

CLEAR TRACKS FOR FREIGHT, IS M'ADOO'S ORDER

Rush Food and Coal Ahead of Passenger Traffic; Director General Names New Advisory Cabinet.

BULLETIN. Washington, Jan. 1.—The Bush terminals at New York were requisitioned for the use of the army today by Major General Goethals, acting quartermaster general.

Clear Freight Congestion. (By Associated Press.) Washington, Jan. 1.—Orders went to eastern roads today from Director General McAduo to clear up freight congestion regardless of previous government priority regulations, passenger schedules and any hampering practices under the old competitive system and to pay special attention to movement of coal and food.

Lines of the west and south were notified that soon they might be called on to furnish locomotives and other equipment to help lighten the traffic burden in the east, and a committee of government officials was created to work out a plan for diverting export freight to ports other than New York.

Coal to New England. Quantities of coal actually were started moving to New England to relieve serious shortages there, and priority orders were suspended for roads east of the Mississippi and north of the Ohio river to the extent necessary to clear up congestion. At the same time the director general dissolved the railroad war board at its own request and named a temporary advisory cabinet of five members. One of these, Hale Holden, president of the Chicago, Burlington and Quincy, and a member of the war board, will be retained to supervise the machinery which the war board has created within the last nine months to co-ordinate the roads of the country.

Other members of the new advisory board are John Skelton Williams, comptroller of the currency, who will have charge of financial questions arising out of government operation; Henry Walters, chairman of the board of Atlantic Coast Line, who will assist on operation problems; Edward Chambers, traffic director of the food administration, who will have general charge of traffic, and Walker D. Hines, assistant to the director general.

Consider Wage Increases. The question of increased pay for railroad employees will be taken up soon by Mr. McAduo, but he said today he had given little thought to wages and did not know what his attitude would be.

Acting under the director general's specific authority, A. H. Smith, president of the New York Central and assistant director, who has charge of the task of clearing congestion in the east, tonight ordered eastern lines to start a systematic campaign to move freight and to report daily to him the congested conditions, so that other roads less burdened might be used for the overflow.

Right of Way for Freight. "Embargo any consignee who does not release freight promptly on arrival," said the order. "So far as practicable, annual passenger trains which interfere with giving necessary freight service. Call upon all employees to lend their efforts in this matter of service to the government and the people."

Director General McAduo explained that there was no intention of abandoning the system of priority as directed by Robert S. Lovett of the war industries board, but that in the future these orders would be issued through the director general, who believes the selection of preferential cars in switch yards in many cases causes more trouble than to move an entire train, and that every class of shipments will move faster if the whole bulk of freight goes forward without priority.

Railroad authorities will use their discretion, however, concerning the speedier movement of perishable articles, coal and any other materials which they believe justifies quick movement.

The committee of managers headed by A. W. Thompson which heretofore has maintained headquarters in Pittsburgh to supervise clearing of congestion in the east is dissolved under Mr. McAduo's orders today, but its machinery and functions are to be assumed by Mr. Smith who will have headquarters in New York.

Some form of drastic action may be taken later against consignees who fail to unload shipments as quickly as possible, the director general explained today.

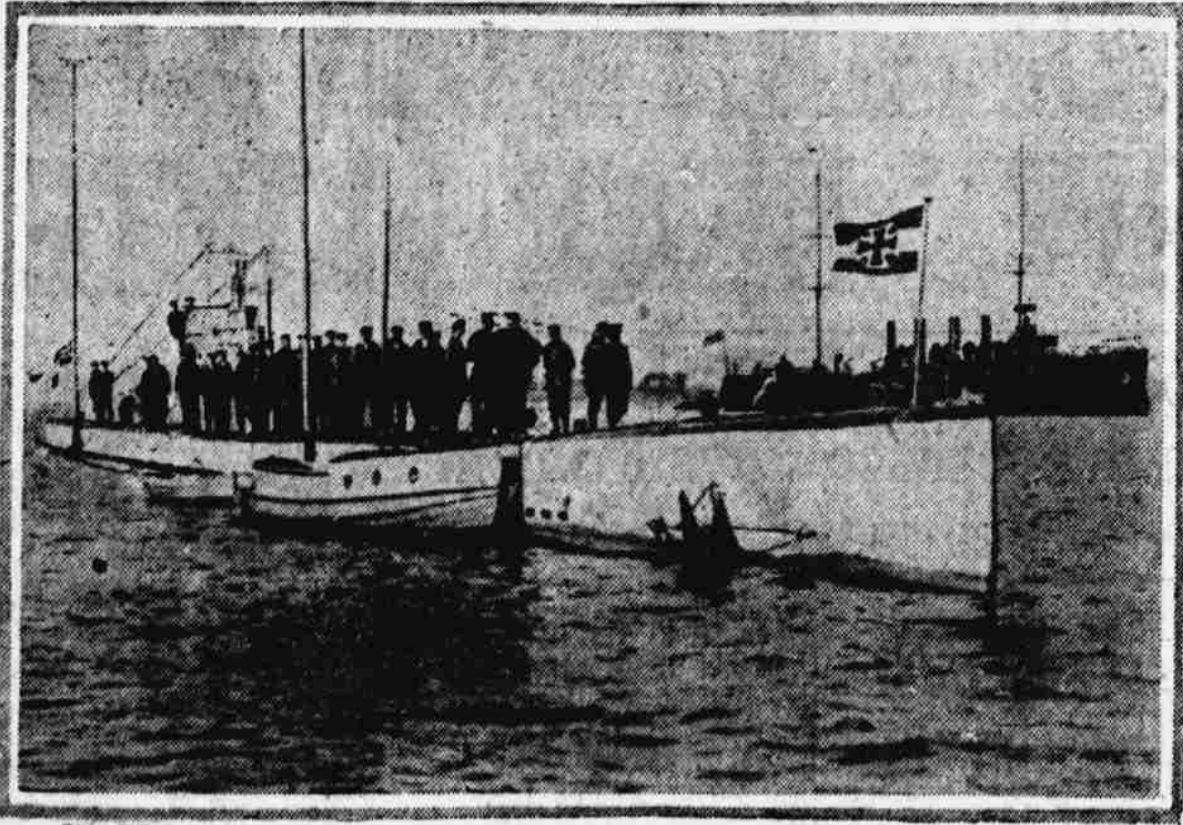
Curtail Passenger Service. Curtailment of passenger travel is planned by eliminating trains as fast as railroads can arrange. No general increase in rates according to the plan adopted in England is in immediate contemplation. Commuter trains will not be affected by the curtailment plans. Engines released in this way will be put into freight service and track facilities and employees will be released for other use.

To relieve New York terminals it is planned to divert as much traffic as possible to Baltimore, Newport News and other Atlantic ports. Means for accomplishing this will be studied by a committee consisting of Major General Goethals, acting quartermaster general of the army; Captain Strother Smith, representing the Navy department; Edward Carry, representing the shipping board; Edward Chambers, of the food administration and Fuel Administrator Garfield. They expect to report to Mr. McAduo within a few days.

General order No. 2 will forbid railroads to make further expenditures not directly concerned with operation. It will cut off such outlays as now go for traffic soliciting bureaus maintained under the old competitive system for advertising and for retainers' fees paid many railroad lawyers.

Among members of congress today a fight was developing over whether legislation to carry out government operation should be only for the period of the war, or should continue in effect until repealed by congress.

German U-53 Is Used as Decoy By French and Five Enemy Submarines Are Sunk



U-53.

OLD FRIENDS ARE MISSING ON NEW YEAR'S DAY, 1918

For First Time in History of Omaha the Popular Tom and Jerry Pass the City By.

Although the new year is less than 24 hours old, it has started in with every indication that it is going to be satisfactory to the average Omahan. During the first day the youngster was heralded in in much the same manner as the heralding of the advent of former New Year days. However, there were two old friends who were nowhere visible.

In the past, so far back as the memory of man runneth, two characters, Tom and Jerry, on New Year's days have made their convivial presence felt in scores and even hundreds of places here in the city. This year neither Tom, nor Jerry, were to be found. Of course one would not have been found unless the other was close by, for in the days of the past when they were in evidence, these two characters were as inseparable as the Siamese twins that formerly appeared as circus attractions.

However, notwithstanding the fact that Tom and Jerry passed Omaha up, people enjoyed themselves. The day was ideal for enjoyment and for once, work, worry and the injunction of Dictator Hoover, relative to the conservation of food, was forgotten. Many Family Reunions. And right here it may be truthfully stated that probably there was never a day in the history of Omaha when there were more family reunions, family and neighborhood gatherings than yesterday. Tables cracked and groaned under the loads of good things prepared to tickle the palates of man and while the drinks that inebriated were few, there were no end to the cats.

Skating was the thing that attracted the thousands, and all day long the lakes and ponds in and around the city were covered with skaters, both men and women, not forgetting the children. During the early part of the day the ice was in prime condition, but as the sun climbed higher and higher, ice that caught its direct rays became slightly wet, but not mushy. Taking it all in all, it was a great day for the skaters.

There was something else on the ice that proved to be an attraction. Out at Miller park, a large number of men who trace their ancestry back to Scotland gathered for that good and popular Scotch game of curling. They were playing for the Kennedy medal, a beautiful gold trophy offered by John L. Kennedy, a bonny Scot and a curling enthusiast.

Hail the Motorist. The weather warmed up enough so that the autoist who had been tied up for several days by zero temperature, cranked up his car and went out for a spin. Here he is spoken of in the singular, but as a matter of fact, New Year's day he was in the plural, and then some. There were thousands of machines out on the paved streets and on the boulevards during the afternoon.

Even the golfers got out and played a few holes, something that is not usual on New Year's day. For golf the weather was just right and after the ice had been dug out of the holes and the tees swept off, the players all agreed that the links were in prime condition.

Down town the streets had considerable the appearance of Sunday. Work was practically suspended and the business houses closed, though about the hotels and cafes there were crowds. At all these eating places appetizing meals were served. The time honored custom of calling, something that was quite the thing when the grandfathers and grandmothers were boys and girls, was observed to some extent. Many of the homes kept open house and during the afternoon, a large number of parties made calls in the same manner as was done when Omaha was a village. At all the places the callers were delightfully received and before them were placed dainty lunches.

Ice "Barons" Busy. About all the work that went merrily on, regardless of the holiday, was the harvesting of the ice crop. Men who supply ice to Omaha took a long look at the early morning sky and then sent out hurry calls for men. The prognostications were for warmer weather and the ice barons concluded that the proper thing was to make ice while it was cold. As a result, fully 1,000 men were at work on the ice at Carter lake and in Seymour park during a greater portion of the day. At the boarding houses where these icemaking workers were fed,

The German submarine U-53, which touched at Newport, R. I., more than a year ago, and then sank several ships off Nantucket, has been captured by the French, according to a dispatch from Paris. The U-53 was used as a decoy, whereby five other submarines were sunk by combined British, French and American squadrons of destroyers.

steaming hot meals were served both noon and night.

Trains on the roads in and out of Omaha came and went as usual with the rule with those hauling passengers. Travel was fairly heavy and there were a large number of persons who desired to get out and see the New Year dinner with friends and relatives in nearby towns. There was apparently a great number who desired to come to the city for the New Year feed.

The railroad people tried to be as easy as possible on the employees operating freight trains. Many of the local and short trains were annulled for the day in order that the employees might be at home with their families. The through freights came and went on schedule time and in several instances extra crews and engines were pressed into the service to rush coal and provisions to destinations out in the state and over into Iowa.

Pass the Horse Is Vogue as Dobbins Supplants Beef

(Continued From Page One.) big red chunk of something that may be beef or elephant for all I know, but I suspect it's a hunk of the old dobbin that used to pull the ash cart past our house.

That bullshviki is suave, nonchalant, almost insulting, an' he gets on my nerves till I'd bite him on the wishbone if he didn't have that cheese knife. I'm no chese an' I'm already cut up, but his Council Bluffs naivete makes me blinky.

Neigh, Neigh, 'Tis Horse.

I noticed a steely glint in his off eye as he rubbed his hands under his apron and dashed into the back room. When he came out he yelled triumphantly as he threw hide, hoofs and horns on the floor:

"See there! That ain't no hoss, an' it ain't no mule neither. Them's whitt come offen it!" "Neigh, neigh, Adelade! You can't bunk me that way," I yelled, sore enough to throw my boots into his shins. "You see guys keep them horns and the hide and hoofs to show to young husbands. I was born at Lincoln, but I ain't simp enough to fall for that. You couldn't never fit that cover on the hunk of contagion on this block. I ain't no millionaire, an' I don't like Hoover anyway. Boy, page Wattle! Gimme liverwurst.

Sees Race Tracks Closed.

Now, harken! This ain't no secret, Bo, but I'm tellin' you, Out at Grand Island Tom Bradshaw is killin' horses an' he's goin' to start a company an' open up in Omaha, Sioux City and St. Joe. Aint that crust? Some there won't be a live horse in the state. They'll all be chewed up. The race tracks will be on the hummer an' operatin' with spava an' skates till Bradshaw gets them, too, an' then it's all off. Times is gettin' rotten.

The dope is that Dennison an' Peterson an' Smith are goin' to cash in with Ben Earl an' Hal Connor an' Governor V an' other horse aristocrats at 10 cents a pound less than real beef. Street car mules an' garbage cart horses will go for less, an' some of 'em are so old you won't be able to drive a nail in the sausage. There'll be no "pass the horse" this way—it'll be pass the buck for mine.

Johnnie Sherman, who used to be the star first sacker in an Ohio team, said a long time ago that war is hell. He was a wise old Turk and he knew even then that we would finally come down to horse and McAduo and Baker and Daniels and the Kaiser's crazy-kultur stuff. If Sherman had played in the Western league he would have had Jim Dahlgren and Johnnie Lynch catalogued and numbered and classified in the ex-box before the season was half over.

BRITISH REPEL FIERCE GERMAN THRUST ON WEST

(Continued From Page One.) tries now at war with the Teutonic allies.

Lloyd George Optimistic. That the British premier is optimistic as to the future course of events is shown in his new year greeting to the viceroys of India in which he says that before the new year is past he has the good hope that "the purpose to which we have set our hands will have been completely achieved."

M. Clemenceau, the French premier, has no intention to permit the Russian socialists to gain an erroneous idea as to the stance of France in the war. He therefore has refused to sanction the granting of passports to

Petrograd for socialist delegates who desire to visit the Russian capital, declaring that the situation there was too chaotic to bring about any useful result and that a visit by Frenchmen at this time might be harmful to the morale on the allied front and also work injury to the allied cause within the enemy lines.

New Orleans, Jan. 1.—Below freezing temperatures were recorded in all the gulf coast states today, and from La Branche, La., came a report that A. L. Hardenbergh, Illinois Central station agent there, had been frozen to death while hunting.

GERMANS RAISE THEIR 'BLOCKADE' OF THE WHITE SEA

Ships Laden With Goods Expected at Reval and Berlin Sending Provisions to Petrograd

(By Associated Press.)

London, Jan. 1.—The German naval delegation at Petrograd, according to the correspondent of the Daily Mail in the Russian capital, has reached an agreement with the Bolshevik government for raising the "blockade" of the White sea, and for the regulation of maritime commerce, which is expected to begin with the impending arrival at Reval of ships with goods from Germany.

A dispatch to the Daily Express from Petrograd says that German ships already have free access to Russian waters, and the government is taking precautions to protect them from British submarines. The first commercial squadron is expected before the Russian Christmas, on January 7.

Special dispatches from Petrograd refer again to the subject of food shortage, which, according to the correspondent of the Daily Mail, is steadily become more critical. The correspondent of the Daily News says that the hotel in which he is staying is piled with crates of provisions bearing Berlin stamps. He adds that the German delegation, expecting an immediate famine, brought its own food.

Berlin newspaper reports received in Amsterdam say that Foreign Secretary von Kuehlmann, while coming to Berlin from Brest-Litovsk, stopped at Warsaw to confer with the Polish premier. The Polish government, it is said, will share in the future negotiations at Brest-Litovsk in an advisory capacity.

SAY PEOPLE RESENT STATE BAR'S ADVICE

Opposition to Recent Selection of Supreme Bench Candidates by Lawyers Dampens Convention's Ardor.

(From a Staff Correspondent.)

Lincoln, Jan. 1.—(Special.)—The action of the State Bar association of voting to select three candidates for the supreme bench, acting as a sort of advisory committee to the people, is causing considerable comment and it appears to be about a standoff in the minds of those who are not within the pale of the legal profession as to whether an endorsement of a man will mean much toward his success or not.

The fact that such men as Judge W. V. Allen, Judge Holmes and Supreme Judge Hamer opposed the idea on the floor of the legal convention had a tendency rather to dampen the enthusiasm of the convention, and after voting practically unanimously to make a recommendation, a speech by Judge Hamer after such action was taken, caused the association to refuse to adopt a plan for putting into effect the manner of the selection, passing it on to the executive committee to work out.

The fact that Judge Hamer will be a candidate for renomination makes his opposition to the plan interesting and in the minds of many may cause complications which may make the endorsement of any man a sort of questionable asset.

People May Resent It.

The judge was not at all backward in charging that the people would resent the action of the lawyers in picking out candidates for the supreme bench, and after the action was taken, said it would be just as fair for the railroads to select the candidates for the railway commission, the teachers the candidates for state superintendent, the bankers the head of the banking board, or the county treasurers the state treasurer.

SOFT CORN MUST MOVE AT ONCE TO SAVE BIG CROP

Grain Exchange Head Says Loss to Farmers Will Be Enormous Unless Corn Is Shipped.

(From a Staff Correspondent.)

Washington, D. C., Jan. 1.—(Special Telegram.)—J. A. Linderholm, president of the Omaha Grain Exchange, in a telegram to Congressman Lobeck states that unless the volume of cars for moving the soft corn in the territory tributary to Omaha is materially increased during the next 60 days it will mean heavy losses to producers and shippers.

Mr. Lobeck at once took up the matter with the Interstate Commerce commission, and on Wednesday will have a conference with the director general of railroads, Secretary McAduo, on the same subject. He will also take up with the secretary the desirability of establishing a school at Omaha for the training of young men in the handling, construction and care of locomotives. Such schools are being regarded as vitally necessary under existing conditions.

George Coupland of the Nebraska state council of defense, who has been in Washington for several days in conference with Attorney General Gregory, will leave for his home in Lincoln tomorrow.

Gosper Village, Including "Fido," Goes Over Top

Smithfield, Neb., Jan. 1.—(Special county, with a population of 190 has 191 Red Cross members, including the tax on the only fighting dog in town. Smithfield 100 per cent for Red Cross. The German church, just east of Smithfield, is also 100 per cent for



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