

F. R. REPLIES TO OVERMAN CHARGE MADE IN SENATE

Former President Declares He Accepted Newspaper Stories of Sedition Bill; Glad Article is Erroneous.

(By Associated Press.)

Oyster Bay, N. Y., April 7.—Colonel Theodore Roosevelt replied today to United States Senator Overman of North Carolina, who charged that the colonel had made a false statement in declaring the sedition bill, which would punish disloyal utterances, would prohibit criticism of the president.

"The clause containing the language quoted," Colonel Roosevelt said, "was in a bill introduced by Senator Myers of Montana, and considered by the judiciary committee. All the newspapers I happened to see stated that the judiciary committee had adopted and reported the bill with this clause in it. Seeing it thus stated in all the various papers before me, I accepted the statement as correct. I am exceedingly pleased to find that the statement was incorrect and that the judiciary committee did not adopt the proposed revision.

Alter Press Article.

"My article in the Kansas City Star should therefore be altered by substituting for 'senate judiciary committee' has just recommended the passage of a law into the senate judiciary committee has had before it for consideration a law."

"This makes not the slightest change in the sense of my article or in the need of writing it. It absolves the senate judiciary committee of all blame and leaves that blame on the senator who introduced the law and on all who supported it."

TWO KILLED IN BIGSMASHONN. Y. CENTRAL RAILWAY

Albany, N. Y., April 8.—Two men were reported killed and several persons slightly injured in a wreck on the New York Central railroad, west of Amsterdam, shortly before 1 p. m. today.

Two of the Central's most important passenger trains, the Empire State express, which left New York at 8:30 a. m. for Buffalo, and train No. 16, from Chicago and Cleveland, and a freight train were involved.

The reported dead are the engineer and fireman of the Empire State express. Another report said the fireman was not killed.

Many passengers at first were reported killed, but later information was that the Empire's engineer and fireman furnished the only fatalities. It was reported from New York that about 40 passengers had been injured.

Unfit Men in Medical Reserve Service Must Go

Washington, April 8.—Elimination from the army medical reserve corps of all men not qualified for active service has been undertaken by Surgeon General Gorges. It is estimated that 1,500 commissions in the reserve will be revoked.

A circular letter sent today to the 4,000 members of the medical reserve corps on the inactive list said the surgeon-general had found it necessary to discharge all officers who, because of age or other reasons, would be unable to respond to a summons to active duty, and asked from each officer detailed information as to his present situation.

Nebraska Soldier Takes Own Life at Fort Logan

Denver, Colo., April 8.—(Special Telegram.)—George F. Phurmond, 50 years old, who enlisted two weeks ago in the cavalry at Fort Logan, committed suicide Sunday. He was apparently in good health and no cause for his action is known. Phurmond served in the Spanish-American war, but had been in retirement since the close of the war until his re-enlistment two weeks ago. He has a sister, Mrs. E. N. Mudd, residing at Falls City, Neb. The body was taken to St. Louis for burial.

Takes Time to Win, Says Marshal Von Hindenburg

Amsterdam, April 8.—Karl Rosner, war correspondent of the Lokal Anzeiger of Berlin, says that Field Marshal von Hindenburg, in a report to Emperor William on March 21, the day the present battle began, remarked:

"We must wait. A battle is a living thing. We must allow time for everything to mature. Our plan is devised on a great scale. Our work will be effective. It requires only time."

Diaz Jubilant Over U. S. Entry Into West War Front

Italian Headquarters in Northern Italy, Sunday, April 7.—General Diaz, the Italian commander-in-chief, has issued an order of the day to the Italian army greeting the entry of the American troops to the western fighting front and referring to the recent visit of Secretary of War Baker as another evidence of the solidarity among the allied nations.

Russ Ships Blown Up.

Washington, April 8.—The Russian warships sunk by their commanders off the southern coast of Finland to keep them out of the hands of the Germans, reported several days ago, were blown up after German warships had opened fire on them. Three of the Russian vessels were battleships.

Canadian Flier Killed.

Fort Worth, Tex., April 8.—M. W. Kirwan, Royal Flying corps' cadet, was killed here this afternoon on the eve of his squadron's departure for Toronto. His home was in Nova Scotia. No one saw the accident.

Looking for work? Turn to the Help Wanted Columns now. You will find hundreds of positions listed there.

U. S. IN BAD WITH RUSS OVER JAPS AT VLADIVOSTOK

Washington, April 8.—The landing of Japanese and British forces at Vladivostok and the bolshevik objection to the move promise to cause the State department some concern. When Japanese occupation of Siberia was proposed recently, this government assumed a "hands off" policy, and the Russian national council of soviets has announced its purpose to protest to the United States against the present step.

America's attitude drew expressions of satisfaction from the Russian official press, but developments in Vladivostok have changed the situation. In the past the United States often has asserted its right to land naval forces to overcome conditions of anarchy existing at some foreign port, where American lives and property were involved.

300,000 Germans Lost in Battle, Says U. S. Officer

With the American Army in France, April 8.—An American officer who has just returned from the battlefields of northern France, where he has been since virtually the beginning of the German offensive, estimates that thus far the Germans have lost at least 300,000 men in killed, wounded and missing.

This officer formerly was in the British army and is familiar with all the conditions of the Japanese and British.

FORBID TALK ON IRISH QUESTION

No Public Hearings on Resolutions Before House Permitted; Would Embarrass U. S. Ally in War.

Washington, April 8.—No public hearings are to be given on the many resolutions introduced in the house on the Irish question.

Chairman Flood of the foreign affairs committee today notified all those who have asked for hearings that there will be none because they would be an interference and an embarrassment to a co-belligerent of the United States.

A letter setting forth this decision has been sent to large numbers of individuals, organizations and others who asked for hearings. John J. Curley, city collector of Boston, was one of these. Chairman Flood's letter to him says:

Would Embarrass Ally.

"The serious consideration by the committee on foreign affairs of these resolutions might well be considered as constituting an interference in the internal affairs of another nation, and that nation one of our co-belligerents, and could scarcely fail to prove a source of serious embarrassment to a nation associated with the United States in the war."

Speaker Clark, Democratic Leader Kitchin and approximately 135 other democratic and republican members of the house, together with the socialist member, joined in a message which they cabled on April 28, of last year, to Lloyd George urging settlement of the Irish problem.

Resolutions calling for action by congress on the Irish question have been introduced by Representatives McCormick and Mason of Illinois, Rankin, Montana; Cray, Wisconsin; McLaughlin and Morin, Pennsylvania, and others.

The big expense is lost time

THE supreme test of the dependability of a truck is what is said of it by owners operating only a single truck, when there is nothing to replace it if the single truck breaks down. Then the cost of lost time comes home.

When delays entail penalties or sacrifice bonuses, you can count the money lost. You can't count the business lost.

When a truck is supplying material to a plant or operation and fails, you can't figure what the shut down really costs.

Lost time should be the first thought in choosing your truck.

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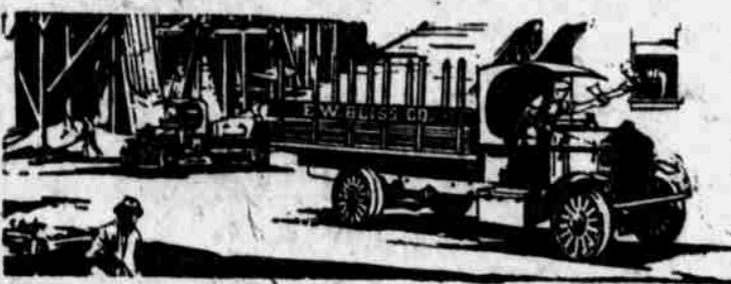
have built up many of the biggest fleets because of their records for the minimum of lost time and their ability to operate continuously on rush work. This is invariably true where accurate comparative records are kept.

In lines of business where avoidance of delays is essential, Pierce-Arrow trucks outnumber all others enormously. When uninterrupted service is vital they have wonderful records.



FOR INSTANCE:

When the Winchester Repeating Arms Company enlarged its plant to rush munition work, 11 Pierce-Arrow trucks worked day and night carrying material. When more coal meant more munitions, they hauled 350 tons daily, 3½ miles, averaging over 10 trips a day. They cut costs 36 cents a ton, saving \$39,000 in a single year.



FOR INSTANCE:

When the E. W. Bliss Company of Brooklyn making shells for the war, employed 11 Pierce-Arrow trucks to haul building materials and machinery, they helped enlarge the factory. Then they carried supplies from docks as distant as Foughkeepsie. They saved in three months in demurrage alone, \$7,000 in handling freight.

These are examples conspicuous because of their significance to war activities, but in hundreds of commercial activities throughout the country, where speeding up is essential Pierce-Arrows do equally notable work—earning and saving, making expansion possible.



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ANNOUNCEMENT

OUR Government has requested that we put at the disposal of the War Department our entire output of the "makings"—"BULL" DURHAM tobacco.

And we have complied—fully, gladly. For whatever the Government wants, whatever it needs, it must have from us and from you fully and with a generous heart.

We have been sending immense quantities of "Bull" to our men at the front, and at the same time trying to supply consumers at home. But now we are asked to give all our output:—36,000,000 sacks, 2,000,000 lbs., 100 carloads of "BULL" DURHAM every month.

This call means more than just huge figures to me and I know it will mean more than figures to the hundreds of thousands of men everywhere in the country who "roll their own" and who look upon that little muslin sack of good old "Bull" as a personal, everyday necessity.

It means that the Government has found that our fighting men need the "makings".

But, if "Bull" is a necessity to you, here, in the peaceful pursuit of your daily life, how much greater its necessity to those splendid Americans who have gone to fight for you—to win this war for you.

I know that you will think of them as I do—only of them. I know there will not be a single complaint. I know that you will give up your share of "Bull", however long you have enjoyed it, however close it is to you, as you will give up anything you have if it is made clear to you that our forces over there need it.

That the Government has requested the whole output of "Bull", the night and day output of all of our factories, must make this absolute need clear to you.

And I know that you will not forget the little muslin sack—gone for the present on its mission of hope and inspiration to our boys in the trenches.

"Bull" will come back, with ribbons of honor. Have no fear.

Purina Hill President

THE AMERICAN TOBACCO COMPANY
NEW YORK



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Colds, Coughs, Croup and Catarrh
Relieved in Two Minutes.

Is your throat sore?
Breathe Hyomel.
Have you catarrh?
Breathe Hyomel.
Have you a cough?
Breathe Hyomel.
Have you a cold?
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Hyomel is the one treatment for all nose, throat and lung troubles. It does not contain any cocaine or morphine and all that is necessary is to breathe it through the little pocket inhaler that comes with each outfit. A complete outfit costs but little at druggists everywhere and at Sherman & McConnell Drug Co., and Hyomel is guaranteed to banish catarrh, croup, coughs, colds, sore throat and bronchitis or money back. A Hyomel inhaler lasts a lifetime and extra bottles of Hyomel can be obtained from druggists.—Advertisement.

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VOTERS, BE NOT DECEIVED

Lest the voters of this city be deceived, we desire to call attention to the fact that after

ED P. SMITH

the well known lawyer, of the firm of Smyth, Smith & Schall, filed for City Commissioner, Barney McArdle, a supporter of the City Hall machine, circulated a petition and caused the name of Edward A. Smith to be filed as a candidate for the same office.

Those who are opposed to the City Hall machine should be careful to mark their ballot for

ED P. SMITH

RUPTURE

Established 1894. I have a successful treatment for Rupture without resorting to a painful and uncertain surgical operation. I am the only reputable physician who will take such cases upon a guarantee to give satisfactory results. I have devoted more than 20 years to the exclusive treatment of Rupture, and have perfected the best treatment in existence today. I do not inject paraffine or wax, as it is dangerous. The advantages of my treatment are: No loss of time. No detention from business. No danger from chloroform, shock and blood poison, and no lying up in a hospital. Call or write. Dr. Wray, 306 Bee Bldg., Omaha.