



### BUILDINGS IS GREATEST NEED OF THIS CITY TODAY

C. C. George Says Omaha at Present Time Needs More Than 3,000 Additional Residences.

"Omaha's greatest need at this time is more buildings, both business houses and residences," said Charles C. George, real estate man and chairman of the advisory committee of the Chamber of Commerce.

The reply of Mr. George was in answer to a question as to what is most needed in Omaha in order that the city may continue its rapid strides in becoming the great industrial and commercial center of the central west.

Right now Omaha needs 3,000 additional residences, costing around \$3,000 each, or a total of \$15,000,000; two office buildings, the two costing not less than \$3,000,000; increased jobbing facilities, \$1,000,000; increased retail facilities, \$1,000,000; increased factory facilities, \$1,000,000; apartment houses, \$1,000,000; new hotels, \$1,250,000; two storage warehouses, \$500,000; centrally located large buildings for small factories, \$500,000; motor truck loading and unloading stations, \$150,000; needed extensions, repairs, changes and alterations to old buildings, \$600,000, making a total of \$25,000,000.

"How to bring about these needed projects to increase the business of Omaha is the question. However, of my mind, if the business men would unite and with their money and energy get behind a development company, putting the same vigor into it that they put into their war work, the desired object would be attained. Once attained, it would mean more to Omaha than any project that has been attempted in years."

"A development company such as suggested would tide over the period of high prices of building material when individual owners in many cases might feel that they could not afford to build. It would promote, rather than interfere with, individual building operations.

Omaha certainly needs a factory development syndicate. Now, if a new factory seeks a location, the owner has to deal with many individual owners of property, each anxious to obtain the highest possible price for his holdings. Thus the trouble and expense of getting located has a tendency to scare away many good prospects.

"If the prospective business man could deal with a corporation owning numerous available sites, held at reasonable prices, and could make arrangements with that corporation to have a building erected, to be paid for over a term of years, to my mind, Omaha would start in on a wonderful industrial growth."

**Hubby Stops Washing; Keeps Beer in the Tubs**  
Kansas City, Mo., July 19.—"Mistah Lawyah, Ah jist can't do no washin' when my husband keeps mah bath tubs full of beer," complained a colored woman to the Free Legal Aid bureau here. The woman said she was forced to support herself and family by taking in washing, and that she was willing to do this, but objected to him keeping the tubs full of beer.

### Low Death Rate of Babies in City Largely Due to Bee's Free Ice and Milk Fund

Children of Omaha's Poor Last Year Received 2,940 Quarts of the Very Best Milk Through Bee's Fund—Nourishment Is Brought to Needy Families By Representatives of Visiting Nurses' Association.

"There are two main public health activities that count most in preventing unnecessary loss of infant and maternal life," says the annual report of the New York milk committee. "First, clean, pure milk; and second, expert medical and nursing service for expectant mothers. The public conscience is fast awakening to the value of infant life."

Omaha has come to a reputable position in the care of infant life, largely through The Bee's fund for free milk and ice, which gathers money each summer from generous readers and pays for the visiting nurses for milk and ice for the babies and small children of the deserving poor.

There is no other means, public or private in Omaha whereby these little ones can be cared for in the critical hot weather. Last year in the months of June, July and August, 109 Omaha babies died out of 1,000 born.

**Death Rate Low Here.**  
This figure seems very high, but it is low when compared with the baby death rate of some other cities. In Baltimore, Md., the death rate of babies under 1 year old for the whole year round was 148 per 1,000 last year; in Philadelphia it was 126 per 1,000; in Memphis, Tenn., it was 145 per 1,000 and in Fall River, Mass., it reached 161 per 1,000. These are the year-round figures and they are much higher than Omaha's infant death rate for the three hot months.

Omaha's low rate is largely due to The Bee's fund, which last year supplied 2,940 quarts of the best milk to these little ones. It is at work this year, through the visiting nurses, keeping the life-giving lactal fluid flowing to the hungry

little mouths and nourishing the little bodies.

"Within a very few blocks of the city hall, little babies would be starving if it were not for the milk brought to them by this charity," said Miss Florence McCabe, superintendent of the Visiting Nurse Association. "All over the city we are helping the helpless little ones whose hold on life is often so precarious during the reated season. All they need in most cases is pure, rich milk. A few dollars will bring a baby through to September 1, and from then on his chances of life and health are fine."

**Baby Crop Large.**  
America's baby crop this year promises to be the largest in the history of the country, according to the New York Milk committee's survey.

### BRITAIN MAY LOSE EXPORT TRADE TO U.S.

English Doubt Ability to Regain Export Business After Giant Strides Made by Americans.

By ROBERT WELLES RITCHIE, Universal Service Staff Correspondent.  
London, July 19.—To give a few details of the giant strides American trade has made at the expense of British, I cite from the Times supplement the following paragraphs: "The large part played by America in the food supply of Europe is too well known to need elaborate comment here. It will, perhaps, be sufficient to note that last year the exports in this category amounted to nearly \$2,000,000,000. Raw cotton accounted for nearly two-thirds of the exports of raw materials, while the exports of coal were valued at \$1,080,000,000. The quantity exported, however, some 24,000,000 tons, was only a little greater than in 1913, and when the exports to Canada are deducted there is little evidence that America had, up to the end of last year, done much toward capturing British markets for this commodity. The events of the last few months, however, have undoubtedly made the position of the British coal exporter difficult, and American exporters are reported to be taking full advantage of the position."

**South American Trade Lost.**  
"Certain very enticing offers have been made for supplying American steam coal to Scandinavia, France, Italy and Spain at prices at which our merchants with their additional facilities will find it difficult to compete, while in the case of South America it is feared that the markets may be lost to us entirely."

"The export trade in cotton manufactures, which prior to the war amounted to \$55,000,000 last year, were valued at \$181,000,000 last year, piece-goods accounting for no less than \$108,000,000 of the total. Canada, Central and South America, and the Philippine islands are the principal markets."

**America Has Motor Trade.**  
"In spite of the fact that last year there was a considerable decline in the exports of motor cars from the United States, it is yet true to say that America has practically captured the export trade of the world in these vehicles, there being no market in which she does not hold an overwhelming share of the trade. The development of the trade since the war is shown in diagram C, and when it is added that in 1917 no fewer than 1,800,000 cars were constructed in that country, and that the total value of the output was about \$218,000,000 (\$1,090,000,000), it will readily be seen what a strong position the American manufacturer holds, and what a small proportion of their total trade is represented by exports."

**Road Reports.**  
O-L-D is reported fair to good to Denver, with rough spots around Ashland (now being repaired), and some rough stretches on the road to Greeley. For Estes Park, run west from Greeley to Loveland, up the Big Thompson Canon to the Park. Lincoln highway is fair to good to Kearney; rough stretches from Kearney to North Platte, with detour at Elm Creek, crossing river on south side and running over good road to crossing back again to Lexington. White Pole to Davenport is fair to good, and River to River same. Black Diamond between Des Moines and Iowa City reported good, and cuts distance thirty miles and eliminates numerous railroad crossings. Lincoln highway east to Chicago, fair to good, detour at Loveland; Cedar Rapids to Chicago, detours east of Clinton on account of road work. Road work at Dyer, Ind., necessitates detour around the Lincoln highway, by taking the I-V mark from Joliet to Valparaiso, which runs north of the Lincoln highway, going on from Minnesota state line to Jackson, Minn. Cars going through, but better route is via Spirit Lake and east through Esterville to Armstrong on Imperial Highway, then north to Fairmont and Winneago and Mankato.

Members and non-members who contemplate going out of town should secure one of the "Omaha" publicity plates at the club room. They are free to members and 10 cents to non-members. Let folks know you are from the best state in the country. The club has nice red, green and yellow flashy club pennants for sale.

The Omaha Automobile club endorsed the wheel tax ordinance at the time of passage because it was understood that the funds derived from this tax was to go 60 per cent for street repairs, and 40 per cent for boulevard repairs. So far, there has been collected over \$31,000 from this tax and the money diverted to other funds. Motoists of Omaha who believed as the club believed that the wheel tax would give us better streets, do not like to think that this money is being used for other purposes than that which it was raised for—repairs. This club is right with Commissioner Towel in his stand that the wheel tax money should be used where it was understood it would be used, and for no other purpose.

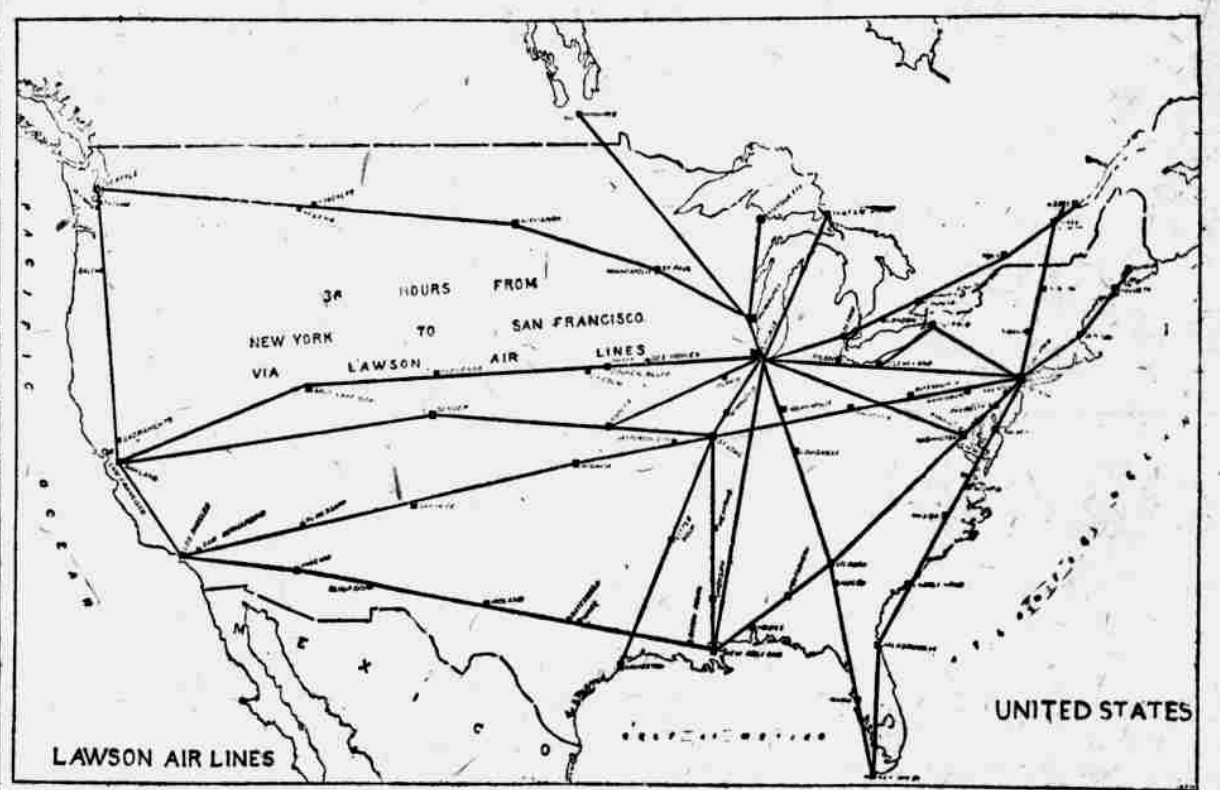
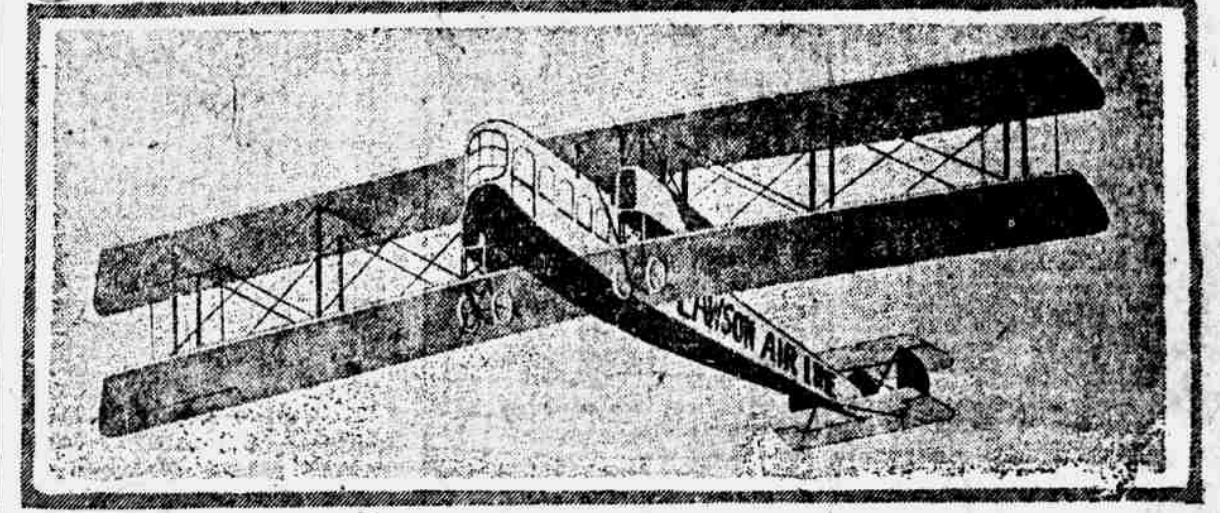
### Omaha Will Be One of Main Landing Stations On Proposed Trans-Continental Air Route

Jules Verne, and his "Thirty Thousand Leagues Under the Sea" will have nothing on the tale which The Bee's representative will relate to Bee readers of an epic-making trip in the most gigantic plane afloat, in which he will be a passenger, on its maiden trip from coast to coast. The trip is scheduled to start at New York before the first of August. Probably only three stops will be made in the entire journey to San Francisco.



Alfred W. Lawson.

The accompanying pictures show the designer of the huge plane, Alfred W. Lawson, noted aviator of Green Bay, Wis., the plane as it will appear when assembled, and a map of the route of the proposed Lawson Airline.



### First Plane to Carry 26 Passengers Across Country to Have Bee Representative Aboard—Planes Leave New York in Evening and arrive in Omaha the Next Morning—Here Passengers Will Change Planes for Pacific Coast Journey.

Omaha will be one of the main stations of a coast-to-coast passenger airplane system which will be in operation between New York and San Francisco in a short time.

The first monster airplane, weighing seven tons, and designed to carry 26 passengers, is being assembled by Alfred W. Lawson, Green Bay, Wis., aviator and inventor. A representative of The Bee will be on board the plane on its first trans-continental trip, and will give Bee readers a detailed story of the trip—a trip which is expected to revolutionize commercial and trade routes of the entire country.

here would be a valuable asset to the commercial expansion of Omaha.

The first big plane will be completely assembled and ready for a trial flight August 1.

The interior of the passenger car resembles a miniature railroad parlor car. The seats are of comfortable individual chairs with cushions and leather-padded backs. At the front are two steering wheels, similar to those of an automobile. Either wheel will control the car, which will be in charge of two aviators, a captain and a first lieutenant.

**Launch 50 Feet Long.**  
The body of the coach including the tail, which provides room for baggage, is 50 feet long, a little over six feet wide, and high enough to permit a person seven feet tall standing room.

### KILL MADERO HUN IDEA FOR SLAYING OF SPARTACANS

Ritchie Tells Interesting Story in Connection With Shooting of Rosa Luxemburg and Liebknecht.

By ROBERT WELLES RITCHIE, Universal Service Staff Correspondent.  
London, July 19.—How did Liebknecht and Rosa Luxemburg, the two original firebrands of the German Spartacist party, die and who was responsible for their unofficial executions in Berlin early in the year?

Inasmuch as there were circumstances of striking similarity between the murders of Liebknecht and Luxemburg and the unofficial slaying of Francisco Madero and Pino Suarez of Mexico under the presidency of General Huerta of bloody memory, the true story of the two German radicals' taking off will have interest for American readers.

**Defend Their Views.**  
On the evening of the murders, soon after sunset, Liebknecht and Rosa Luxemburg were taken to the Eden hotel, where they spent some hours in charge of their guardians. There was apparently mixed company and a good deal of conversation, some of it animated, in which the two victims discussed and defended their views. Orders were received that they were to be transferred to the Moabit prison, and Liebknecht was taken to the back door of the hotel, where a military car was awaiting.

As they were leaving, one of the company cried: "See that these swine do not reach the prison alive." This person, however, was a civilian, and therefore not amenable to the military court, and his case was not further inquired into. The evidence was accepted, apparently, because it lessened the blame to be attached to Private Runge.

**Uses Rifle as Club.**  
This impressionable member of the guard, as Liebknecht got into the car, aimed two blows at him with the butt of his rifle. One blow missed, the other cut his head open.

Captain-Lieutenant von Pflugk-Hartung, the officer in charge, then got into the car. The reporters testify that this officer made a very favorable impression on the court. He was well groomed, alert, had a clear and sparkling eye, and gave his evidence in an open and attractive fashion. He said that he had taken quite a fancy to Liebknecht in the hotel, thought that for a socialist he had interesting views, and a good way of putting them. And so when he got into the car beside the clubbed man he drew his revolver and told him that he would shoot him if he tried to escape.

Thus, chatting about socialism, they continued their journey, Liebknecht streaming with blood, but in the opinion of the captain-lieutenant not sufficiently wounded to make it advisable to have medical advice. Presently, at a dark corner of the Thier-Garten, the car stopped. Evidence was accepted as proving that the breakdown was genuine.