

THE OMAHA BEE

DAILY (MORNING)—EVENING—SUNDAY
FOUNDED BY EDWARD ROSEWATER
VICTOR ROSEWATER, EDITOR

MEMBER OF THE ASSOCIATED PRESS
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You should know that
Omaha's aggregate factory output for the year 1918 reached a total of \$427,271,161.

What The Bee Stands For:

- 1. Respect for the laws and maintenance of order.
2. Speedy and certain punishment of crime through the regular operation of the courts.
3. Pious publicity and commendation of efficiency lawlessness and corruption in office.
4. Frank recognition and commendation of honest and efficient public service.
5. Inculcation of Americanism as the true basis of good citizenship.

Wake up Omaha? Watch us!

Now is the time to sell your dollar. Silver is worth \$1.24.

Article X is now up to the president. He will have to say pretty soon.

Another turn on the discount rate screw may help lower other than stock quotations.

"Hurry up wagons" at \$5,700 each is going some, but it seems Omaha must have them.

The war-time lid has a great many holes in it in spite of the effort of congress to make it tight.

It is well to keep in mind that all the radicals in the United States are not members of labor unions.

Wall Street bulls have staged a nice little come-back, but it is a good place for an outsider to avoid.

Wool enough on hand to more than supply the country's need for a year, but that will not affect the price to the users.

The prince of Wales must have been enormously impressed by the sight of a bed that has been in use seventy-five years.

A red petticoat was waved to prevent a smashup on a Georgia railroad. Usually waving such a garment has an opposite effect.

A bridge across the Missouri at or near Yankton has long been a dream so alluring that Omaha can well afford to make it come true.

Omaha may not have the best police force in the world, but will be equipped with luxurious patrol wagons. Delinquents should appreciate this distinction.

Lifting the blockade on Fiume is Italy's way of notifying the world that the government is finally reconciled to the actions of d'Annunzio. It was tough, of course, but had to be done.

French opponents of the League of Nations are using Galicia as a terrible example of the league's impotence. The case is only one of a number that might be found in Europe today.

Iowa towns are suffering because of no coal, but the people over there keep right on buying automobiles. It is the realization of the suggestion made by the French queen that the people be given cake when the bread ran out.

Socialists of Milwaukee having nominated Victor Berger for congress again, will now go about to convince the rest of the country that the vote of expulsion was an extravagant abuse of power. Or, maybe they think a man can not be kicked out of congress twice for being a traitor.

Prof. in Abnormal Times

In the interest of the public the federal Department of Justice sought and obtained a temporary injunction to restrain certain officers of the United Mine Workers from directing and managing a general strike. In the interest of the same public the fuel administration, by order of the president, has fixed coal prices and put in effect certain restrictions on distributions.

Now, the primary lists of the federal fuel administration may be open to intelligent criticism. The event will demonstrate the existence or non-existence of mistakes in the measures taken to prevent either profiteering or a scramble for coal and its unequal and inequitable distribution. But there is no room for any serious difference of opinion respecting the propriety of the course of the government in regulating at this time both the price and the distribution of coal. The notion that it is interfering with the beneficial and all sufficient law of supply and demand is fallacious. Attorney General Palmer has punctured this fallacy in a vigorous communication to a representative of the wholesale coal dealers.

Regulation by supply and demand is effective under normal conditions. Competition when it is active and genuine amply protects consumers against extortion. When monopoly or scarcity due to strikes removes competition as a substantial factor; when the demand is so far in excess of the supply of a necessary commodity that the vendors are able to obtain any price they choose to set regardless of the cost of production, the question of reasonableness in fixing profits or any other relevant consideration, then the consumers are entitled to special measures of protection and relief.—Chicago News.

SETTLING THE MINERS' WAGE.

When the miners and coal operators reassembled with Secretary Wilson to resume discussion of differences, a new and encouraging note was apparent. Ostensibly, the miners were bent on demanding all they asked for in the beginning, and the operators determined to insist that the war wage agreement still holds. As a matter of truth, neither side had any serious intention of pursuing this attitude. The men know they will not get support in unreasonable efforts to enforce their original program, while the operators are equally sure that a new bargain must be struck.

It is within the range of possibilities that before the affair is closed a commission will be named to make inquiry into the entire range of coal miners' employment. Enough has been brought out already to support the statement that the men have some well founded grievances. Just what these are and how to remove them can only be determined by a competent inquiry. Such an inquiry was made in the anthracite fields in 1892, and on the report then made the operation of the mines has since been continuous, with wage and working conditions subject to adjustment from time to time. A similar investigation might be of equal service to the soft coal industry.

One of the prime factors in the situation as it exists is the failure of the operators to provide continuous employment for the miners. This in turn rests on the inability of the mine owners to obtain cars as fast as needed. Coal mining and transportation, each a basic industry, are so closely related in this regard that better co-operation is absolutely needed. When steady work is furnished the men, at wages based on full consideration of all that is involved in the service, one of the persistent causes of industrial friction will have been removed.

Free Speech in Old England.

We are often reminded that England is the birthplace and home of free speech as we understand it—that there, if anywhere, persists the inestimable right of the old Saxon tribes, wherein any man was free to say whatever was on his mind, accepting full responsibility for his words. Exercise of this right frequently entailed personal inconvenience, and now and then necessitated whatever of short federal service was in vogue. But it was free speech. So John Bull has let the advocates of any old idea, no matter how radical and absurd, talk as much as they cared to, holding that as long as the pressure was not pent up it did not become dangerous.

A limit exists for all mundane things, and this has been reached in England, where zealous prohibition advocates are extolling the beauties of a bone-dry world. One other dearly prized right of the free-born Briton, coming down from an antiquity as remote as that of free speech, is the right to drink whatever form of beverage he fancies. Like the hero of the Australian ballad, "Rum and gin and bitter beers, anything to swell his head—it was all the same to him." So, when the exercise of free speech begins to interfere with the exercise of the right to drink anything and everything, trouble is started.

Our British cousins must not delude themselves with the thought that riding a prohibition speaker on a rail will discourage the propaganda. The London episode may be repeated many times, but the crusade will not be abandoned. Nothing can be more persistent than a prohibitionist when once he gets started.

One of Burleson's Costly Blunders.

When the telegraphs and telephones were seized by the government last year, war necessity was pleaded by the postmaster general as an excuse for his action. This could not have been applied to the telephone, as that service was not taken over until the end of the war was in sight. Generally throughout the land the course was looked upon as a high-handed exhibition of autocratic power on part of Mr. Burleson, totally uncalled for and not justified by any existing conditions. That it was costly as well as outrageous is now shown by the request of the postmaster general for an appropriation of \$14,418,237 to pay the companies the difference between the guaranty given them and actual net earnings. President Mackay of the Postal company, who did not welcome the intrusion of the government on the operation of his concern, says his company has earned more than the amount guaranteed. He announced long ago that the increase of rates enforced by the postmaster general was unnecessary. This is part of a private quarrel, though, and is of interest only as such. The outstanding fact is that Mr. Burleson's brief try at managing the wires cost the patrons not only the inconvenience of the curtailed and inadequate service, together with the added cost for using the wires, but the large sum he now seeks to make up the price he agreed to pay for the fun of imitating Secretary McAdoo's handling of the railroads. It was, all in all, a costly as well as an irritating blunder.

Mexico Armed and Waiting.

Reports from Belgium and Spain that Mexico has been laying in large supplies of arms and munitions of war are not reassuring, nor especially alarming. It was not expected that if the United States were to be called upon to cross the Rio Grande with a real army, that Carranza would be found unarmed and helpless, nor does the fact that he is armed deter the movement. Americans have exhibited unusual patience with the Mexicans, not through any dread of the encounter, but because of a chivalric reluctance to engage in conflict with an enemy so weak. This sentiment is not appreciated in Mexico, and it may be eventually set aside in America. Disclosure of the preparations made by Carranza to resist American intervention may well have the effect of strengthening the resolve of our people not to put up with outrages along the border forever. Conditions have not improved in the six years Mr. Wilson has watched and waited, and the country is getting weary rather than accustomed to the spectacle of outrage and deprivation endured by American citizens from Mexican bandits.

Thanksgiving dinner will be some affair if graced by a turkey this year. A modest estimate of the cost of material for a family fest to fill six people is \$10.75 for the raw materials. And this does not include a pie.

For once Mayor Smith is right: the purchase of the high-priced automobiles for police use is extravagance.

Releasing the Railroads

From the New York Times.

Under the law for federal operation of the railroads the president has power to retain government control of them for 21 months after the proclamation of peace. He gave a year's notice of his intention, nevertheless, to surrender his control at the end of this year, and has in his hands the bill passed by both houses restoring to the Interstate Commerce commission immediately the powers which were suspended when the roads were taken over by the government as a war measure. The present status of the companies, therefore, cannot continue, and the interval for decision respecting their future operation is not only short in time, but comes when congress is weary with other activities. The special session probably will soon adjourn, and when the regular session meets in December the appropriation bills cannot be neglected.

Senator Cummins introduced a bill which has not gained strength with time, although diligently and frequently amended, and which has so antagonized the labor interests by anti-strike proposals that its prospects in the house are not good. That is particularly true since the house prefers the Esch bill, which has profited by avoidance of some of the unwelcome features of the Cummins bill and has not attracted the confidence of the senate thereby. The present prospect is that when either house receives the bill of the other it will strike out all but the enacting clause and substitute its own, and the surviving measure will be agreed upon in conference. That requires time, much time for a measure affecting twenty billions of capital and all the industrial interests of the country. It is not likely that the permanent future status of the railroads can be settled before private operation is resumed, and it is not desirable that the action taken should be rather hasty than well considered. What can and must be done quickly is to safeguard the welfare of the companies and the country during the interval between the end of government control and the renewal of private operation.

Essential as it is to be considered, for content and delay grow with each additional detail in dispute. First, the companies must be safeguarded against the current deficit which would bankrupt many of them if put upon them instead of upon the government. There has been a welcome improvement in the earnings of the roads recently, but there remains a gaping deficit of \$271,160,742 for the last nine months, or, say, roundly \$300,000,000 for a year. That leaves out of account payment for several hundred millions of equipment ordered for the government's use for war purposes at war prices and condemned by the companies as unduly expensive, unsuitable as a private charge, and not well adapted for use by many of them. There is well advanced a proposal for financing this debt charged to the companies, but even if it should be enacted and accepted by the companies, the cost would practically be a charge on either the rates collected by the companies or the taxes collected by the treasury. Besides, the improvements in the companies' earnings is believed to have been at the expense of the physical condition of the roads. This year the government has bought 200,000 tons of rails, or just the amount which the Pennsylvania company is now in the market for on its individual account. It is likely that many roads need rails more than the Pennsylvania, and are less able to buy them. Calculating only on the proportion of the Pennsylvania, the companies as a whole need 2,000,000 tons of rails and that would be below a fair yearly consumption. Worst of all is the deplorable condition of the companies' credit in the money market. During the first nine months of this year there has been issued over two billions of new securities, and not one dollar in new railway shares. The railroads have been able to do some refunding, but the total amount put out \$1,750,000,000 securities, indicating an activity or trade which will be checked if the railroads are unable to grow up to it. Many would like to sell railway shares and few will buy them.

Under such conditions it is clear that under either temporary or permanent legislation there should be for a time a continuance of the guarantee of the standard return, and some action which should prevent the renewal of the guerrilla war by the state commissions on the rates fixed by the federal authority. That is even the opinion of the chairman of the Interstate Commerce commission, who has said recently that, since the condition of the railroads was forced upon them by war conditions, "until the corporations have reasonable opportunity to make their own readjustment, the government should stand behind unavoidable losses to a reasonable extent." Only those can dissent who wish the railroads to become insolvent as a step to government ownership and operation. Even the brotherhoods have seen how hopeless a program that is and have dropped the Plumb plan to that end.

Heroes Who Must Be Recorded

Commemoration is deserved by the Navy league for the efforts it is making to get information of a definite kind as to the identity, the achievements, and the fates of the young Americans who, seeing more promptly than did their own country what should be done to defeat the ambitions of Germany and to defend her chosen victims, enlisted before the April of 1917 in the military service of one or another of the allies.

These men, fortunately for American repute, numbered some hundreds of thousands, and they scattered pretty well all over the surface of the world. In character, as in courage, they should rank high in the roster of national heroes, for they did much—did all that was done till we entered the war—to prove by their offer of life that they were here of full appreciation of what was going on in Europe.

Many of them died in the great and noble adventure upon which they entered, and it would indeed be deplorable if they should lack at home the reward of fame and remembrance that was so well earned. Most of the survivors, of course, finally were transferred to the American forces, but they have a right to have their records and made permanently known that, with no other call than that of their own consciences, they risked the supreme sacrifice for the good cause—and did it betimes.—New York Times.

TODAY

The Day We Celebrate.

Ernest H. Button, manager of the LeFebur Ledger company, born 1879.

Sir John Ainsie one of the eminent financial leaders of Canada, born in Quebec 64 years ago.

James O'Neill, a popular veteran of the American stage, born in Kilkenny, Ireland, 70 years ago.

Charles E. Merriam, university professor and several times candidate for mayor of Chicago, born at Hopkinton, Ia., 45 years ago.

The Fairbanks writer, Madeline and Marion, well known to the stage and motion pictures, born in New York City 18 years ago.

Vincent Astor, one of America's richest young men, born in New York City 28 years ago.

Thirty Years Ago Today.

Marshall Field of Chicago, and his brother Joseph of Manchester, England, visited the Real Estate Exchange and while in the city were the guests of J. H. Millard of the Omaha National bank.

Mr. Robert Patrick entertained at Happy Hollow in honor of Judge Brewer. There were present "10 judges, seven lawyers, one marshal and one client."

A son was born to Mr. and Mrs. J. C. Callahan.

The local W. C. T. U. voted with Miss Frances Willard in endorsement of the prohibition party.

Mrs. Charles Woolworth was visiting Mrs. Guy C. Barton.

The Bee's Letter Box

Jerry Sends DeValera \$100. Omaha, Nov. 15.—To the Editor of The Bee: President DeValera's mission to America is a righteous one because it is in behalf of a race of people who have been struggling to throw off the yoke of the invader for nigh 800 years. His lecture in Omaha was listened to with marked attention by the general public. Besides, the press gave it considerable publicity. But lo, and behold, the unbounded enthusiasm of the "patriots" in their aspirations to become members of the reception committee together with their anxiety in having their pictures taken with President DeValera, was most magnanimous. Can it be possible that the exhibition of patriotism that was so visible during the president's visit has vanished? Perhaps it is awaiting another spasmodic occasion for display.

Hon. Frank P. Walsh, chairman of the American commission on Irish independence, has submitted a \$100,000 bond certificate issue of the Republic of Ireland. The Sinn Fein leaders who at one time were branded as visionary idealists, are showing themselves to be the most practical of men. President DeValera, in their name, asks us to help them carry to a successful issue the great work they have undertaken, Ireland's emancipation. The friends who were ever and always faithful and true to Ireland will respond immediately to this invitation taken, Ireland's republic to be the first line on the other side of the Atlantic. Let us supply them with the munitions of war by purchasing the bonds of the Irish republic to the fullest extent of our ability. The time has come for backing up our professions by our dollars.

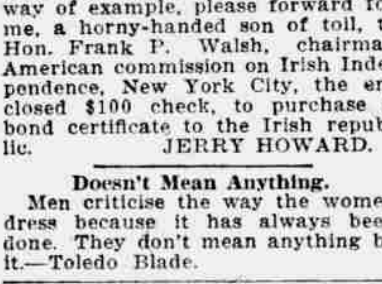
That passage in the book of Hosea which says "A tree is known by its fruit," is applicable to that class of patriots who are invisible in war and invincible in peace, whether the war be active or passive. To keep history straight, besides joggng the memory of the shottless warriors, professional patriots to do their duty, I might mention the following, lest they forget.

Previous to "Easter Week" through your great paper a contribution of mine was forwarded to the Irish National Volunteers. This time the Sinn Feiners have substituted the plan of passive resistance and it is working like a charm. To help Ireland to win her way of example, please forward for me, a horny-handed son of toil, to Hon. Frank P. Walsh, chairman American commission on Irish independence, New York City, the enclosed \$100 check, to purchase a bond certificate to the Irish republic. JERRY HOWARD.

Doesn't Mean Anything. Men criticize the way the women dress because it has always been done. They don't mean anything by it.—Toledo Blade.

DAILY CARTOONETTE

I'M GOING OUT TO SHOW THE NEW COOK HOW TO RUN THE GAS STOVE!



AND HE DID



INVENTIVE GENIUS

may find a way to produce a piano permanent and more beautiful than that of the matchless

Mason & Hamlin

But so far human ingenuity has failed to approach the supreme standard set by this pianoforte of the discriminating Mason & Hamlin is the final choice of those who have tried all, and who are satisfied with nothing but the best.

Highest priced—highest praised

Cash or Time All Same Price.

Tyler 40

A. Hospe Co.

1513 Douglas St.

The Art and Music Store.

Little Folks' Corner



WHAT GIRLS CAN BE

Telephone Operator. By ELIZABETH MATHER. "Hello, Main 1970? Hello. That you Jones?"

"Well, this is Smith. Had a pip-pin of a time getting you. Got the wrong number twice." "Yeh. Maybe they are breaking in a new girl. You know a job as a telephone operator takes a girl with considerable brains."

"Your niece wants to be one? Well, I've a cousin that is a chief operator. She told me how they choose operators and train them."

"They wanted to know if your niece was a high school graduate? Well, that isn't always necessary. My cousin says they prefer a high school education, but a grammar school education will be accepted."

"Yes, sure, a girl must have perfect hearing, good general health and good articulation. Your niece could expect to stand an examination on these three points."

"You are right about that matter of temper. A girl who wants to become a telephone operator should be courteous and patient if nothing else."

"How'd my cousin get into the business? Well, she started in at the bottom. The company gave her a month's training free, paying her a salary in the meantime. Then she started as an operator. Later she became a supervisor. A supervisor you know, has charge of about eight or 10 operators. Now she is a chief operator. A girl who goes into the business has pretty good chances for promotion. There are a lot of clerical and executive positions that have to be filled by girls who have had actual experience as operators."

"Your niece tried to find a school where telephone operating was taught? There aren't any regular schools. Most of the big companies maintain schools of their own for the purpose. If she will go to one of the exchanges or write to the company they will see that she is trained all right and will pay her while learning."

"Oh, that so? Well, goodbye. Call you up later."

(Next week, "Americanization Teacher.")

Boys and Girls Newspaper Service Copyright, 1919, by J. H. Millar.

I WONDER

I cannot see your face. The fog makes such a wall. But in my mind I trace A sailor boy who's tall And wears a fair With gold-flecked hair, And winsome eyes that dream

And seem To see beyond the mist-screened sea: I wonder, Lad, do you see me? —Le Baron Cooke in "Contemporary Verse."



WHAT BOYS CAN BE

Mechanical Engineer. By R. S. ALEXANDER. Jimmy was fixing the Ford. Sis' beau, waiting for Sis to put on her hat, watched him.

"Like to work with machinery, Jim?" he asked. "Yeh," said Jimmy screwing home a spark plug. "Good at mathematics and physics?"

"A' in both of 'em last term," answered Jimmy cranking up. "Well, why not be a mechanical engineer?"

"Get that would take too long," objected Jimmy. "Not so very. You have another year in high school. Then go to a technical school for four years. After you graduated you could take a job. That makes you 23 when you start. That's not too old."

"Dad couldn't afford all that?"

"You could work in the summer in a machine shop and help out. There are a lot of mighty good technical schools giving evening



courses for fellows who have to work in the daytime. One big school has its students work part time in shops nearby to gain experience."

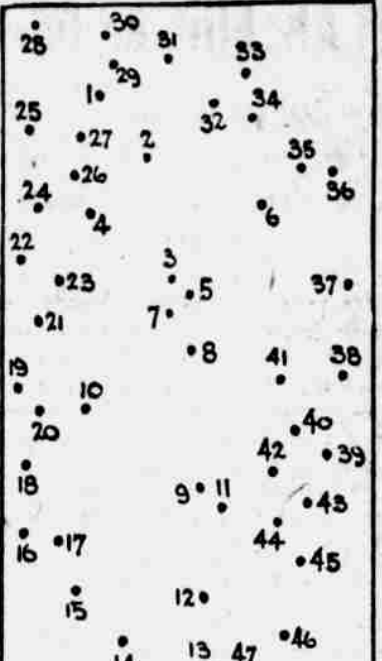
"What kind of a job would I get when I graduated?" taking off the fan belt.

"A mechanical engineer is a mechanic with a scientific education. He is a man who has made a systematic study of the designing, making, and running of machines. He is trained to take charge of the designing and running of machinery or to run a gang of mechanics. You would probably be able to land in some machine shop overseeing the making of machinery or in a power plant overseeing the running of it."

"Who could I write to to learn more about it?"

"Write to the head of the department of mechanical engineering of any good technical school, or to the American Society of Mechanical Engineers, 29 W. Thirty-ninth street, New York. The society publishes a monthly journal called 'Mechanical Engineering,' 'Engineering as a Vocation,' by Ernest McCullough is a good book on the general subject. 'Elements of Mechanics' by Merriam is another good one to start on. 'Engineering News,' 200 Broadway, N. Y., and 'Engineering Magazine,' 140 Nassau St., N. Y., are good magazines. Get some of them, read 'em, and think it over, he concluded moving off to join Sis.

DOT PUZZLE



Add one dot to fifty-three. See a — that fell for me. Draw from one to two and so on to the end.

who appeared with her hat in her hand. (Next week: "Government Employee.")

Boys and Girls Newspaper Service Copyright, 1919, by J. H. Millar.

Good for Comic Sections

It will be amusing, but not important, to follow the findings of the German tribunal appointed to determine the responsibility for the war.—Cleveland Plain Dealer.

Special Sale on Sweater Coats

- Men's Heavy Wool Sweater, \$10 grade, at \$6.95
\$6.50 Sweater Coats, at \$4.95
\$5 Sweater Coats, \$3.95
\$4 Sweater Coats, \$2.98
\$4.00 Jersey All Wool Sweaters, \$2.98
Boys' Fancy Sweaters, at \$2.95
Cotton Sweaters, \$1.50
Boys' Slipovers, \$1.75c
Heavy Wool Sox, \$1.98c
Heavy Union Suits, \$1.98

J. HELPHAND CLOTHING CO. 314 N. 16th St.

A Public Service Corporation advertisement featuring a portrait of a man and the slogan 'BUSINESS IS GOOD THANK YOU'.

L. V. NICHOLAS OIL CO. advertisement for Gasolene, featuring a portrait of J. V. Nicholas and the slogan 'The Best Oil We Know.'