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THE AUTO IS KING THIS WEEK IN OMAHA.

Get your garden plans started yet? It will soon be time to plant.

Almost 2,000 deaths a day from hunger and disease in Petrograd is a further proof of the beneficence of bolshevism.

Merchant marine sailors are to have a uniform similar to that worn in the navy, which may help recruiting a little.

The anonymous letter writer is a coward to start with, and when one of them is overhauled he usually gets scant sympathy.

"All classes must share in the readjustment," says the Federal Reserve board. They surely all shared in the upheaval, although not all alike.

A growing demand for money is noted in Washington. Took 'em a long time to notice what has been apparent out here for quite a while.

If the Sixty-fifth congress had attended to business, the heads of the army and navy would not now be guessing as to the course to pursue.

Did you look over the advertising sections of The Sunday Bee? Gave you a very graphic idea of the importance of the automobile industry, didn't it?

Our allies can borrow only a little over a billion more from Uncle Sam under the existing law, but no fears are entertained that the appropriation will not be exhausted.

The president sees no need for radical changes in the league covenant. It is not the pledge, so much as it is the means for observing it, that has started discussion.

Having renewed arbitration treaties with Holland and Spain, Uncle Sam can look after matters involved in settling peace with Germany with less to distract his attention.

The list of street work now held back in Omaha by government red tape is another example of what may be looked for if the federal control of railroads should be made permanent.

Four out of every five Yankee soldiers wounded in France will be able to return to his prewar vocation without special training. This is a remarkable showing, especially when compared with experience of other armies.

Good of Iowa, who is to be chairman of the appropriations committee in the next house, says the need of an extra session of congress is imperative. But the president said his duty in Paris is paramount, and so America must wait.

Mr. Hoover finds that not a cent of the \$100,000,000 appropriation can be used to buy food for the starving in the Near East. We will have to keep right on digging up for the Armenians, Syrians, Turks and others in that afflicted region.

Moderate socialism has again triumphed over the radicals in the battle for Berlin, but what the world wants to see is order established so that bills for war damage may be presented to somebody who can get the big idea home to the German people.

A "harmless" substitute for morphine has been found again, this being one of the regular amusements of the experimental chemist. Most of them have turned out more dangerous than the poppy juice or any of its derivatives. Yet the quest may in time be successful, and the innocuous soporific is as apt to come from Kansas as anywhere.

Chairman Hays of the republican national committee puts the blame for the present predicament of the country exactly where it belongs. The democrats miserably failed in their efforts to put up a constructive program, dilly-dallying and sidestepping, until the affairs of the government are in a most chaotic condition. And it is now up to the republicans to set them right, as soon as the president can find time for his business engagements abroad to pay a little attention to matters at home.

War Secrets Coming Out.

Admiral Jellicoe's book on the British navy in the war has reopened the controversy about the battle of Jutland. It will doubtless continue to be discussed in naval war colleges for years. Some of the essential facts are still lacking. But the real sensation of Jellicoe's book is his frank disclosure of the almost total absence in the British fleet, at the outbreak of the war, of provisions against attacks by submarines. This is the more extraordinary since Admiral Percy Scott had long been giving public warnings of the danger. Jellicoe tells how his ships in harbor had more than once to put to sea to escape reported submarines, what makeshift defenses were resorted to, and how great in peril his battle fleet was during the first winter of the war at its base in Scapa Flow. He expresses surprise at the lack of enterprise on the part of the German naval authorities. But the latter were firmly convinced that the British ships had made themselves secure against submarine attack. On this point, the following story is told by officers of the British fleet:

"Very early in the war two German spies got to the Orkneys, disguised as neutrals. They were very few in those days and ships were being called at Kirkwall. The spies got back to Germany and gave the astounding information to the German chief of intelligence that there were no defenses at Scapa. They persisted in their story under the closest examination, with the result that they were taken out and shot, the German naval authorities being quite convinced that their spies had been tampered with and were bringing them an enemy trap."—New York Post.

HAIL! THE AUTOMOBILE.

A multitude of claims are made for the automobile, and all of them are well founded. We find difficulty in realizing that twenty years ago the self-propelled vehicle, carrying its own power plant, was scarcely beyond the stage of a laboratory experiment, and that its most enthusiastic supporters claimed so little for it. But with each day its field of usefulness has widened, its capacity for service has increased, and it has proven capable not only of all claimed, but more, until now no limit is set for its service.

It made war more terrible, but it has made commerce more powerful; it has ministered to our ease, and has extended our capacities. Adaptability is the middle name of the automobile, and usefulness its destiny.

Next to food, transportation is the most important factor in civilization's advance, and the automobile has helped in both. Farming is made more efficacious, and transportation more facile by this machine. Its power tills the fields, and hauls the crop to market. The benefit thus derived for the race is incalculable, while the possibilities are beyond imagination. In the cities it does everything expected from it, and has simplified the growing problem of urban traffic. Here its domain steadily advances, and none can see an end to its uses or its benefits.

And Omaha is the heart of the greatest automobile-using region in the world. That is why the exposition now open here is of utmost interest and importance to all.

Creel and the Cold, Hard Facts.

George Creel, publicity agent extraordinary for the Wilson administration, is at it again. Descending with his customary and inimitable disregard for truth on the social state of America during the war, he says in his latest magazine article: "In Iowa and Nebraska, meetings held to secure recruits for the Czech-Slovak army, were broken up because English was not used."

Just what the famous author of the Fourth of July U-boat story intends to imply by this is easy to see. A casual, uninformed reader might readily imbibe the idea that all the efforts of the Czech-Slovaks to secure soldiers in this section of the world were thwarted by narrow-minded chauvinists. As a matter of fact, in Nebraska only one speaker was interfered with. This was at Clarkston, where the over-zealous local council of defense refused to permit a speaker from Texas to deliver an address in Bohemian.

In no part of the world did the Czech-Slovak recruiting mission get a more cordial welcome than in Nebraska. Nowhere was the Bohemian National Alliance better organized or more active than in Omaha. Its services were of the utmost importance, and local men might unfold a tale whose interest would far exceed even the fiction Creel so liberally exudes. You may be very sure these men would have protested promptly and effectively had any such conditions prevailed as is indicated by the Creel yarn.

The shame of it is that this self-convicted distorter of facts and manufacturer of miserable mis-statements was chosen personally by the president to carry on the publicity campaign for the administration.

Shakespeare and the Multitude.

One of the long-observed maxims of the over-sophisticated producing manager of the theater in America has been that "Shakespeare spells ruin." In his canniness he has avoided the immortal bard as a pestilence and only here and there has an actor of parts been able to break through the barrier thus raised long enough to give the public one or another of the masterpieces of literature and stagecraft. It does not matter that our greatest actors have built themselves imperishable fame by their creation of Shakespearean characters; Americans have been and yet are told that there is no popular demand for the plays.

Now comes from London a strange tale. It is that Ben Greet, somewhat known in this country for his devotion to the classics, has found employment in presenting Shakespeare for the edification of school children in the great metropolis. Not only this, but the further astonishing statement that the efforts of the actor-manager have been successful to a degree that warrants a writer in the London Times in stating that Shakespeare is quite as popular as Charlie Chaplin. Such news will be received with doubt over here, perhaps, but the Times says:

"The children themselves proved to be extraordinarily enthusiastic. Any doubt whether they would be willing to pay for admission quickly vanished. There is no charity; every child pays, and it is possible to carry on the work without help from public funds. In every part of London performances are being given from Whitechapel to Wollwich, from Hackney to Hammersmith, and it is difficult to say which district provides the most critical and enthusiastic audiences. * * * Some of the children know the plays almost by heart. This contagion may spread to America; we have caught other things of less value, and an optimistic party may even see the time when the theater of America will again at least give the Bard of Avon an equal chance with the plethoric expert or a "two gun" rowdy. Even if this is asking too much, it is comforting to some extent to think that children whose minds are being formed may in adult life afford such support to the dignity of the stage that its higher traditions will not entirely vanish."

Pioneer Railroad Builders.

Major John S. Wolfe, just dead in Omaha at the age of 100 years, was one of the last of the pioneer railroad builders. A giant in size, he used his giant's strength for the good of humanity. Under his power for leadership, dreams of the engineer became reality. When the great west took on its expansive growth after the civil war, the needs of advancing civilization called for the railroad. Construction in those days was not the simple process made familiar in these times of machinery. It called for the exercise of primal forces, and men and mules provided the energy that pierced the wilderness, penetrated the forests, bridged the rivers and laid the tracks over which the newly born commerce of the coming empire found its way. Men who directed these forces were generals in the great army whose battles were to bring unconquered nature into service of man. How well they builded the result will show. No monuments have been set up to commemorate their deeds, but in the rumble of the enormous trains that shake the earth in their passage may be heard the pean of their praise. There were giants in those days, mental and physical, and the work they wrought for the world was enduring.

Preservation of St. Paul's.

During the war a work of the first importance has been going forward on the fabric of St. Paul's cathedral, London. Mr. E. S. A. M. McCartney, F. S. A., consulting architect, reviewing the work in the London Times, says the fears of those experts who were of opinion, a few years ago, that a very serious task awaited the repairers have been more than justified; and in particular, the south transept has been discovered to be in so shattered a condition that the cement used to strengthen and solidify the walls has found its way out, in several cases into the street and gardens beyond. The present article, however, deals with the completion of the repairs to the southwest pier of the dome, which marks a primary stage in the work of restoration at St. Paul's. Mr. McCartney writes in part:

"Now that the hoarding has been removed it is possible for anyone to observe the extent of what has been practically the rebuilding of this vital support of the dome. The whiteness of the substituted stones show distinctly how the 3,000 cubic feet of new masonry has been inserted. It has only been possible to carry out this work by using the greatest care to avoid disturbance of the enormous weight of 8,000 tons which it is calculated that each pier carries. Any sudden withdrawal of large extent of support might have involved most serious dislocation of pressure and created an alarming condition of affairs."

"It says a great deal for the care and efficient workmanship of the artificers, contractors and expert advisers that no perceptible settlement has occurred during the progress of the work. It would be untrue to say that no feelings of alarm have existed while these operations have been proceeding. But, fortunately, so much diligence has been exercised that no untoward accident has marred the steady march of restoration during the four or five years that have elapsed since the work has begun."

"Many interesting facts have come to light, such as that the main stone on which the two arches pitch proved to be a huge block of Burford stone and not Portland which Wren employed in this pier. This stone was cracked right through. We know that great difficulties beset the builders in obtaining large stones, and evidently this block was utilized because there was no other of that scintillating available from Portland. Its dimensions were 5 feet by 6 feet by 2 feet 3 inches. In replacing it being impossible, the shattered portions, weighing 4 1/2 tons, were removed, and as large a piece of Portland inserted as was practicable, which, grouted in cement, has made a sound base at this point."

"Another discovery was the fact that a great many of the carved capitals were not the originals, but poor copies insecurely fixed to the stone behind them by cramps, dowels and lead. In many cases the bars had been fixed so that they fell off on the slightest attempt to examine them. Although no positive evidence exists to show when they were executed, we may assume that they were of later date than Wren's building. No work of such a "shoddy" description would have been passed by Wren or Hawksmoor. When the full weight of the dome came on to the piers it caused serious shattering of the stone walls, and it clearly went on during the mortar in the rubble, and the rubble filling of the pier dried and became compressed. The core or rubble is not of uniform quality. A great deal of mortar was made with a lime obtained by burning chalk lime or shells. Had Wren used even a poorly hydraulic lime he would have had a much more satisfactory agglomerate. Considering the extraordinary aptitude of this genius for experiments, more particularly in chemistry, one is lost in wonder that he should have used such a poor cement, especially as he was always lauding the "fine Roman manner" and meant himself to "build for eternity." That he was imposed on by some of the contractors is likely; we know that there were eight or nine, not all of them of the same excellence—as the Strongs. For instance, in the construction of the southeast pier the work is not nearly so good as that of southwest pier; the mortar is worse and the masonry of a very inferior character. To improve the power of the mortar in the southwest pier the rubble filling of the pier was dried and compressed. The core or rubble is not of uniform quality. A great deal of mortar was made with a lime obtained by burning chalk lime or shells. Had Wren used even a poorly hydraulic lime he would have had a much more satisfactory agglomerate. 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