

War Savings Stamps are the answer of a great democracy to the demand for a democratic form of government security. They have behind them the entire resources of the government and people of the United States. The War Savings Stamp plan is simple, straightforward and certain. The holder of the certificate cannot lose unless your country loses, and if it loses your money is worthless and your liberty in the hands of Prussians.

A Happy, Prosperous Year to you and yours, wherever you may be.

THE CELINA DEMOCRAT

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We are altogether now in this struggle. If we win, you win. If we lose, you lose. Will you help win? Thrift stamps offer one way.

RAILROADS TAKEN OVER BY WILSON

Secretary McAdoo Is Named Director General.

TO BE OPERATED AS ONE ROAD

Direct Management of the Lines Will Be in Hands of Railroad Officials and Federal Railroad Board—Certain Steamship and Electric Lines Also to Be Taken Over—Change to Cost \$100,000,000 Next Year.

Washington, Dec. 27.—President Wilson issued a proclamation announcing government possession and operation of the nation's railroads for the duration of the war. Action becomes effective tomorrow.

William G. McAdoo, retaining his place in the cabinet as secretary of the treasury, is placed in charge as director general of railroads.

Every railroad engaged in general transportation, with its appurtenances, including steamship lines, is taken over and all systems will be operated as one under the director general.

In a statement accompanying his proclamation the president announced that as soon as congress reconvenes he will recommend legislation guaranteeing the earnings and maintenance of railroad properties in good repair. Government backing will be given to new issues of railroad securities, that a ready market may be found.

Direct management of the roads will remain in the hands of railroad officials, and the railroads war board, comprised of four railroad heads, will continue to direct actual operation, under Secretary McAdoo's general supervision.

The chief practical effect of government operation will be to permit a complete unification of all rail systems, impossible under private operation by reason of states prohibiting pooling of rail traffic and earnings. The roads themselves had gone as far as they dared in this direction. The situation was fully realized by President Wilson, who, in his statement, declared the roads had gone as far as they could and that already some systems were endangering their earnings in attempting unification.

Although the proclamation applies to all electric lines engaged in general transportation, local interurban systems are specifically exempted.

Congress will be asked to guarantee earnings equivalent to the average net operating income of each railroad in the three-year period ending June 30, 1917.

Railroad experts estimate that this will cost the government next year in the neighborhood of \$100,000,000, which can be raised in large part by increased freights if the interstate commerce commission grants the roads' application for the 15 per cent increase now pending. Otherwise it will be paid largely out of general government funds.

Wilson Issues Statement.

President Wilson's statement follows: I have exercised the powers over the transportation system of the country which were granted me by the act of congress of August, 1916, because it has become imperative for me to do so. This is a time of great crisis, less than of men, perhaps even more than of men, and it is necessary for the complete mobilization of our resources that the transportation systems of the country should be organized and employed under a single authority and a simplified method of co-ordination which have not previously been possible under private management and control.

The committee of railway executives who have been co-operating with the government in this important matter have done the utmost that it was possible for them to do; have done it with patriotic zeal and with great ability; but there were difficulties that they could neither escape nor neutralize. Complete unity of administration in the present circumstances involves upon occasion and at many points a serious dislocation of earnings, and the committee was, of course, without power of authority to rearrange charges or effect proper compensations and adjustments of earnings. The public interest must be first served and, in addition, the financial interests of the government and the financial interests of the railroads must be brought into a common direction. The financial operations of the railroads need not then interfere with the borrowings of the government, and they themselves can be conducted at a greater advantage. Investors in railway securities may rest assured that their rights and interests will be as scrupulously looked after by the government as they could by the directors of the several railway systems.

Immediately upon the reassembling of congress I shall recommend that these definite guarantees be given. First, of course, that the railway properties will be maintained during the period of government control in as good repair and as complete equipment as when taken over by the government; and, second, that the roads shall receive a net operating income equal in each case to the average net income of the three years preceding June 30, 1917; and I am entirely confident that as congress will be disposed in this case, as in others, to see that justice is done and full security assured to the owners and creditors of the great systems which the government must now use under its own direction or else suffer serious embarrassment.

The food you waste today may mean hunger to someone, somewhere, sometime. Be saving and buy a War Savings Stamp.

NOT SNEERING AT THE OLD COMMONER NOW

A couple of weeks ago Bryan's Commoner contained the following paragraph:

"Less than a decade ago when Mr. Bryan tentatively brought forward the necessity at some time in the future of the government taking over the railroads because they were unwilling or unable to fulfill their functions as carriers, he was greeted as an impractical visionary. For more than six months now the nation has witnessed the control of the railroads through a war board appointed by the President, and the prediction is now freely made that through the failure of the railroads to keep enough equipment on hand for the demands of trade the government will take them over completely."

COMMON PLEAS COURT JURORS

Grand and Petit Jurors for the annual term of Mercer County Common Pleas Court, which meets on Monday, January 7, have been drawn and will be found below. The petit jury will convene January 23.

GRAND JURY

Henry Birkmeyer, Butler.
Frank Pickenbrock, Marion.
J. W. Wright, Washington.
John Griggs, Union.
Charles Lutz, Center.
Charles Brown, Hopewell.
Samuel Carr, Black Creek.
P. F. Burke, Gibson.
John Frahm, Hopewell.
J. R. Kruse, Gibson.
Julius Leichter, Marion.
Fred Heckman, Marion.
Henry Wurster, Center.
Frank Bruns, Butler.
John Hook, Union.

PETIT JURORS

A. J. Snavely, Celina, R. R. 2.
John For, Rockford.
Daniel Moller, Celina, R. R. 6.
David Robinson, R. R. 6.
George Felder, Celina, R. R. 1.
Henry Sunderman, Ft. Recovery.
Pat King, Mercer.
A. H. Swelger, Montezuma.
Nathan Hainline, Celina R. R. 5.
Floyd Houts, Celina.
John Yeocum, Rockford R. R. 5.
Isaac Brannon, Montezuma.
David Black, Celina R. R. 1.
David Morningstar, Ft. Recovery R. R. 4.
John Pax, Celina, R. R.
Edward High, Rockford.
Conrad Hooverman, Rockford R. R. 5.
John Harvey, Mercer.

UNDILUTED 100 PER CENT AMERICAN

(Lima Republican Gazette.)

When Joseph P. Tuertta was seven years old he left the town of Stolberg, Germany, in which he was born, and came to America with his parents.

Even at that age the youngster had had his taste of nationalism. He received it in school. He sneezed at attention, little shaver tho he was, whenever the Herr Professor spoke. He heard, even then, of militarism and the "castor" of the army.

P. August Tuertta, his father, brought him and his mother to Coldwater, Ohio, there, quietly they prospered. The youngster who had tasted the child's taste of Prussian control grew to be a young man. He went to college and specialized in forestry. He graduated and went west and rose through merit until he became manager of a big lumber company on the Pacific coast.

"I can remember," he told Sergeant Jack Staples of the Lima recruiting office, "when we first came to America. My father was German trained and had had his service in the German army. He very seldom spoke of it."

"My father was quiet. He seemed to be thinking a lot. There was not German spoken in our house. Now and then a German phrase would escape and I can remember that my father would frown."

"I was only a little fellow when my father began to talk about America, what it meant to us and how it was just opposite of Germany."

AGAIN SUPREME COURT SPEAKS

It must now be regarded as settled that on account of their well-known noxious qualities and the extraordinary evils shown by experience commonly to be consequent upon their use, a state has power absolutely to prohibit the manufacture, gift, purchase, sale, or transportation of intoxicating liquors within its borders without violating the guarantee of the fourteenth amendment of the Constitution.

The above is an extract from the decision of the United States Supreme Court a few days ago in the Idaho case, in which the court held void the Prohibition law of that state.

The highest court in the land holds there is no more warrant for the unrestricted use of liquor than of habit-forming drugs. It is a decision against the "right" of drinking poison as well as against the "right" of its unrestrained sale. It is a blessing to the people of this country, and it is a decision in favor of bone-dry Prohibition.

The decision will meet with the approval of the people. The campaign in Ohio this year shows that the voters are not scared at bone-dry Prohibition, but on the contrary, think it to be the proper thing. An absence and medicine assert liquor is a poison and not a medicine, the country is quick to realize there is absolutely no sense in booze.—American Issue.

GOVERNMENT CONTROL OF RAILROADS

(From Dayton News, Gov. Cox's paper.)

In deciding to assume control of the railroads the government has taken the most important action since the inauguration of the draft. For months it has been evident that the step which has been decided upon by the president would be made necessary unless the people who were responsible for the operation of the railroads succeeded in developing a much higher grade of efficiency than has ever been manifested in the past.

The railroad people have been promising better things and the public has been implored to be patient; but instead of a bettered railway service, conditions have steadily grown worse. Traffic delays have become unbearable; freight congestion has increased; equipment has deteriorated; the whole railroad business has become so demoralized that the government could no longer put off the decision to assume control.

Immediately after the declaration of war against Germany the railroads attempted by appointing a war board to obviate what has happened. It was hoped that the Railroads' war board would be able to bring about a unification of operating endeavors that would result in such an improvement of service as to make government control unnecessary. The war board has worked hard and it has done as well probably as was possible under the existing conditions. But it was confronted by an impossible task. The railroads had been permitted to run down. Rolling stock has become depleted and roadbeds in many instances have gone to the bad.

Railway officials have been complaining that they could not make improvements or add new equipment because of their inability to float bond issues. Their complaint was well founded. There have been so many scandals in connection with manipulations of railroad securities during the past ten years that public confidence in the soundness of railroad bonds has been destroyed. The swindles that were carried on in connection with railroad stocks were bad enough to make sensible people wary. When the crookedness was extended to include the bonds, men and women who had money to invest decided that the railroads offered nothing which they could afford to consider.

Furthermore, it had come to be pretty generally believed, and not without justification, that many of the railroads were be-

ing operated in the interests of certain capitalists and their relatives and friends, who were permitted to draw large salaries for doing little or nothing. The stockholders got what was left, and that, as a rule, was not much. Hence it is not difficult to understand why the railroads have had trouble recently in disposing of bonds.

One of the first results of government operation will be a renewal of confidence in railroad securities. It is not likely that there will be much difficulty after this in disposing of bonds for the purpose of renewing equipment and putting the roads into good condition. Things may be expected now to move.

The president could not in justice to our fighting forces and in justice to the nation avoid the action he has taken with regard to the railroads. It was inevitable, and it is well that he has acted promptly. Delay would only have added to the difficulties which the government would, as was foreseen, have had to solve eventually.

A CONSCIENTIOUS OBJECTOR

(Columbus Dispatch)

An Ohio Congressman has explained his vote against the Prohibition amendment by stating that he believes Prohibition is a local and state issue. The fact that he saw fit to explain his vote at all is significant.

Prohibition is a local and state issue, all right; also it is a national issue, and an individual issue—and every other kind of an issue that was ever invented. Until it prevails in this country—and it is going to prevail—one need not be particular about the classification of the issue. If he is against liquor, he has the right end of the argument; if he is in favor of prohibition, he need not be particular about geographical arrangements or the nature of the issues.

THE GRIM REAPER

Mrs. Marie Becher, a pioneer resident of Liberty township, died at her home near Chatsanooga, last Wednesday, aged 80 years. The venerable woman was born in Germany, but came to this country with her parents when a child. Her husband passed away many years ago. She is survived by seven children—Meadames P. W. Delasch, of this city; Jacob Garman, of Wren, O.; Mary Daah and Willie (Gibbs) of Van Wert, and John George and William, of Chatsanooga. Funeral services will be held at the Chattanooga Lutheran church today, with Rev. Huber in charge.

Rev. John W. Hodge, aged 60 years, pastor of the Ft. Recovery M. E. church, died at the M. E. parsonage there last Friday. He had been in ill health for several months, and about two months ago had to give up his church work. Funeral services were held Sunday, after which his remains were taken to Pa. Jefferson, where funeral services and an interment took place. A wife and four sons survive him.

Mrs. Golda Priddy, wife of Wm. Priddy, died Saturday, December 22nd, at her home on the Beldon farm northwest of town.

Mrs. Priddy's death resulted from the burns received when a can of gasoline exploded in her hands some days previous. While seriously burned, it was thought for a time that she would completely recover, but she rapidly grew worse and death ensued.

Mrs. Priddy is survived by her husband Wm. P. Priddy, and a number of relatives and friends. She was 26 years, 9 months and 1 day old. The funeral services were held Monday at Ohio City—Rockford Press.

Cyrus Pogue, of Fletcher, the aged father of Supt. Pogue, of the Celina schools, passed away at his home at the above place yesterday morning after a long illness. He was a civil war veteran, and a member of the 1st O. V. L. which regiment was largely made up of Mercer county men. His funeral takes place tomorrow.

Russel Davis, the eight-year-old son of Mr. and Mrs. Roland Davis, died at the home of his grandfather, Wm. Siler, residing east of this city, this morning. Death resulted from scarlet fever.

FARMERS DO THEIR BIT

Farmers in the vicinity of South Charleston including some of the biggest landowners in Madison and Clark Counties will conduct a public sale at the South Charleston Sales Company barns to raise money for the Red Cross and Y. M. C. A. war funds, Friday.

Governor Cox was scheduled to auction off the first pig. At the suggestion of Foster B. Houston, one of the biggest farmers in Ohio, the farmers in this community donated about \$2,000 worth of hogs, cattle, poultry and farm machinery to the sale, the entire proceeds to go to the war relief funds.

GAMBLING DEVICES MUST BEAT IT

Prosecuting Attorney C. A. Stubbs this week sent to the newspapers for publication the following self-explanatory notice. It strikes at kindergarten gambling that finds its devices so handy in other places than saloons. The Prosecutor does well to put a stop to this petty gambling evil that is found in many places in town and country, and parents should give the move their warm and hearty approval:

After January 1, 1918, no punch boards, slot machines, or any device of chance will be permitted for use in Mercer County for any purpose whatever. All the Mayors of the villages in Mercer County were notified on December 15, 1917, to this effect and asked to communicate at once with the persons in their communities. All such devices are strictly against the law, and persons having them in their possession after the date mentioned will be prosecuted.

WELTY'S WET VOTE EXCUSE

Congressman Welty of this district, who voted against submitting National Prohibition to the States, has put his foot in it clear over his boot-top. His excuse for doing so had been better left unsaid. He was not asked to vote on Prohibition, but to allow the people the privilege of expressing themselves on the matter. The district at the last election cast a dry majority of between 3000 and 4000, and it looks like he might have weighed it against his personal views on the matter to better advantage. Hear his reasons for his vote:

"I have your communication on prohibition, and in reply will say that during my campaign I informed each inquirer that I would not support an amendment to the federal constitution to prohibit the sale of liquor, because I believed it a local and state issue. Having thus declared myself, I would consider it a breach of faith and myself guilty of perjury if I supported this amendment. I believed then, as now, that prohibition was a police regulation and matter of policy, and had no place in the federal constitution on a level with a municipal ordinance without endangering security of person and property. It cannot be used as a football without bringing about internal convulsion and thus stultifying America."

"As a war measure, Congress voted to prohibit distillation and let it optional with the President to eliminate wines and beers, which I felt fully controlled the situation. I have been asked to support the amendment because the majority of the district voted "dry". I did not consider the vote nor state prohibition indicative of an amendment to the federal constitution, for personally I have always voted in favor of local and state prohibition, and I presume there are others sharing the same views. My experiences as city solicitor and prosecuting officer for the state and federal governments in criminal prosecutions convinced me that prohibition could most effectively be enforced and brought about by the local and state governments."

LOCAL BRIEFS

Clark Winsor has called a meeting of the township Trustees for to-morrow (Saturday) to settle up work of road superintendents and such other matters as may come before them.

Contractor C. C. Chapman and family, who have been in Indiana the past six months, are at home again. Mr. Chapman has been engaged on a ditch contract in that state.

A fire on the 20th inst. destroyed the house on the Andrew Smith farm, near Durbin. It gained such headway before being discovered that little or nothing could be saved. It was partly covered by insurance.

The County Board of Education at a recent meeting appointed Supt. Pogue of the Celina schools to succeed LeRoy Jenkins, resigned, as a member of County Board of Examiners. The selection is a popular one.

Charles King, of Burkettsville, was bound over to the court in the sum of \$200, Wednesday in Mayor Scranton's court, when he waived examination on a charge of assault and battery.

Mrs. John Peckenberger, residing in the west end of town, who underwent an operation at a Lima hospital a few weeks ago, was able to return home last Saturday.

Rev. and Mrs. Carl Plummer, of Leesburg, this state, have been spending their holiday vacation with the latter's grand parents, Mr. and Mrs. Frank VanWormer. They were former residents of Ft. Recovery.

"Patriotism is not enough," said Edith Cavell, the brave British nurse, on the eve of execution in Belgium. Action is needed to prove the soul's devotion. The government does not ask you for your moral support and financial aid, Practise self-denial as a sacrifice for your country. Convert your savings into Thrift Stamps and Certificates and thereby sustain the army in the field. Do it now!

THE FIRST INTEREST INSTALLMENT

On December 15 the first installment of interest on the two billion dollars of the first issue of Liberty Loan Bonds became due. The amount approximated \$35,000,000, being \$1.75 interest on every one hundred dollars of bonds.

Holders of coupon bonds obtain their interest money from any bank or post office in the country by simply presenting their coupons. Holders of registered bonds are sent checks for their interest by the Treasury.

Hereafter every six months ten to fifteen million American citizens are to receive interest money on their Liberty Loan Bonds from the United States Government. This is going to create a closer and more direct association of these citizens with their government, and the effect this association is going to be of great value to these citizens and of great value to the nation in making them more personally interested in their Government and more active and alert in the exercise of their duties and rights as citizens. Every Liberty Bond holder is going to be an active champion of wise and economic legislation and administration.

The Liberty Loan is not only a great financial transaction; it is a great national force, a great national bond between the bondholders and their country, a great influence for better government and better citizenship.

PUBLIC OWNERSHIP THE ONLY WAY OUT

One hundred thousand miles—40 per cent of the total—is wasteful duplication, capitalized at many times its cost. As yet we have no train crossing the country east and west or north and south. Chicago has twenty-nine trunk lines which enter the city and they cross each other two hundred and thirty-nine times. Two stations in New York, costing a quarter of a billion dollars, have no connecting link. There is, the speakers urged, no design locally or nationally in railway, water or highway transportation. Four thousand cities have two or more steam railway stations instead of a union terminal. Duplication of terminals costs a hundred million a year. Some cities grow because of good transportation and others die of neglect. The chief evil of private ownership seems to be a lack of unity. The railroads must be united for strategy either in war or peace. There is no private power which can unite their discordant units. If there were such a power it would be greater than the nation. Public ownership is the only solution and it must come soon.—Hugh Reid in The Public.

STEPHEN GARMAN MEETS WITH PAINFUL ACCIDENT

Stephen Garman met with a painful accident which will lay him up for a while, when he was kicked on the leg by a horse, this afternoon.

BREWERS DID NOT SUSPEND

During the recent cold spell thousands of men were thrown out of employment by reason of the closing down of industries because of lack of coal. Schools and churches were closed. Women and children suffered in their homes and in places business was paralyzed. BUT YOU DO NOT KNOW OF A BREWERY WHICH WAS CLOSED BECAUSE OF SHORTAGE OF COAL, DO YOU? The pro-German brewers are helping the Kaiser in more ways than one.—American Issue. Observer, please copy.

SPOT THE LIES

[Toledo News-Be] Have you heard that the soldier boys are dying of pneumonia in the cantonments? Lies. Have you heard that they are half-fed and ill-clothed? Lies. Have you heard that the officers are rioting in luxury while the privates are suffering severe hardships? Lies.

How many other lies have you heard in circulation, of a kind tending to discourage service, to create dissension; tales of Red Cross swindlers or socks sold to the soldier or of private profits of funds misapplied or misappropriated? Lies, all of them.

Parents of the boys have been to the cantonment. The boys have come home to tell their own stories. They all say that our soldiers are well housed, well clothed, well fed, well cared for; that there is little sickness and no unnecessary hardships.

Mistake there have been and will be. It is humanly unavoidable when a nation is at war for half a century as devotedly to the arts of peace as Greece so suddenly to take up the most gigantic task that ever faced any nation, and a task with which it is unfamiliar. But we der have been deceived and are being deceived. Because this is America, and America aroused.

Then why the lies? That's what we ought to think about. Why the lies? Who originates them?

A bar of such a kind in such a crisis as this should have about the same standing as a rattlesnake or a mad dog.

It works while you sleep. The four per cent compound interest on your war savings certificates. You get \$5 for \$4.12.

JAN. 1 SEES LAST HOURLY SERVICE

(St. Marys Leader)

That St. Marys will stand for a radical and permanent cutting down of trolley service is said to be assured in the minds of Western Ohio people who are planning a complete re-arrangement of existing schedules beginning January 2, 1918.

What satisfied the interurban folks that St. Marys will remain docile with a permanent compromise is the two week's trial the first half of December when the skipper car furnished all the passenger service there was on the St. Marys division between Wapak and Celina. Based on a temporary coal shortage, the half-time schedule "worked" without severe public criticism.

Banking on freedom from attack while half the traction runs were laid off because of fuel shortage the Western Ohio managers are planning for a permanent adoption of the two-hour schedule starting Jan. 2 on all division of the line.

WAR SAVINGS

"War Savings Stamps mark an epoch in our national life."—Secretary of the Treasury McAdoo.

Many a successful business man has made the saving of his first dollar was the most important single act of his life; that it marked the beginning of a habit and a course of conduct to which he attributed his success.

Something very analogous to this, it is believed, is going to be the effect on the American Nation of the War Savings campaign. Not only are millions of individual citizens going to begin to save, but his habit of economy and saving is going to be a collective movement, a movement not of individuals alone but of the Nation.

The habit of saving formed now has a deeper incentive than ordinary. We are saving now not alone for selfish reasons, we are saving now from patriotism, saving not alone for ourselves but for our country. The combination of patriotism and thrift is indeed, going to make the War Savings campaign an epoch in our national life. It is not only going to be a thing of tremendous benefit to millions of citizens, it is going to be a thing of tremendous advantage to the Nation as a whole, and affect our whole national life. It marks the beginning of a new era in American life, and era of economy, good sense, and patriotism.

IN CUPID'S DOMAIN

Fred L. Marbaugh, of Adams County, Ind., and Miss Savada Tickle, of Black-creek township, were married at the Probate Judge's office in this city last Saturday. Rev. C. S. Johnson, the marrying parson, performing the ceremony. They will make their home on a farm five miles west of Rockford.

The marriage of Prof. J. G. VanDeusen and Miss Louise Bruns, well known instructors in the public schools of this city, on last Thanksgiving day was only made known to their friends this week. They will however forgive them and extend congratulations as well.

John Bricker and Miss Mabel Rush, well known young people of this city, were wedded Saturday, "Squire Rice performing the ceremony. Mr. Bricker is a trusted employee in the furniture factory.

Wilson G. Meyer and Miss Florence Luth, both well known young people of Hopewell township, were married at the Lutheran parsonage in this city yesterday. Rev. Reitz officiating. A wedding dinner followed at the home of the bride's parents, Mr. and Mrs. John Luth.

The marriage of Arnold Pierstorff and Miss Emma Silk also took place at the Lutheran parsonage yesterday. Re. Reitz performing the service.

SULEEBA NEXT FEATURE WASHINGTON H. S. COURSE

Thomas S. Suleeba, M. D. the man from Mesopotamia, lecturer, traveler and humorist, will be the fourth number of the Washington twelfth High School lecture course on Friday evening, January 4.

Dr. Suleeba is one of the most eloquent and interesting and useful lecturers on the American platform. He is a man of remarkable power possessing talents of unusual degree. In humor, pathos, depth of thought, brilliancy of expression and impressive delivery his equal is rarely found. His magnetic, irrefutable personality and peculiar force and fiery eloquence are characteristics of Assyrio-Arabic race. His lectures are entertaining, instructive, beautiful in diction, thoughtful, eloquent and above all, of a high moral character.

Dr. Suleeba was one of the numbers of last year's course and no lecturer ever gave better satisfaction than he. It is seldom that any speaker creates such enthusiastic interest in a subject as did Dr. Suleeba in his lecture in costume last year. He lectured on his native country, its people and their customs or the "Devil and the Turk." His recitals of the sufferings of his people emphasize through their trials and sufferings the blessings of our large Christmas liberties and opportunities. His life's history is a most thrilling story, inspiring to the individual laboring under the most discouraging phases of life. He cannot be recommended too highly.

LATE ARRIVALS

Mr. and Mrs. Ray Palmer, of Montezuma, have been entertaining a brand new boy at their home since last Sunday.