

THE OMAHA BEE

DAILY (MORNING)—EVENING—SUNDAY
FOUNDED BY EDWARD ROSEWATER
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MEMBERS OF THE ASSOCIATED PRESS

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You should know that
The Omaha stock yards occupy an area of over 200 acres, all paved with concrete and brick.

- What The Bee Stands for:
1. Respect for the law and maintenance of order.
2. Speedy and certain punishment of crime through the regular operation of the courts.
3. Prompt notice and condemnation of inefficiency, laziness and corruption in office.

English pound is only about 13 ounces now.
Automatic phone's coming back. Remember "Beep".

Tip to the retail clothing store, now in session: "Have a heart!"
"Ever the right comes uppermost, and ever justice done."

"Jim" Hanley says the dry law has teeth and will bite. This is fair warning.
Locally, the flu is flattening out, but do not let up on being careful until all danger is passed.

Cloture might be a good thing for the senate, if the treaty is to be disposed of at this season.
What do you suppose has gone wrong—"Mitch" Palmer hasn't issued a manifesto in over a week?

The mayor says "penny ante" is not the worst thing in the world, but it is one of the most seductive.
A Chamber of Commerce building is proposed as a tribute to Omaha's importance. "Watch us grow!"

The 10th of the month never did have any terror for the honest man and all days look alike to the dead beat.
Archduke Joseph is to be the new king of Hungary. He will do well to recall what happened to his predecessor.

Mr. Wilson is nearly well enough to travel again. It must have been irksome to have been so long confined to the White House.
Base ball magnates keep crowding in with their reminders that spring is on the way. Wrestlers and candidates will take heed.

Omaha teachers will get a flat raise of \$100 per year, which will be of some assistance to them in their struggle with old Hi Cost.
Many Germans are anxious to reach America, and we do not blame them, but they find it a different land than in the prewar days.

A muzzled navy is "Jimmy" Gerard's idea of running things. It was the same with the present secretary, but he could not make the muzzle stick.
Two aliens who sought safety in America during the war have been denied citizenship by the local courts. This is a just penalty. The man who would not fight for America is unfit to be a citizen of the free republic.

Midwinter commencement exercises for the Omaha high schools serve to emphasize the importance as well as the activity of the city's educational system. Time was when a class of fifty-three would have been considered a pretty fair output for June.

"PEAK OF HIGH PRICES."
The Federal Reserve Board announces that the "peak of high prices and speculation has been approached or reached." Just now there is better reason to support this statement than on any of the several previous occasions when such words have been sent out from Washington. Heretofore the word has been fatal to the thought, the reserve board hoping that some other agency would intervene to check inflation. Only when it finally took action did any cessation come. With the raising of the discount rate last month and the final collapse of the effort to put our government's credit behind the commerce of Europe, came signs that the reaction is impending. The steady decline in foreign exchange is preliminary of what is to follow.

Fortunately for Americans, business in this country is in such condition that a panic need not be feared if wise judgment prevails. Discussing this phase of the problem, the National Bank of Commerce of New York says:
Despite speculation in farm lands in many sections, speculation in the stock market, speculation in the oil fields, a considerable volume of very unprofitable speculation in foreign exchange, and not a little injudicious commodity speculation, our general domestic credit situation is sound. Manufacturers and merchants have generally been more than conservative in the book values they have placed upon their assets, and have accumulated large reserves in one form or another, which should enable them to meet readjustment with safety. If, when the tide turns, readjustment is not too long resisted and production is not too much slowed down, and if the situation is flexible and competitive, we may expect to meet the reaction without disaster. The country is not as well braced now for reaction as it was at the time of the armistice, but so many of our major industries are in an exceedingly strong position, and our banks are as a whole in such excellent condition that we should view the prospect without undue apprehension.

This comment on the situation continues with this advice to the business men:
When the readjustment comes, the business men of the country will have opportunities for a policy toward labor which will go far in making for industrial peace in the years that follow. In so far as balance sheets permit, it is business men's duty to let prices go down first without making too vigorous efforts to reduce wages. The natural course of events will lead to substantial wage reductions in time. However, we cannot expect to see wages receive as rapidly or as far as prices, because the elimination of immigration in recent years has left our labor supply relatively short. Even without reduction in wages, labor costs per unit of output will be reduced with the restoration of shop discipline and the cessation of overtime work.

Fair Chance for the Railroads.
Elimination from the railroad bills of provisions for the compulsory consolidation of the transportation lines is a sign of returning sanity. The grouping idea, which seems to have been behind the scheme for government operation, was elaborated by former Director McAdoo, at the time he resigned from the cabinet. His recommendations were based on the experimental consolidation hastily effected as a war-time measure, and under which all the great railroads of the country had been thrown together in a helter skelter fashion, with a resultant jumble of rolling stock, train and engine crews, operating forces and what not. The only unity obtained was a patriotic desire to develop the greatest possible efficiency from systems that were overtaxed, in order that the war might be vigorously prosecuted. If the results did not justify the effort, the blame is not to be laid on the men who tried to make the plan work.

Not for the sole purpose of maintaining healthy competition, but in the interest of economic and efficient management, the roads should be allowed to stand as units, permitted under proper regulations to make such natural combinations as will achieve the real purpose of transportation as an agency of public service. The great transcontinental system is an example of how this can be worked out. Two great railroads connect Chicago and New York; six join Chicago and Omaha, and one carries the business from Omaha to San Francisco. Each of these roads is an independent unit, competing with the others for business, catering to its patrons, but in the end achieving through reasonable co-operation all that might come by reason of actual physical consolidation.

Production and distribution alike depend on transportation. With not only the present but the future prosperity of the nation thus involved, congress will exhibit wisdom only as it deals with the railroads in a broad and generous way. Experiments may be postponed to a more opportune and less strenuous day.
Treaty Settlement Coming Nearer.
On the surface may be noted signs that the end of the treaty fight in the senate is not far away. The letter from Viscount Grey, recently made public, in which he frankly admits that Europe will accept the proposed reservations, has greatly cleared the situation. It fully confirms the statements made in December, when Lloyd George and Clemenceau held their conference in London, and it was stated that the Lodge reservations would not be objected to. Developments since then have been rapid. Administration supporters have seriously tried to secure concessions from the republican group, but without avail. While willing to accept changes in phrasing on minor points, Senator Lodge has declined to admit modification of the language or principle of the reservations dealing with the voting power and Article X. At the moment a small group of irreconcilables still stands opposed to acceptance of the covenant of the League of Nations in any form, while a similar group continues to demand the president's extreme program. This latter is not so firm as it was a few weeks ago, and from it enough are expected to break away to give the necessary vote to secure ratification with reasonable reservations.

What the president will do is uncertain. Nothing has been heard from him on the point since his letter in November, when he urged his followers to vote against ratification on any terms but his own. The general demand of the country for peace, the willingness of the European powers to accept the reservations, and the certainty that the treaty will not be ratified without them, have not been without effect on the president's supporters. He may continue his attitude, but he will be forced to accept full responsibility for keeping the nation out of peace.

The crown jewels of France are back in Paris again, so the war must be over. We would advise the French to beware of "highjackers," however.

Neglect of the Mississippi

From the Minneapolis Tribune.
It has been in these columns that there can be a harmful paragon in congress as well as a harmful paragon in the Mississippi river. The failure of the house to provide an adequate fund for navigation improvement of the upper Mississippi river appears to be a case of the former.

Making the Mississippi more useful as a transportation agency is one of the things which does not come under the head of "boak" business. It is a project to promote the material progress not merely of our congressional district or state, but of many of our cities. The whole Mississippi valley indeed, it might be said that the whole country, would benefit by a judicious and scientific improvement of the Mississippi river. This imperial stream was flung down through the agricultural heart of the country in olden times ago. In the most enlightened countries it has remained to the present an instrument of destruction. It is a gift of nature to the country, but it is a gift of nature which the general government it should be made usefully and profitably.

More today than ever before it is important that this priceless gift of nature should be improved artificially and put to work as one of the chief task-bearers in the country's transportation system. The railroad companies, for reasons they have not had it in their mind to disclose, are not doing it. The demand made upon them by the commerce of the land, the waterways, and particularly the Mississippi river, should be made supplements of the railroads in the carrying business. Economy dictates that this should be done. Transportation requirements call for it.

The recent effort of rival commercial centers to deprive Minneapolis and the northwest of the long established right of milling-in-transit emphasizes the importance of rearing as soon as possible all the possibilities of river navigation from the Falls of St. Anthony to the gulf. It is perhaps not too much to say that if the river were prepared now to do all that it is capable of doing as a freight carrier, our rivals would not have been quite so ready to try to deprive us of the milling-in-transit privilege. But whether there be a close connection as that between a rival, independent transportation system and railroad discrimination against the city in this form, the general proposition is true that the preparation in this great waterway for such service as it is capable of is too important not only to Minneapolis, but to the whole northwest to permit unnecessary delay in its construction without vigorous and immediate protest from the northwest. This region, properly organized, is in a position to insist that the movement for economy shall not be false economy, depriving the public of advantages outweighing incalculably the expense that may be necessary to secure them.

Possibly the senate will take a broader and better view of the upper Mississippi improvement project than the house. It is not probable that both houses will acquit themselves well on the subject in the final decision on general railroad legislation, bringing about a larger and more fruitful correlation of rail and water transportation. It is to be hoped so. The Mississippi giant has been permitted to idle too long already.

Gabriele D'Annunzio's Refusal

It is really a pity that Gabriele D'Annunzio cannot fill his engagement to take part in the flight from Rome to Tokyo. As an aviator in the war, although a man of middle age, he won new laurels. What a war record the poet had until the Fiume frenzy seized him! That his fame was tarnished by his antics in Fiume he must realize himself. To the picturesqueness of his character the episode has added, no doubt, but comparatively speaking, his domestic life is a rather dull affair. Some think he is mad, others regard him as a demagogue. The time had come for him to throw away ambition, purify his patriotism, and embark in a new adventure with a thrill in it and the chance of distinction, conditions he never overlooks. There would be pain for his soul in an airplane speeding to the mystic east. His disordered brain would clarify. The steady movement through the upper spaces would have the effect of a sedative upon his nerves. He would recover his spirits. His eye would clear, his appetite return. He would begin to think noble thoughts again, and looking back he would see that the Fiume passion was not really patriotism, but a sickness of the brain. A great poet could occur to him on the flight over Heaven to far-off, immemorial Japan, and he would compose immortal lines as the clean winds rushed in his face. D'Annunzio cannot be himself yet or he would fly to Tokyo.—New York Times.

The "Matter With America"

What's the matter with America these days? Too many diamonds, not enough alarm clocks. Too many silk shirts, not enough blue flannel ones. Too many pointed-toed shoes and not enough squared-toed ones. Too many serge suits and not enough overalls. Too many delicate and not enough aprons. Too many satin upholstered limousines and not enough canvas duffel bag ones. Too many consumers and not enough producers. Too much oil stock and not enough savings accounts. Too much envy of the results of hard work and too little desire to emulate it. Too many desiring short cuts to wealth and too few willing to pay the price. Too much of the spirit of "get while the getting is good" and not enough of the old-fashioned Christianity. Too much discontent that vents itself in mere complaining and too little real effort to remedy conditions. Too much class consciousness and too little common democracy and love of humanity.—Fargo (N. D.) Forum.

Reminder of Old Days.

Warnings to stand pat on the treaty are calculated to interest Uncle Joe Cannon in the modern evolution of an old-time phrase.—Washington Star.

TODAY

The Day We Celebrate.
Carl C. Kettleman, attorney, born 1891.
Sir Horace P. M. Rumbold, British minister to Poland, born 51 years ago.
Mabel Tilton, associate justice of the supreme court of the United States, born at Morristown, N. J., 62 years ago.
Simeon Baldwin, celebrated jurist and former governor of Connecticut, born in New Haven, 80 years ago.
Rev. Henry Beard Delane, suitcase bishop of the Episcopal diocese of North Carolina, born at St. Marys, Ga., 62 years ago.
Marion Filkins, celebrated actress of the American stage, born at Rockland, Me., 47 years ago.
William A. Rarden, catcher of the Cincinnati National league base ball team, born at Bedford, Ind., 32 years ago.

The Bee's Letter Box

Over and Back.
Do you know that when you put on your back to glide over the ice you are indulging in a sport that is hundreds of years old? The old Norwegian had skates made of oxen horns, curiously shaped and fastened with things to his shoes. The Puritan fathers wore wooden skates quite similar to those which the Dutch wear today.

After the boys had shown Beppo that they could do a circle of 4 art wheels all around the barn floor, and four or five Roll-Overs in succession on his padded mat, he nodded approval and said they could start on the third track.

Of course, no matter how good the skates were, they would be of little use unless his joints were good and his muscles strong.

Beppo then took a rake handle, that was standing in the corner of the barn, and holding it lightly in his hands, jumped over the stick, and with graceful ease jumped back again, still holding the stick in his hands.

How It's Done.
"Xo, boys, I want you to remember the directions I gave you," Beppo said. "First, you hold the stick lightly in your hands, so that falling will not cause you to trip and fall as it would if the stick were held tightly. You jump in the air drawing your knees up to the chest, as in the Roll-Over, and with your arms perfectly straight you swing the stick under your feet. Remember three things, straight arms,

When Doctors Disagree.

It is sad and hard to believe a man holds such a recognized position of prominence could be guilty of such gross or arrogant language. When he says they will eliminate whiskey as a medicine from the American Pharmacopoeia that is their privilege and in his opinion, very wise judgment. But when he says whiskey is a poison, and that it is a remedy in preventing influenza or helping it, is a positive poison, let him call a halt. For it is true there is no reliable drug on the shelves of the stores today that is not in some way behind its rightful proportion and allowance.

Such language of men unthinkingly and unscrupulously representing organizations of their kind, that impresses and leads the masses of little wretches and lets the death roll of the nation grow higher and higher, when the only thing that can save some of these lives, whiskey is not a preventive of flu, as no one could be so positively known to the medical world, but it is a wonderful aid to your other medicines in fighting the flu poison forcing its way through the system.

Flu is a poison, absolutely in the blood that makes it a great trouble with the lungs in one, in the kidneys and the heart in another, while in a third it may disarrange the entire nervous system of the patient. The decided stimulation of whiskey or brandy draws the poison on and out of the system through its great secretory pores in the various organs, giving your other medicines its advantage or way to benefit the patient.

But, what's language is more like one that stands in the shop, in the table or over the pharmacopoeia book or the lecture room and it lacks experience of thirty years after the experience of the war, carrying home with their large and creditable families, in all the various types of sickness and diseases, especially when it comes to cold and flu, five to ten in one family or home with the flu, I was always pleased to find them with a supply of whiskey which always served as a valuable aid in the fight.

In 1918 when the flu was so violent and deaths ran so high, I had over 400 cases of the flu and had tried every kind of medicine, but I don't say this with any self-adulation but simply to prove that whiskey speaks for itself in its aid to the patient. So I say, let all the drug stores have a valuable aid in the fight.

Little Folks' Corner

Sports that Make Men Athletics
Over and Back.
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The All Round Girl
Red Cheeks and Pep
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Rollers for Southern Girls.
Girls who live too far south on frozen rivers and ponds, may substitute roller skates for ice skates. Roller skating gives the same exciting exercise in the open air, and "rollers" can cover as great a distance on a floor as steel blades on the ice. Roller skating is not a "city" sport, but one of good opportunity for great skill. Many girls seem to think that there are only certain seasons for roller skating. Not so; it is an all-year-round sport. Why can't you roller-skate in winter, making it a great national girls' sport?

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OUCH! BACKACHE! RUB LUMBAGO OR STIFFNESS AWAY

Rub pain from back with small trial bottle of old "St. Jacobs Oil."
Which is back is sore and lame, or lumbago, sciatica or rheumatism, has your stiffened up, don't get a small trial bottle of old "St. Jacobs Oil" at any drug store, or a little in your hand and rub it on your aching back, and by the time you count your sorrows and lameness is gone.

Do not stay cramped! This is the most penetrating oil made, and not only rubs it takes the pain right out and out of the misery. It is magical, yet absolutely harmless, and doesn't burn the skin. Nothing else stops lumbago, sciatica, rheumatism or rheumatism so promptly. It never disappoints!

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