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Keep the tag on your shovel in view.
Every little snow storm helps the wheat fields now.

Do not shoot a pigeon until you have looked him over carefully. He may be in government service.

Helping Nebraska farmers to get their potatoes to Nebraska consumers will not be wasted effort on part of the railroad board.

Five hundred million a week of treasury certificates for six weeks ought to afford an idea of the speed at which we are progressing.

The busy bolshevik rejoices over finding 100,000 pounds of butter in Petrograd, or about two ounces per capita. What will be done when that is gone?

Omaha Indians are working for the Red Cross as well as fighting for Uncle Sam, showing that the original Americans are also concerned in winning the war.

"Joe" Tumulty will hang on as secretary to the president, and not become a mere United States senator from New Jersey. He knows where to go for power and prestige.

President Wilson's message to Mrs. Roosevelt will be echoed by all Americans. No sickbed less than the president's will be watched with more solicitude than that of the colonel.

That Red Cross car from Nebraska ought to be hauled in daylight across the way to the Atlantic port from which its contents eventually will be shipped, just to show the folks along the route that the west is not asleep.

Representative Glass arises in the house to defend the War department, and recounts as one of its achievements that 10,000,000 young men walked up and registered for military service. Yes, but where do we go from there?

Georgia ruralists are making life interesting for military balloonists, firing on them under the belief that they are Germans. We suggest that the Atlanta Constitution undertake to enlighten its readers on the point, before some enthusiastic cracker patriot wounds or kills an incipient aeronaut.

A Paris paper prints proof that Lenin and his coadjutors had an unlimited credit at German banks prior to going to Petrograd. This may be true, but the bolshevik no longer relies on the kaiser to finance his operations, as he has a simpler way. He merely seizes what he needs, and puts aside all captive treasure against the day when he no longer can practice his present facile method of acquisition.

Nebraska Potatoes for Nebraskans.
The Bee unites with Land Commissioner Shumway in asking why it is that cars may be found to haul potatoes from Wisconsin to Nebraska points at a time when Nebraska potatoes cannot be shipped for lack of cars. This is one of the great crops of northwestern Nebraska, indeed the principal crop in some of the counties, and relied upon by the farmers there as their mainstay. Moreover, during the scarcity of potatoes a year ago these farmers were urged to exert themselves, to the end that they would be able to come to market again with a crop that would defy famine. Having done so, it is singular that they should now be shut out of the market of their home state by reason of inability to transport their crop to the consumer at a time when the farmers of other states find ready access to Nebraska customers. If the conditions are such as Commissioner Shumway alleges, and he ought to know, for he comes from the potato section of the state, a remedy should be found without delay.

Just 30 Years Ago Today
The Brotherhood of Locomotive Engineers, division 132, gave their fifth annual ball in Masonic hall, and their guests numbered over 300.

The Second Infantry band came in from Fort Omaha and serenaded General Crook in the rotunda of the Paxton. A number of leading society people of this city were invited to attend the concert.

Petitions asking for a vote of the citizens on the advisability of issuing \$250,000 bonds for public improvements are being circulated and many are already signed. Mike O'Hearn has secured the signatures of over 60 property owners.

The change of the management of the state department of the Union Pacific has taken place and the property goes into the hands of the Beckwith syndicate, of which the head is A. C. Beckwith of Evanston, Wyo.

A musical and literary entertainment will be given at the Y. W. home, 1910 Dodge street Friday evening.

One Year Ago Today in the War.
Steps taken in Washington to speed up industrial mobilization.
Lieutenant Hans Berg and crew of Appam sent to Philadelphia for internment.

Berlin announced Gerard and his party would be sent at once to Switzerland.

The Day We Celebrate.
John C. Howard of Webster & Howard Fire Insurance company, born 1841.

Allen B. Romano, electrician for the Nebraska Telephone company, born 1876.

Sir Anthony Hope, the famous English novelist recently knighted by King George, born 55 years ago.

Sir Edward Carson, who recently created a sensation by resigning from the British cabinet, born 44 years ago.

This Day in History.
1461—Bonaparte dictated the peace of Lunerville, by which France made great gains at the expense of Austria and Germany.

1826—General John A. Logan, famous soldier, senator and republican candidate for vice president in 1884, born in Jackson county, Illinois. Died in Washington, D. C., December 26, 1896.

1881—General Winifred Scott Hancock, for whom the national army camp at Augusta is named, died at Governor's Island, N. Y. Born near Montgomeryville, Pa., February 14, 1824.

No Check to War Activities.

Every American heart is today echoing the remark ascribed to Farragut at Mobile Bay: "D--n the torpedoes; full steam ahead!" It was this spirit that crushed the rebellion and saved the union, and it is this same indomitable resolve that will carry America's part of the war through to victory. Our people knew from the beginning that the way to France lay over a course beset by the lurking danger of the submarine. None tried to hide the fact that transports might be torpedoed, and that terrible loss of life would follow. Never have we deliberately sought to dissemble or minimize the peril that inevitably accompanies war. Our German foes thought we might; they builded on the prospect that probability of destruction by the subsea terror might deter us in our purpose to combat against them. No hope was ever more vain than that the kaiser builded on his U-boats. The Tuscania was the first; it may not be the last, but its fate will not change America's attitude in the war. Transports will continue to cross the Atlantic, carrying men and supplies, food and ammunition, and in due time Old Glory will float over a field where autocracy has gone down to defeat. The Tuscania is but another reason why we should not lessen our zeal for the great conflict.

Is the Middle West Awake?

Now and again, ever since the war started, somebody has arisen in one or another section of the country and accused the middle west of being somnolent or indifferent as to the situation of the nation. The latest of these is a Chicago man, who is quoted in a Tacoma paper as saying: "In Kansas City, Omaha, Denver and other places away from cantonments and shipbuilding plants the people seem to be asleep." When this statement is brought before our busy workers they will find in it cause for amusement during the brief periods of relaxation they allow themselves from the arduous work of supplying men and means to carry on the war. To be sure, none of our folks have wasted much time in organizing parades or carrying on brass band demonstrations of any sort. They have not devoted their energy to telling one another of their intense loyalty, nor spent much wind in advertising what they have done. They have simply worked, quietly, effectively and persistently, to the end that the United States be made ready for the tremendous task it has taken up. Neither have they set up any invidious contrasts against their neighbors, that they might vaingloriously boast of their own doings. But they are not asleep, nor unmindful of the common peril.

How well the middle west is aware of the danger may be gathered from the figures on conscription given by General Crowder. At the time of registration last summer it is shown that of the gross quota of men required from each state Illinois had already furnished 34 1/2 per cent in volunteers, Iowa 49 per cent, Nebraska 41 per cent and Kansas 61 per cent. These are but a representative group of the great agricultural empire, and chosen for the fact that from them comes the principal part of the food crops of the country. Each of these states has "gone over the top" on Liberty bonds, Red Cross and other subscriptions, and is doing zealous work along all lines suggested by the government as helpful or necessary.

Any man who says our people are asleep may be excused, for he does not know what he is talking about.

On Board the Tuscania.

Many days will probably pass before we are given a connected and lucid account of the circumstances attendant on the sinking of the troop transport Tuscania. Out of the confusion of the fragmentary accounts now coming through from Ireland one great fact looms big and bright. It is that the proportionately small loss of life was due to the calm behavior of the young American soldiers. Briefly trained, these lads already had learned the greatest of lessons to be derived from discipline, that of coolness in presence of danger, and of orderly action in emergency. Such conduct is traditional of Americans in service of their country, a characteristic to which we may largely ascribe the prestige of our national strength. The decks of the Tuscania will afford theme and inspiration for poet and painter; many hundreds of young men, suddenly placed in imminent and deadly peril, standing in ordered ranks calmly waiting their turn to move toward safety, singing meanwhile the anthem of their country, resolute and determined types of manhood that may be developed only in a country where man is free in soul and body—it is a picture fit to go with any of the heroic incidents that illumine our history. And when all the facts are known it will be found that American youth has again shown itself worthy of American trust and honor.

As to the matter of equipping our fire department, the city should adopt a policy and pursue without regard to the political prospects of any man. In this as in all other respects; the best is the cheapest always, but no effort at standardization should become so rigid as to prevent the purchase of improved machinery at any time.

A little better team work between the brotherhoods, the managers and the government might help the railroad situation. At least the public would like to see the experiment tried.

Who Is Paying for the War?
Very Few Escape the Squeeze, Directly or Indirectly

Prof. John R. Commons, University of Wisconsin.

Everybody must expect hardships from war. The greatest hardship is on the boys who go to the front. Nobody can ever pay them what they are worth to the nation. But our nation is doing the next best thing. We have more than doubled the pay that soldiers got before the war. The \$1 a day, besides food, clothing, and expenses, which they now get while training and fighting is four times as much as the British soldier gets, 18 times as much as the French, and nine times as much as the German.

Besides, if they are disabled, the government compensates them for the rest of their lives, by giving them as high as \$100 a month if totally disabled, in addition to teaching them new trades, if necessary, so that they can make a living. Next to the boys at the front, the greatest hardship is on their families. These families can never be paid what the boys are worth to them. But the nation does the next best thing. While they are serving their country it pays their families according to the number of children. In case of death it pays the family the compensation the boy would get after the war if he were disabled; and it furnishes as high as \$10,000 life insurance at less than what an insurance company charges in time of peace, and permits him to continue it after the war at substantially the same rate.

The next great hardship is taxes. In former years our government taxed food and almost everything the people used. In this war it is taxing only liquor, tobacco, patent medicines, luxuries, amusements, new insurance premiums, business documents, transportation and postage.

Two-thirds of the people pay very little extra taxes directly to support the war. The other one-third of the people are taxed on incomes and excess war profits. In the civil war the income tax was 3 per cent to 15 per cent, and every income as low as \$600 was taxed. In this war, three different income taxes are piled on top of each other, so that an income of \$4,000 pays \$40, an income of \$1,000,000 pays \$475,000 and larger incomes pay nearly 60 per cent.

But no income of a married man less than \$2,000 is taxed at all, and none less than \$1,000 for an unmarried man. No workman with a family pays an income tax.

The largest incomes, on the other hand, are not yet taxed as much as they can stand. A corporation pays two taxes—an excess profit tax that is said to average about one-fourth the profits above 9 per cent on its capital, and an income tax of 6 per cent on what is left. Our government has called in the leading tax experts of the country to work on this problem.

The government is trying to cut down excess profits. As fast as possible it is re-

Who Owns the Railroads?
They Actually Belong to 626,122 Stockholders

Ownership of the American railroads, representing an investment of about \$17,000,000,000, lies in the hands of the people, who, however, do not seem to be aware of it, despite the efforts which are being made in various quarters to improve the condition of the country at large. For years, observes Theodore Moore, financial editor of the New York Sun, the vast army of stockholders and bondholders have been asleep to their own interests, and their attitude toward their own property has been one of indiscriminate criticism and punitive legislation. The public eye has seemingly been focused upon the purpose of obtaining the greatest amount of service on a basis of cost which this writer considers to be wholly out of proportion to the service rendered by the carriers. It has been intensely selfish and, strange to say, at the expense of its own properties.

In recent months, however, there has developed among at least a part of the public something akin to realization of the fact that the railroads are the backbone of the nation. This has been largely due to the efforts of the Railway Investors League, organized by John Muir of New York, formerly a railroad man and now a banker, and to the subsequent larger efforts of the National Association of Owners of Railroad Securities. According to the records of the latter, the capitalization of American railway corporations is divided into the following classes of ownership:

- By individuals who number more than 1,000,000 and own \$10,000,000,000 in railroad stocks and bonds.
By life insurance companies, with 46,000-000 policies in force, representing a total ownership of \$1,550,000,000.
By savings banks with 10,000,000 depositors, representing \$847,000,000.
By fire and marine insurance companies, casualty and surety companies, representing a total of \$649,000,000.
By benevolent associations, colleges, schools, charitable institutions, and similar organizations, representing an ownership of \$350,000,000.

By banks and trust companies, owning a total of \$865,000,000. The remainder is held in channels not enumerated, mostly abroad. Recent estimates of financial authorities state that the stock of American railroads is distributed among 626,122 stockholders.

Stockholders, of course, are the actual owners, while the bondholders are creditors. Take a few of the prominent roads, and we find that, in round figures, the Santa Fe has 45,000 stockholders; the Pennsylvania 94,000, of whom 46,000 are women; the Milwaukee 47,000; the Great Northern 25,000; the Baltimore & Ohio, 27,000; and the Southern Pacific 33,000. These holdings represent a heavy increase in individual ownership as compared with 10 years ago, writes Mr. Moore in Money's.

"During recent years there has been persistent absorption of railroad stocks by men and women of modest means. In 1901 many

The Bee's Letter Box
Dividends and Income Tax.
Omaha, Feb. 8.—To the Editor of The Bee: In figuring personal income tax, are sums received as dividends from corporations exempt? Last year they were exempt, having already been taxed as corporation earnings.
IGNORAMUS.

Stand for Wilson.
Phillips, Neb., Feb. 4.—To the Editor of The Bee: After reading the shallow article in The Bee "An Ode to Theodore Roosevelt," by M. E. Krow, I am of a very different opinion. The idea of putting anything so strong as to say "For folly we sure have to pay. He was always right there when he sat in the chair, and that's where we need him today." If he was right there he would want to take a trip to Africa or some place else to kill an elephant, but not so keen for the Huns. Mr. Krow's article sounds as if he was not very loyal to our president, whom I think has been under a strain of some place else to have experienced. All honor to President Wilson.
E. M. D.

Open Front Poultry Houses.
Omaha, Feb. 4.—To the Editor of The Bee: On Sunday last I visited the poultry plant of a gentleman in Omaha who has between 200 and 300 very fine Black Minorca and Rhode Island Red chickens. He has very fine houses for the birds, and all kinds of the latest appliances including automatic feeders and water vessels. But he has open front houses and it is my opinion that at least three-fourths of his chickens have frost-combs and wattles and at least 60 per cent of them have colds to a greater or less extent. I know some people advocate open front poultry houses. They may be all right in a warm climate, but where there is so much cold weather as we have in Nebraska nearly every winter, they are a mistake and I have so contended for years. Chickens originally came from a warm climate and they are subject to colds just the same as people and if they get too cold they suffer. It is just as unnatural for chickens to have parts of their combs and wattles frozen off as for any of us to have fingers and toes frozen off. I contend that warm houses are needed for poultry in the winter in Nebraska. They may be all right in places where the weather is warm and people. I do not advocate artificial heat, but houses for fowls should be kept warm enough to keep them from freezing combs and wattles. A lot of people are going to try raising chickens this year that never raised any before; if they follow the advice of government officials and members of various poultry associations. So it will not be amiss to give them some free advice on the subject of poultry keeping.

If they are going to build poultry houses, I would advise them to build a house not less than 8 by 12 feet of almost any kind of lumber, then cover the house, roof and all with at least two layers of roofing. Do not have the windows on any side but the south if you can help it. Doors east or south. Have plenty of wire on the south and do not have them open front if you do not want your birds to lose their combs and wattles. Take windows out in the summer. When we have much into the winter, as we have had this winter, I shut up my birds and do not let them get outdoors after the temperature gets as low as 10 degrees above zero. I do not open any of the windows, for plenty of fresh air will creep in anyhow when the weather is intensely cold. I seldom have a chicken with the slightest cold and they do not freeze their combs, because my houses have two and three thicknesses of roofing. I would not advise any one to have over 20 chickens in a house 8x12 feet through the winter for they would be too crowded as I think some of the chickens I saw last Sunday were and they could not exercise in the cold air. Chickens need warm air, warm feed and warm

water in the winter. I want none of the fresh air houses in mine. Poultry netting is not warm enough for chickens in this cold climate. They need protection from wintry blasts the same as people.
FRANK A. AGNEW.

SMILING LINES.
"why do you think Plunkville needs a jail?"
"As a town improvement."
"Do you consider a jail a town improvement?"
"Well, it ought to effect a good many improvements, anyhow."—Louisville Courier-Journal.

"Do you miss the old excitement that Crimmon Gulch offered before the town went dry?"
"Not so much," replied Broncho Bill. "Prices have gone up so that two back wheat cakes and a fried egg seem like a regular dissipation."—Washington Star.

They were lecturing the young escapee and told him he should be more grateful to his uncle who had paid his debt."
"Yes, yes," he allowed coolly, "I know my uncle paid my creditors, but what has he done for me?"—Boston Transcript.

"Is it true that the government is building a new revenue cutter?"
"Have you any idea what they are going to name it?"
"Prohibition."—Life.

"Howdy do, Cousin Billy. Me and the girls have come to town to do some shopping, and we thought we would stop and take lunch with you."
"Oh, I'm awful sorry, Cousin Amanda, but this one of our foodless days."—Baltimore American.

Mrs. Flatbush—We have great team work at our house.
Mrs. Bensonhurst—Well, go on.
Mrs. Flatbush—My husband and the dog growl at the same time.—Yonkers Statesman.

A GREAT VICTORY.
(Written by 14-Year-Old Son of Omaha.)
The bulls were in a rage, merrily across the briny sea.
'Twas in the Emerald Isle, so dear to you and me.
For the 27th Regiment of Micks from County Clare
Drove 'em back for miles and miles in a victory 'over there."

The firing on the front, their order, was intensely hot.
When they received their order to hike it "over the top."
Their captain, Patsy Bryan, had just "blasted" over when he fell.
And this made the Irish rush the Huns like demned fresh from hell.

The shells were fierce that day and how cunning they did white.
But they went "over the top" that noon to the Irish were a giant bunch and their fight was O. K.
And although they charged again and again they battle raged all day.

They finally bunched together and away again they flew.
At the low-down Hungarians whom they'd parted of their combs and wattles bumped 'em until they got a grip.
And at last through the German lines they fearlessly did slip.
The poor Germans, alas! were left in utter while the Irish, God bless 'em patrolled their new bet.
LOGAN T. FINNERTY.

Mr. Schneider Tells How His Baby Was Healed by Cuticura

"When baby was cutting his teeth he suffered very much from milk crust. It commenced in the form of small pimples about the ears and forehead and it turned into watery pimples and finally into nasty scabs. The eruption produced great irritation and itching, and he was constantly scratching and crying. Many a night we only had three or four hours' sleep.
I saw a Cuticura Soap and Ointment advertisement, and sent for a free sample. I bought more, and when I had used two and a half cakes of Cuticura Soap and nearly two boxes of Ointment he was healed." (Signed) Gus Schneider, 1448 W. 15th St., Chicago, Ill., August 17, 1917.
Clear the pores of impurities by daily use of Cuticura Soap and occasional touches of Cuticura Ointment. Sample Each Free by Mail. Address post-card: Cuticura, Dept. H, Boston. Sold everywhere. Soap 2c. Ointment 5c and 10c.

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Washington, D. C.

Enclosed find a 2-cent stamp, for which you will please send me, entirely free, "German War Practices."
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Street Address.....
City..... State.....

Aimed at Omaha
Here and There
Peppery Points

Hastings Tribune: The Nebraska supreme court has held that a husband is not justified in slapping his wife. Now will you be good?

Hastings Tribune: With bandits doing the daylight stick-up and robbery stunts in Omaha Nebraskans feel that their metropolis is certainly entitled to a right along in Chicago society.

Blue Valley Blade: With shovels being tagged to remind people to save that shovel of coal, it looks rather inconsistent for the pool halls, billiard halls, bowling alleys and theaters to run full blast on Sundays in Omaha, the home of the state fuel administrator.

Albion News: People at Omaha paid \$15,000 to hear one man sing last week. It was worth what each one paid no doubt, but it indicates that notwithstanding the high cost of living, income tax, and donations to various war auxiliaries, the people have money to spend for amusements.

Aurora Register: A World-Herald editorial says: "The flames of the nethermost hell are not hot enough for the man who attempts to play politics in this war." This might be tough on the man or woman who "choloroformed" the Seventh Nebraska.

York News-Times: An Omaha sergeant of police and a bunch of detectives are arguing about the "white feather" in the recent bandit battle. They are all brave enough. They just ran on to something that they did not expect to find and there was some wild shooting and incidentally some artful dodging.

The Chinese republic is abolishing gambling, early marriages and foot-binding, and is encouraging the use of each day Miss Louise Ford, baggage woman at Verda, Nev., loads and unloads truckloads of trunks.

A Syracuse, N. Y., woman has sued a neighbor for \$500 damages for alienating the affections of a canary bird.

Thousands of cords of wood useful for fuel are rotting on the forest reservations of New York because the constitution forbids their sale or removal.

Sir Francis Fox, the eminent English engineer, has found an original way of helping war work. Learning that linen was in much request for hospital use, he obtained many maps and surveyors' plans mounted on linen. He soaked them, and separated the linen, which, after a visit to the laundry, was in first-rate condition for making bandages.

Among individuals there have been few donors to the allied cause more generous than the Maharaja of Gwalior. His gifts include \$50,000 to the British nation, \$25,000 for \$80 for motor transport, \$30,000 for Belgian refugees, \$80,000 for munitions, \$25,000 for officers' motor cars, and \$6,000 for telescopes. He has sent in addition, large checks to Princess Mary's fund, and the Young Men's Christian association, has contributed \$125,000 worth of motor vehicles, and—in conjunction with more than 18 per cent. If the Krupp can beat that record they have not yet given us the details.

St. Louis Globe-Democrat: The old fashioned editor who took cordwood for subscription regrets that he abandoned the practice.

Louisville Courier-Journal: News from London as to strikes in Germany is interesting, but it isn't exactly the sort of news upon which to be

Washington Post: We can imagine no greater shock to the allied leaders than to learn that Crown Prince Wilhelm had held a war council all by himself.

Minneapolis Journal: General von Stein says the allies lack military sense. They do not know that they are licked. Von Stein's name is hard but wrong. It should be von Bone.

New York World: Dr. Dernburg is now reminding his fellow countrymen that one mark in almost any foreign money will now buy two marks of Germany's war debt. And nobody wants to buy at that.

Brooklyn Eagle: Frederick Palmer, Pershing's chief courier, a veteran war correspondent of the best type, trained in the Russo-Japan war, the Balkan war in the Philippines, he knows his business. When he preaches optimism about the army in France, he delights a mighty big audience.

New York World: The United States Steel corporation paid war taxes to the amount of \$235,000,000 upon excess profits in 1917 and still had enough left to declare dividends on the common stock amounting to more than \$100,000,000. The Krupp can beat that record they have not yet given us the details.