instant rank as a national deliverer. The main thing is training the human appetite to a dietary designed to vindicate the theory that "all flesh is grass."

Our Fighting Men

John H. Gibbons. Captain John H. Gibbons, U.S.N., retired, who has been recalled to active service to take charge of patrol vessels on the Atlantic coast, is a native of Michigan and a veteran of many years' experience in the navy. He was watch officer on the Vandalia when that vessel was wrecked at Ania, Samoa, and he commanded the gunboat General Alava in an expedition to the Gulf of Rogay, for the rescue from the insurgents of Spanish prisoners. At other periods of his active career he served as United States naval attaché in London, as captain of the port of Manila, as a member of the general board, and as superintendent of the United States Naval academy.

Francis J. Kernan. Francis J. Kernan, one of the new brigadier generals of the United States army, is a soldier of the juridical type. For nearly twenty years his services have been largely in a judicial capacity, in connection with affairs in Cuba, the Philippines and in Mexico. In Cuba he served as president of the commission for the adjustment of claims resulting from the overthrow of the Palma government. In the Philippines he served in a similar capacity in the settlement of disputes over lands between military and civilian officials. More recently he was sent to Mexico to adjust losses incurred in that country during the Madero revolution. General Kernan is a native of Florida and a graduate of the West Point class of 1881.

Robert S. Griffin. Rear Admiral Robert S. Griffin, U. S. N., one of the staff officers upon whose opinions Secretary Daniels places great reliance in the investigation of ways and means for successfully combating the German U-boat, has for several years held the important post of engineer-in-chief of the United States navy. The bureau of which he is in charge directs the designing, fitting out, running and repairing of all of our vessels of war and also of the great workshops at the various navy yards. Admiral Griffin has the reputation of being one of the foremost engineering experts in the navy. He is in his sixtieth year and a native of Fredericksburg, Va.

America's Work for Humanity.

China is about to erect a bronze statue of John Hay to commemorate his preservation of that country, at the time when he interposed against the dismemberment suggested by European powers and established instead the "open door." This action and the subsequent efforts of Secretary Hay to induce the nations to refund indemnities exacted as a result of the Boxer rebellion, a course adopted only by the United States, finds now an awakened Chinese nation eager to express its appreciation of the service to which its revival may be traced. The incident alone is noteworthy, but taken in connection with the professions under which we made our entrance into the world war it is doubly significant. In fact, it is a testimonial of the good faith of the United States in its devotion solely to the cause of humanity and the establishment of the right of self-government among the peoples of the earth.

When the program of the Holy Alliance was met by the assertion of the Monroe Doctrine democracy was assured for the new world, so far as the United States could preserve it. In 1898 Cuba's revolt against Spain was followed by a train of events that drew us into the arena of world affairs, earliest among the opportunities presented being that to serve China. Better proof of our sincerity could not be asked than the record here made up. Cuba established as a self-governing republic, the Philippines lifted from savagery and barbarism and set on the road to independence, a task as yet incomplete, but well set forward, and the preservation of China are examples that must challenge admiration.

We make no war for conquest; we seek no territorial aggrandizement; our resources, material and moral, are pledged solely to the cause of human liberty in body and mind. This pledge is made in the name of the American people and will be redeemed by them. It is America's work for humanity.

Illuminating the Twilight Zone.

Decisions just made by the United States supreme court throw much light into the twilight zone between state and federal control of interstate commerce. One more 2-cent fare law, that of Arkansas, is knocked out, so far as it applies to the complaining railroad, as being confiscatory. In this the court follows the rule laid down long ago and frequently referred to of late that rate regulations must be reasonable and that the roads are to be permitted earnings that will be profitable.

A phase of the whole question not so well covered as the matter of rates is touched upon by several determinations on part of the court as to the application of state compensation laws to workmen engaged in the transportation industry. It is held that in interstate commerce exclusively the federal law applies, while the state laws govern intrastate commerce alone. In this connection the court denies the right of a state to legislate concerning maritime affairs, holding that power to be lodged solely in congress.

These decisions will tend to clarify much that has been in dispute, and should simplify future legislation dealing with transportation matters. The slow progress of clearly marking the line between state and federal control and responsibility is moving to a point where debatable ground is certainly vanishing. Better understanding thus made possible will permit of more definite action by both for the solution of many important points relating to control that have been uncertain. In time the reorganization of the Interstate Commerce commission into a more efficient body along lines proposed by The Bee will bring about an adjustment of transportation difficulties and the business of the whole country will be correspondingly benefited.

Iowa and Its "Blue Laws."

The attorney general of Iowa has stirred up considerable commotion throughout the state by his action in undertaking to enforce the long neglected "blue laws," especially that which pertains to Sunday observance. This opens an ethical and moral question entirely outside the purview of the laws in question.

People of Iowa have long set themselves up as exemplars of obedience to law. All the time they have known of the existence of the laws they now complain of. At least three times in the last quarter of a century the Iowa code has been revised and the laws codified, and each time the Sunday observance law has been carried forward and continued as a part of the criminal code of the state. If it is not to be observed, why is it retained on the books?

Hawkeyes surely expect to live up to the requirements of the laws they make for their own government. If these are found to work hardship the people have the power to repeal them or to remedy their defects in any other way desired. The present attorney general, apparently more courageous than his predecessors, is moving in the right way to awaken the public to its own responsibility in the premises. One of the great American shortcomings has been exhibited always in our propensity to enact laws and then to observe them only so far as is convenient or to our interest. It will be far better for us all when the time comes that not so much "regulation" is undertaken and the few laws left are accorded greater respect and followed more closely.

Another State Revenue Problem.

The clerk of the supreme court has been directed to return to the oil companies excess fees collected for inspection amounting to \$127,300, and the state hereafter will get only what the oil inspection actually costs. This raises a new problem in state finance. Heretofore the surplus of fees collected for oil inspection has been covered into the general fund of the state and has been used to defray in part the expense of government. The late legislature, at the request of the governor, consolidated all the inspection bureaus under the head of the food commission, with the purpose of making the inspection work self-sustaining. This would require the excess collections from oil inspection, as fees for the other service under the bureau had not produced sufficient revenue to cover all expenses. Now the service must suffer, or the money to pay for it must come from some unknown source. No appropriation beyond that of fees was made by the legislature to maintain the food commission, and this leaves it without recourse beyond its collections. In this crippling of the bureau's functions we have another shining example of democratic efficiency.

Atlanta is finding out about fire what Omaha and Dayton know of wind and flood. Destruction is hard to bear, no matter in what form it comes, but with splendid examples in recuperation by its northern sisters the southern city will rise again more beautiful than before.

So Are Taxes

By Frederic J. Haskin

Washington, May 20.—Sherman adequately described war, but he forgot to say anything about paying for it. Every morning the ways and means committee receives a large mail bag full of remonstrances, showing that war taxes are also—painful.

"We are in entire sympathy with the preparedness program," writes a large moving picture corporation, "but why tax the film—the poor man's one great means of entertainment? The rest of the bill is all right," declare the nation's soap-makers in unison, "but soap is a sanitary necessity that should be kept within reach of the poor." "For Heaven's sake, don't make gasoline any higher!" telegraphs a distressed middle westerner, who was evidently laboring under the impression that a tax on gasoline was included in the bill.

From the poor man himself—suddenly, become the conscientious responsibility of all large manufacturers—no protest has been heard, although 3 per cent of the taxes included in the bill directly affect him. This fact is not surprising, when a great deal of comment in congress, which has tried to account for it. One representative suggests that it is because the poor man is too busy earning a living to pay much attention to congressional legislation and another suggests that he is too patriotic, but another reason given by a Philadelphia laboring man doubtless is nearer to the truth. "Oh, what's the use of kickin'?" he asked. "We've got to pay it anyway."

A statement which leaves no room for argument. A modern war is expensive, and we have got to expect taxes of every kind. Our last great war cost the civil war—the nation only \$6,190,000,000; now, for the first year of this war nearly nine billions dollars will be needed. Of this nearly two billions must be raised by taxation and seven billion by bonds.

It costs a great deal every year to run the machinery of the United States government. With the exception of the United States patent office, no bureau of the government is self-supporting. This year the amount required to cover current expenses is estimated at \$1,570,000,000. A billion dollars is a tremendous sum of money. If you were paid a dollar a minute for working night and day for every day during the week, including Sunday, it would take you two thousand years to accumulate a billion dollars. Yet one year of war will cost this nation nine billion dollars.

The United States now owes a debt of \$971,000,000, left over from the Spanish-American war, while the aggregate bonded indebtedness of our states, counties and municipalities is nearly four billion dollars. Add to this the new seven billion dollar bond issue and you have a total national debt of nearly twelve billion dollars. Congress has decided that it is fair to make the present generation pay its share of the expenses.

Of all the belligerents of Europe, Great Britain's system of war revenue seems to be the most favorable for this nation. At the beginning of the war England still owed \$3,500,000,000 debt on its Napoleonic wars. With a large credit, however, it was able to borrow money at fairly low rates of interest, which Parliament proceeded to do up to nearly twenty billion dollars. Some of this money England loaned to its allies. In the meantime taxes were increased to such an extent that the people are now paying 25 per cent of the war expenses. The American war revenue bill is based almost entirely on the English plan. England imposed additional taxes on incomes and excess profits. So does the United States. England also taxes moving pictures, telegrams, tobacco, jewelry and railroad transportation. So does the United States.

Germany is financing her war entirely on bonds. At the beginning of the war her indebtedness was \$1,172,000,000, although that of the German states was \$3,846,000,000. She started floating war loans immediately, which she has kept up until her national debt is now above five billion dollars, on which her annual interest charges exceed \$700,000,000. In this connection it is interesting to note that within the past few weeks the German government is reported to have imposed its first war taxes.

Of all the belligerents France has suffered the greatest financial distress in conducting her war. In the beginning the National bank loaned the government over a billion dollars in the form of note circulation issued against the government obligations deposited with the bank. This was supplemented by other loans from various sources, although the fact that Germany captured and held a large portion of French mining resources early in the war made it difficult to float loans of any great size. No taxes were levied until the war had well advanced, but her citizens responded nobly to every call of the government for gold and foreign securities. With a debt of six billion dollars at the beginning of the war, France has nevertheless been able to borrow nine billion dollars additional to pay her tremendous war bill, which now approximates twenty-two million a day. The interest charges on this money alone are appalling for so small a country.

With the combined wealth of \$215,000,000,000, the allies have borrowed nearly forty-two billion, while the central powers, with a combined wealth of \$113,000,000,000, have borrowed nearly fifteen billion dollars. The fact that all the countries of Europe possessed in the neighborhood of thirty-three billion dollars in foreign securities at the beginning of the war has practically saved their financial necks during the past two years of money scarcity.

The policy of the United States has always been to pay off its debts as soon as possible. The debt resulting from the revolutionary war was \$75,000,000, and this was more than cut in half at the beginning of the war of 1812. This war brought a second war debt of \$127,000,000, which was entirely paid in twenty years, while the Mexican war debt of \$68,000,000 was reduced to \$28,000,000 when the civil war started. At the end of the civil war our national debt was \$2,381,000,000, but this was reduced to \$885,000,000 by 1892. The Spanish-American war and the financing of the Panama canal left us with another debt of \$1,046,000,000 to pay off, and this had dwindled to \$971,000,000 when this war broke out.

Nebraska Editors

Elmer Smith has leased the Dunbar Review. Editor Con. Linderman of the Crawford Tribune has installed a two-magazine Intertyping. John W. Thomas, editor of the Alliance Herald, has been appointed deputy state land commissioner.

Editor D. G. Brewer of the Spalding Democrat has purchased the Genoa Times. He probably will sell or lease the Democrat. Colonel Mark, editor of the Mitchell Index, last week celebrated the sixteenth anniversary of his paper by installing an Intertyping.

S. C. Blackman, who has been employed on the Madison Chronicle, has leased the Tilden Citizen from the estate of the late Felix Hales.

Editor Horace L. Davis of the Ord Journal announces that he will increase the price of that family necessity to \$2 a year July 1 if the cost of production continues to mount skyward.

Editor F. A. Scherzinger of the Nelson Gazette celebrated the completion of the thirty-third volume of his paper by announcing an advance in subscription rate to \$1.50 a year.

Tekamah Herald: The Lyons Mirror and the Sun seem to be having "some scrap" and from reading last week's Mirror "it is evident that Moose Warner has not lost any pep and that his Mirror has not been broken by the hot rays from the Sun. Nebraska City Press: Doc Bixby of the Lincoln Journal thinks all the sporting editors should get to the front as quickly as possible. For that matter, all editors should make good soldiers. Their profession is a battle from morning to night. Fighting a sturdy Prussian soldier has no terrors for the man who has dodged Irate Subscriber up and down two or three flights of stairs and around the corners.

TODAY

Proverb of the Day. Begin on the best and you'll always have the best.

One Year Ago Today in the War. Germans captured long line of British trenches on Vimy ridge.

By the vote of \$1,500,000,000 the House of Commons brought the total British war credits up to \$11,910,000,000.

In Omaha Thirty Years Ago. Messrs. H. B. Hudson, O. H. Gordon and Guy Doane of the Omaha Rowing association, went to Council Bluffs to look Lake Manawa over with a view to preparations for a regatta.

As the undertaking wagon of Drexel & Maul was turning the corner of Jones and Thirteenth, the front wheel



of the wheel came off precipitating Coroner Drexel and Charles Bachman to the pavement. The chief damage was the wrecking of the coroner's new \$5 ice cream trowers.

The Sisters of Charity purchased, through J. A. Curran, the charge of Eimer S. Dundy, Jr., and Fred Nye, the north half of the block between Ninth and Tenth, facing on Castelar.

It is the intention of the Sisters to erect a \$10,000 structure.

L. A. Garner has been appointed superintendent of the American Express company, with headquarters at Des Moines. He will endeavor to transfer his headquarters to Omaha as he considers Omaha a more advantageous point from which to transact the company's business.

The Casino Concert Garden, Fourteenth and Howard, has been opened and Prof. Frank C. Curran, in charge of the musical part of the entertainment.

The boys and girls of the Sunday School Temperance army held a meeting in Jackson Square, Pennsylvania, were delivered by the following: Rev. Thomas Marshall, R. H. Allen and J. A. Worden.

The South Omaha postoffice has been moved into the new building which is fitted up in good shape with 250 call boxes and forty-nine lock boxes.

This Day in History.

1701—Captain Kidd, the famous pirate, was condemned to death.

1788—Samuel Ward King, governor of Rhode Island in "Dorr's Rebellion," born at Johnston, R. I. Died at Providence, R. I., January 20, 1851.

1788—Birth of Charles Carroll, the eighth state, ratified the constitution.

1823—William Brewster was inaugurated governor of Massachusetts.

1837—General James S. Brislin, who commanded the Pennsylvania State cavalry at Gettysburg, born at Boalsburg, Pa. Died in Philadelphia, January 14, 1892.

1859—Sir Hope Grant defeated Nana Sahib in Jorwah Pass.

1861—"Kit" Carson, celebrated soldier and frontiersman, died at Fort Lyon, Colo. Born in Madison county, Kentucky, December 24, 1809.

1892—Frederick Deeming, author of the "Kitt" novel, was executed at Melbourne, Australia.

1915—Italy declared war upon Austria.

1916—British House of Lords passed the conscription bill.

The Day We Celebrate.

William H. Clarke of the Nonpareil Laundry company, is just forty-seven. He was born in Vineland, N. J., and came to Omaha in 1888 from Indiana to take a position with the Cudahy Packing company, which he retained for fifteen years before going into his present business.

H. R. Mann is just fifty today. His birthplace is Wisconsin and he is secretary of the Forest Lawn Cemetery association.

J. W. Kurtz was born just across the river at Council Bluffs thirty-eight years ago, but as soon as possible came over to Omaha. He is now business manager for the Omaha Daily News.

Major General Erasmus M. Weaver, chief of coast artillery of the United States army, born at Lafayette, Ind., sixty-three years ago today.

Brigadier-General David S. Gordon, U. S. A., retired, born in Franklin county, Pennsylvania, eighty-five years ago today.

Edwin Y. Webb of North Carolina, chairman of the house judiciary committee, born at Shelby, N. C., forty-five years ago today.

Douglas Fairbanks, a noted actor of the speaking and acting stage in the films, born in Denver, thirty-four years ago today.

Lawrence (Larry) Gardner, third baseman of the Boston American league baseball team, born at Enockburg Falls, Va., thirty-one years ago today.

Zachary D. Wheat, outfielder of the Brooklyn National league baseball team, born at Hamilton, Mo., twenty-nine years ago today.

Timely Jottings and Reminders.

"The Human Factor in Industrial Preparedness" is to be discussed at a conference to open in Chicago today under the auspices of the Western Efficiency society.

The Equity Co-Operative exchange has called a conference of farmers of the United States and western Canada to meet today at Fargo, N. D., to discuss price regulation, labor and other war problems affecting the farmers.

Hearing before the Interstate Commerce commission on the application of the railroads for permission to increase their freight rates is to be resumed in Washington today, when the railroad witnesses will be recalled for cross-examination by shippers and state railway commissioners.

Storyette of the Day.

"When you and your wife have a difference of opinion," said the father, who was giving advice to his newly married son, "and you are unable to persuade her that you are right, you must compromise. To illustrate my point I will give you a little experience of my own. One summer your mother wished to spend the season in Maine, while I was anxious to go to the Adirondacks."

"And how did you compromise, father?"

"Well, we stayed from Friday to Monday in the Adirondacks and spent the rest of the summer on the Maine coast."—Youth's Companion.

CHEERY CHAFF.

"A shoemaker is in no danger of having any of his stock left on his hands."

"Why isn't he?"

"Because the shoes he makes are all sold by the time he finishes them."—Louisville Courier-Journal.

Perry Posthouse: "Huh! You haven't any education. You can't even pronounce your Latin name."

Feddy Poo: "Tain't so. The professor said I was the most perfect culture in the laboratory."—Cartoons Magazine.

"I see the Department of Commerce has appealed to lighthouse keepers to plant coral reefs to stop the sea you suppose they could raise?"

"Why, currents, of course."

The Bee's Letter Box

What Germany Is Fighting For.

Omaha, May 21.—To the Editor of The Bee: What are the German war lords fighting for? The civilized world has been asking Germany that question for almost three years and gets ruthless warfare for its answer. The German people are asking that question now and are pressing for an answer. In a recent speech before the Reichstag the German chancellor, Bethmann-Hollweg, said: "Since the winter of 1914-15 I have been pressed from one side, now from the other, publicly to state our war aims, if possible, with details. Every day they demand from me." He says further: "I thoroughly and fully understand the passionate interest of the people in the war aims and peace conditions. I understand the call for clearness which today is addressed to me from the right and left." And again he says: "These interpellations demand from me a definite statement on the question of our war aims. To make such a statement at the present moment would not serve the country's interests. I must therefore decline to make it."

Great horrors, Mr. Editor. That is German militarism exposed. If Germany were fighting for a just cause it could safely tell its own people what it is so they would know what they are fighting for. Germany knows best whether to admit that it went into the war for conquest and expects a German peace, with territory and billions of dollars in money. Germany must be made a republic, then the world will be safe for democracy.

ERNEST L. IRELAND.

Tobacco and the War.

Scott, Neb., May 21.—To the Editor of The Bee: I see so much in the papers at this time about the great waste that we have been allowing and I most heartily agree that it is time for it to stop. There is one thing I can't understand and that is how it can all be blamed on the wastefulness of women.

Thousands of acres of land each year are planted to tobacco. The people of the United States last year paid \$1,100,000,000, 20 per cent more than was paid for bread, for tobacco, and I don't believe the women were the ones who wasted it, either. If this tobacco land was planted to corn or cotton (and it will grow one of the other), how much more good could be done with the proceeds. What surprises me is that one of our officials can preach home gardens and the children and women save all they can and at the same time spend...

About 450,000 boys not in their teens form the habit of smoking yearly. All who have studied the effects of tobacco upon youth know the fearful consequences we'll have to pay for this. The toll will be greater than the toll for the present war.

Think upon this, you who preach economy and be sure you see that all the waste is eliminated. Yours truly, MRS. DEE VINECORE.

Thoughts on Modern Warfare.

Grievous, Ia., May 20.—To the Editor of The Bee: "What shall it profit a man if he gain the whole world and lose his own soul?" The vitality of the truth interrogated is just as powerful and impressive as the day it was uttered in the long ago. It is one of the silent forces that set mankind thinking, because it will exist when heaven and earth shall pass away.

Oh, that there were some force powerful enough to bring our subject before crowned heads of this mundane sphere whose glistening

Rid the Skin

of disgusting blemishes, by quickly purifying the blood, improving the circulation, and regulating the habits with BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c, 25c.

Green's PHARM

16th and Howard. Douglas 846.

Green's PHARM

16th and Howard. Douglas 846.

Rid the Skin

of disgusting blemishes, by quickly purifying the blood, improving the circulation, and regulating the habits with BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c, 25c.

BEECHAM'S PILLS

Largest Sale of Any Medicine in the World. Sold everywhere. In boxes, 10c, 25c.

TO

Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

Beginning June 1 30-Day Round Trip Tickets Daily During the Summer

TO Atlantic City

Cape May and other Seashore Resorts—and to NEW YORK

steel is dripping not only with the blood of men who have braved and innocent women and children who are added to the countless numbers, and the concrete power of the king on his throne as the responsible one. Now while the world is engaged in the cruellest warfare of either ancient or modern times,