

THE OMAHA BEE
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FOUNDED BY EDWARD ROSEWATER
VICTOR ROSEWATER, EDITOR
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Start the cars, somebody!
The big problem next spring will be to find a man for every job.

He is a poor sport who cannot "pay and take with the same smile."
Get ready for the Red Cross membership drive next week. Make it 100 per cent again.

The legislators will soon have ocular and other evidence of the need for a new state house.
If the War Labor board's decision was good in the summer, it ought to be good in the fall.

Life on the George Washington is reported to be pleasant even if it is interrupted by life-boat drills.
Mr. Burleson has revised his telephone boost downward, but the fees still look big enough to the victim.

Quite a difference may be discovered between a soldier on the battlefield and a striker 4,500 miles away.
Pacific coast earthquakes are breaking into the news again, just to show how quiet other things have become.

Germany is giving up art treasures and money stolen from its victims, the last proof of the downfall of the Hun.
Passing the buck indicates the secondary phase of the strike situation. The public will soon have to take a hand.

Nebraska now leads the union as a producer of hay and alfalfa, a distinction that means something at present prices.
"Vic" Berger's seat in congress is to be contested from Milwaukee, but Judge Landis may eventually decide the issue.

Commencement of work on the erection of a new packing plant in Omaha is one sign that the industry is not entirely monopolized.
Another remarkable event in Omaha: A juvenile auto thief made a full confession, and investigation proved him telling the truth.

It is interesting to note that an Omaha horse has just been awarded a blue ribbon at a Chicago horse show. The auto has not yet occupied the entire field.
The Dutch are to be given an opportunity to see what America did in the war through an exhibition of moving pictures. This film ought to go big in Berlin, too.

The guaranteed price for the 1919 crop of wheat will not be disturbed, but the government will no longer buy the cereal, which may make quite a difference.
One of the two democrats who will sit in the senate at Lincoln this winter is a man who was most bitterly attacked by the ringleaders of his party before election. What is the answer?

Director McAdoo will not retire from control of the railroads without giving congress some pointers on how to proceed. He is arranging the case in a concrete form and will let the lawmakers fight it out.
The British admiralty is letting out some bits of information as to how it worked wonders, but the whole story is not likely soon to be told, so the world will have to be satisfied with knowing the results and not the methods.

"Andy" Jackson, riding on horseback from the Hermitage to the White House, will be a fit companion picture to go with the spectacle of the crossing of the Atlantic by the president. Democratic simplicity is here coupled with oriental magnificence such as even Constantine the Great might have envied.

New Date for Thanksgiving
It is inevitable that Armistice day should henceforth be widely observed in this country and in every other one of the countries allied against the central empires. Its observance may quite conceivably extend even to some of the neutral countries. It will become an international holiday, if it does not become absolutely a world holiday.

BAD LABOR LEADERSHIP.
The strike of the street car men in Omaha is furnishing a conspicuous example of bad labor leadership—leadership of the kind that is detrimental to, if not subversive of, the real interests of organized labor.

It was bad enough to call a walkout at 3 o'clock in the morning without notice or warning to the thousands of fellow wage earners depending on the street cars to take them to their places of work.
It was still worse to flout the War Labor board, to whom the men had previously appeared and through whose hands they had secured substantial wage concessions which they were enjoying.

Whatever sympathy that naturally goes out to the laborer in all such cases might have been with the men at the beginning is evaporating because of this indefensible action. The sophistry by which the international organizer seeks to avoid responsibility is unworthy even of a lost cause. That award was accepted in good faith by the men who benefited through it. If they later formed themselves into a union, they did not thereby change their status, so far as their moral obligation is concerned, and it will take some fine hair-splitting to relieve them of the legal obligation entailed. They took the increase in wages and other forms of relief, and are equally held to the provision that requires continuous operation of the cars.

The Bee feels that it can speak thus plainly as a friend of organized labor because we ourselves deal with labor in a collective capacity and have no objection whatever to collective bargaining with any union of skilled mechanics fully able to furnish the competent workmen required and proved responsibility for living up to agreements. But how can any so-called union hope to command the confidence needful for an agreement to which both sides will be bound if its leaders repudiate a finding such as the carmen secured from the War Labor board while holding the other party to its terms? Would the proposed union contract now demanded be as worthless when it came to fulfillment of obligations by them as the War board's award? Suppose car company officials undertook to violate that award and to hide behind a quibble in doing so, what a call would quickly come right and righteous for discipline or punishment?

In saying this, we hold no brief for the street railway company. Whatever shortcomings may be charged against it in its treatment of its men should have prompt remedy whenever proved, and the demands of the public, too, for better service should be answered. To stop street car service altogether, however, as the strikers have done, regardless of every legal and moral obligation to carry out the war board's finding, is sure to react on organized labor as a whole, which in final analysis is always the chief sufferer from bad labor leadership.

Berlin and the Bolshevi.
Allied and American troops are to be used as police in Berlin in an effort to check disorder there. It is of concern to the world that Germany be preserved if possible from the chaos into which Russia has fallen. Ebert, Schiedeman and their associates do not seem to be strong enough to establish the republic they aimed at, while Liebknecht is gaining new strength for his program of destruction each day. What part the junkers are playing in this is not clear. Each side accuses the other of having the active assistance of that element which would most advantage through the failure to establish popular government. The one fortunate circumstance is that soldiers of strong governments can be put on guard in time to check any such outbreaks as followed the end of the czar's government in Russia. Lenin and Trotzky were out of reach at that time and worked their will practically without interference. Liebknecht and his crew cannot achieve such results unhindered. Berlin ought to be saved from the bolsheviki, if for no other reason than that the German people may be made not only self-supporting, but placed in a position to pay the fines that will be laid against them. Wrecking the government would only postpone the ends of justice.

Interstate Commerce Commission's Views.
The suggestions and recommendations contained in the report of the Interstate Commerce commission indicate a sane view of the transportation problem. Summed up, they admit that the policy of the past was a mistaken one, and whether the railroads be returned to their former owners or be retained by the government, rules formerly laid down for their operation should never again be enforced.
If a single year of experience has been sufficient to convince the federal authorities of the correctness of most of what the railroad managers asked for, the experiment has been well worth while. It will not have the effect of turning the country over to the tender mercies of a greedy combination of corporations, but it will prevent the commission of another such blunder as that which required the Union Pacific to withdraw entirely from ownership of the Central Pacific, turning that line over to the Southern Pacific, the court upholding the fiction that the Union and Central lines were competitors instead of being integral parts of what should be a unified whole.

Effects of that amazing decision cannot now be overdone, but the commerce of the country can be relieved from serious burdens by the adoption of rules to continue in a more sensible way the co-operation made possible under the forcible pooling brought about by the federal administration.

In Process of Cooling Out.
The Bee is daily receiving letters, some signed and some unsigned, all complaining of one or another of the different phases of life. One writer asks that the negroes be deprived of all rights under the law, and finally be compelled to migrate to another land; another roundly abuses The Bee because of its failure to endorse socialism; a third goes after the authorities for permitting Germans to use the telephone, and so on through the pile. It is probable that our experience is that of many other newspapers. It is a manifestation of uneasiness on part of the people, which itself may be accepted as indicating a "cooling-out" process. The whole nation was aroused to a high emotional pitch, and it is impossible to get back to normal condition without providing some vent for the heated passions. If this can be worked off through the writing of letters to newspapers, well and good. The relief is what is most needed just now.

TODAY
Right in the Spotlight.
Count Ottokar Czernin, mentioned as one of those likely to be brought to trial by the Vienna government as having been responsible for the war, held the post of foreign minister under the late Austro-Hungarian government. In the events that led up to the war he played no inconspicuous part, having acted as first adviser to the embassy at Petrograd during the Balkan wars and directing its business much of the time during the absence of the ambassador. Some three months after the signing of the treaty of Bucharest he was appointed to represent Austria-Hungary in the Roumanian capital and the role he played from that time until Roumania's intervention is now a matter of common knowledge. Count Czernin belongs to the Bohemian conservative aristocracy. He was numbered among the intimate friends of the Archduke Franz Ferdinand and also enjoyed the confidence of Emperor Carl.

One Year Ago Today in the War.
United States declared war on Austria-Hungary.
London reported the British forces in Palestine had occupied the town of Hebron.
Washington issued a general order giving preferential shipment to food, fuel and government supplies.

In Omaha 30 Years Ago.
Ladies of the First M. E. church opened a fair at the home of J. H. McConnell on Cass and Twenty-second street for the sale of fancy goods to swell the building fund.
The Loop City sod house reached Omaha on its way east. It is built on a flat car and is 8x16 feet with walls 6 feet high. The interior is fitted with Sherman county vegetable to supply the president's household till next March.

Carl Morton of Nebraska City and Joy Morton of Chicago, sons of J. Sterling Morton, stopped over for the day.
Mrs. Orpha C. Dinsmoor, wife of Dr. Charles M. Dinsmoor, died suddenly. She was the head of the Creche association and prominent in all Omaha charity work.

The Day We Celebrate.
E. H. Crocker, assistant attorney for the Union Pacific railroad, born 1862.
A. W. Jeffers, our new congressman, born 1868.

Bishop Edwin Holt Hughes, who directed the war activities of the Methodist Episcopal church abroad, born at Moundsville, W. Va., 52 years ago.
Gen. Sir Bruce M. Hamilton, one of the prominent British commanders in the great war, born 61 years ago.

Cale Young Rice, well known as a poet and dramatist, born at Dixon, Ky., 46 years ago.
Hannes Kolehmainen, the world's champion long-distance runner, born in Finland 29 years ago.

This Day in History.
1787—Delaware was the first state to ratify the federal constitution.
1804—Noah H. Swayne, President Lincoln's first appointment to the supreme court of the United States, born in Culpeper county, Virginia. Died in New York City June 8, 1884.

1835—The first railway in Germany was opened between Nuremberg and Furth.
1853—A statue was dedicated to Marshal Ney in Paris on the spot where he was executed in 1815.
1895—Italian force routed at Ambalagi by the Abyssinian army.

1914—Serbians inflicted heavy losses on the Austrian army of invasion.
1916—David Lloyd George formally accepted the British post of prime minister and first lord of the treasury.

Timely Jottings and Reminders.
Today is the first anniversary of the United States' declaration of war against Austria-Hungary.
David Lloyd George, the man who piloted Britain through the darkest days of the war, today completes his second year in the premiership.
Senator Lenroot of Wisconsin, Dr. Felix Adler and Dr. P. P. Claxton, United States commissioner of education, are scheduled to address an important conference of the national child labor committee in New York City today.

Storyteller of the Day.
Representative Reavis of Nebraska was talking about his trip to the front.
"I witnessed a mild quarrel at the front," he said, "between two young chaplains of different denominations. The senior chaplain got the better of the quarrel.
"Let us bury the hatchet, my brother," he said. "After all, we are both doing the Lord's work, are we not?"

It certainly are, said the junior chaplain, quite disarmed.
"Let us, therefore," said the senior suavely, "do it to the best of our ability, you in your way and I in His."

HERE AND THERE
A Russian is not of legal age until he has attained his 26th year.
The black diamond, found in Borneo, is the hardest known substance in the world.
London's 22,000 policemen guard more than 4,000 miles of streets and at least 1,250,000 houses and shops.

Women's silk dresses sometimes contain tin to make them rustle, and only the microscope can detect its presence.
Luxemburg is a little state bounded by Germany, Belgium and France, and with a population just over 250,000 people.
It costs some of the big retail stores in New York City from \$5,000 to \$10,000 a year for the cleaning of their windows and metal signs.

The war has driven away the allied armies in France received daily rations consisting of a half-pound of horseflesh and three-quarters of a pound of broken biscuit.
John Ward, of Goldsboro, N. C., has 13 of his 18 sons in the military service, while his 17 daughters have been engaged in war work.

Yearnings for Civil Life
Washington Correspondent Philadelphia Ledger.
Washington's armchair army is anxious to quit the job now that the war has so gallantly won. Uncle Joe Cannon once said of some of these officers that they were spurs to keep their feet from slipping off their desks.

It is said no fewer than 1,800 officers in the ordnance department stationed in and around Washington have tendered their resignations since the signing of the armistice last Sunday. A great many of these officers, expert in their line, gave up high-salaried positions to don the khaki when the war was the only thing in life worth considering and when the uniform carried with it the homage of a grateful people.

Now the men who make up the ordnance department are desirous of getting back to civil life as fast as they can go. But they are up against a snag. None of the resignations has been accepted and none will be until the construction plans have been thoroughly digested and until the need for the officers no longer exists.

In other words, no officer of the army is to be allowed to quit at this time just because he wants to. Most of the officers taken on the staff by the War Department used every sort of "pull" to get their commissions, and now that they have them they are finding it not an easy matter to let them go. The ordnance department has much work to do in the next six months or a year. It is almost as difficult a matter to get away from the routine of war as it was to get into it.

Officers of the newly formed motor transport corps are likely to be among the very last discharged from the army. Transport work is in full swing in France today, as the American army sweeps forward to the Rhine to occupy the territory given up by the Germans under the terms of the armistice. The supply support of the army must be maintained at a high state of efficiency, not only while the men continue in the field, but until the very last unit is embarked for home.

Even then the motor transport corps may hold a very large detachment of men and trucks in France and Belgium for the reconstruction period. France and Belgium are depending upon the United States for physical as well as financial assistance in rebuilding those devastated countries, and transport facilities will be needed for a long time to come.

Many officers in other branches of the service applied only recently for transfer to the motor corps, for they saw in it a chance to get early service abroad. In this they were right, but I hear now that some of them may be kept in the army as long as four or five years after the signing of the treaty of peace. There will be many who wish to remain, however, and it is probable that the physical as well as the financial assistance in rebuilding those devastated countries, and transport facilities will be needed for a long time to come.

There is no chance at this time, however, for the blanket acceptance of resignations, especially among the young men who were in the first and second drafts and were commissioned without serving any time in the ranks.
Senators, representatives, cabinet officials and War department officers have been fairly deluged the last few days with requests for the early discharge of individual enlisted men from the army, especially those who have seen service abroad.

Many requests are extremely reasonable. They came from dependent mothers, fathers or sisters, who for patriotic reasons waived their dependency when they left the country needed every available man to fight back the Hun and bring victory to the American and allied peoples. But now the war is over they are anxious to get their sons, husbands and brothers out of the army and back into civil life, where they can earn sufficient money to bring back some of the pre-war comforts to their homes.

It is impossible, however, the War department declares, to grant these individual requests, for the moment such a policy was adopted the pressure for discharges would become so great that units would have to be broken up abroad and men brought home as passengers on ships without any sort of organization to keep them together. In bringing the army home in orderly fashion it is necessary that companies, battalions, regiments, brigades and divisions be kept as nearly intact as possible. This will mean an organized return of the forces from overseas. To adopt any other program would mean disorganization and disorder.

Every mother or father who has made a request for the return of a son naturally regards it as a very small matter to grant their particular request. It is true the early return of one or two men would not disrupt the general scheme. But there are thousands of such requests already and likely to be thousands more, and the department feels it would be folly to embark upon such a practice.

The Kaiser as a Bluffer
The collapse of the German empire carries with it a lesson that Americans can afford to profit by, for a belief in the efficacy of bluff is one of our besetting sins. Useful it may be at the poker table and sometimes at the critical or emotional turns of life, but to rely on it as a regular means of livelihood is to court inevitable disaster. And when we hear it said of an expert bluffer that "he gets away with it"—even as the burglar with the plate—we may be reasonably sure of that bluffer's finish.

For years the kaiser, to employ the idiom of the unthinking, "got away with it" as has no other bluffer, gentle or common, of all his contemporaries. The efforts of the various sovereigns and statesmen associated with him in his criminal career were transparent and ineffective in comparison. On his own blasphemous assumption that the Supreme Being was his partner in crime, looking with the eye of approval on his reckless violations of every one of the divine commands, he erected the hollow pyramid of vain pretense that came crashing down to earth when he himself fled from the wrath of a people whom he had brutalized. Among the ruins may be discovered the broken fragments of his financial, food and "unconquerable army" bluffs. The "divine right of kings" bluff has been smashed to smithereens, to quote from the Irish lexicon.

It is gratifying to know that our own nation was instrumental in calling this monumental bluff. We can profit still further if we take heed of the sermon that it preaches.—New York Herald.

People and Events
Hail the Sweet Tooth! Freedom's aurora arches the Christmas heavens and loaded candy counters beckon to all who possess the prices. All restrictions are off. Go to it!
Illinois voters approved a bond issue of \$6,000,000 for good roads. Plans are made for 700 miles to be laid next year, a stretch of solid highways which will demonstrate the advantages of getting out of the mud and staying out.

In the rush and crush of world events some luminous names escaped the roster of political graveyards. Due reverence for funerals on the way require a scroll for J. Hamilton Lewis, United States senator from Illinois. From date to March 4 is none too long to arrange the proper decorations for the obsequies.

The war is over abroad, but war persists in some sections of the homeland. No sign of peace appears in the theatrical "no man's land" of New York. Ticket speculators continue skinning pleasure-seekers as ruthlessly as Hun invaders. Vocal big guns and legal barrages touch them not. Fully 80 per cent of theater tickets sold in the city pass through the hands of middlemen.

The Bee's Letter Box
Irish in the War.
Omaha, Dec. 6.—To the Editor of The Bee: It is possible, perhaps probable, but not certain, that the critics or traducers of the Irish race can be convinced that the Irish will battle the charge of preposterousness. Nevertheless the assertion has been made that the fighting race did not participate in any extent in the war. True, there were no Irish in the German and Austrian armies, although it was an old Roman, John C. Holland, who invented the submarine. The accusation is not made against the Irish-American. The late unpleasantness about officers, start to his credit an even half dozen: the Revolution, the War of 1812, Mexican war, Civil war, Spanish-American, European war.

There is much in common between the labor class and the Irish struggle for freedom, therefore, I will cite a few extracts from statements made to a writer in the Chicago Labor News by Captain Thomas P. McMahon of the Irish Guards, who has been through the hell of warfare. As a memento of one of the best pieces of his skill was torn away recently he was with some British and Canadian recruiting mission at Chicago. He said:
"Is it a pity some of our American newspaper men were not with the forces in the first couple of years of the war, close up, where you could get the stories first hand, and not after they had filtered through. There would be something worth writing about."

"When the war began Ireland sent into the fighting zone some fifteen regiments distinctively Irish from all the four provinces. And as these were developed there were the London Irish, Liverpool Irish, Tyndale Irish and in the South, Welsh and English regiments were many more Irish."

"Then there came from overseas some regiments like the Vancouver Irish fusiliers, the Quebec Irish, a South African Irish regiment, and from Australia came others, some 50 per cent of the men from there being of that race; and we had thousands in the navy."

"I raised the Tenth, the Sixteenth and the Thirtieth of Irish divisions, and we sent thousands across to keep up the strength of our units. Yet a few days ago I read in a paper that Ireland had contributed but 10 per cent of soldiers."

"Official figures available show that up to January last Erin had contributed 58 per cent of her available man power. Now these figures mean only the men who were listed following a military census. It does not include the men who were in the English army and navy when the war broke out."

"Nor does it include those Irishmen working in Britain who swelled the ranks of the units across the channel, men who if at home would have gone into the Irish regiments. And they were all volunteers."

Captain McMahon said, "All over the Belgian-French field they fought. In Italy they have been helping to stem the Austrian tide. They were in the thick of the Dardanelles-Gallipoli slaughter. They fought at Saloniki, helped chase the Turks out of Jerusalem."

"The battle of Ypres has gone into history, and because of their dash and daring two Irish battalions were the first to enter the city of Ypres."

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Whittled to a Point
Washington Post: Instead of plotting to regain his crown, Hill ought to be glad to retain the place where the crown used to be.
Brooklyn Eagle: The girls he left behind him are watching the casualty news anxiously and the hero in France is thinking of them, also with anxiety.

Minneapolis Tribune: A banquet in an airplane 2,000 feet is something new, but a lot of people have been up in the air of late figuring how to pay the bills for spreads that were not banquets.

Baltimore American: The casualties of Austria-Hungary include 4,000,000 men. That the backbone of one man could have saved them, but was too faint to attempt it is no argument for the divine right of kings to continue on the earth.

Brooklyn Eagle: A favorite hymn of the colored people says: "Go road de Fift ob Matthew, an' read de chapter 'trough." And there President Wilson will find one fine diplomatic hint: "Let your communication be ye, ya, and, nay, nay, for whatsoever is more than these cometh of evil."

They were practically wiped out for getting too far ahead without support. They were the Second Legions and the Royal Irish."

A while ago there was an editorial in The Bee about the valor of the Irish. The foregoing sketch about what the Irish have done towards the freedom of others is self-explanatory of the justice of their own claim for emancipation.

Everything is revealed by time and in a little while it will be known what recognition small nations are going to receive at the peace conference.

JERRY HOWARD.

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