

THE OMAHA DAILY BEE.

E. ROBEWATER, EDITOR.

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A WORKING CABINET.

One comment made upon the president's cabinet is that there is absent from it the great party chieftains such as formerly, as a rule, were called to the leading places. It is pointed out that most of the members of the cabinet have not been conspicuously identified with party politics, while others have enjoyed only a local reputation and influence as party leaders. An eastern paper remarks: "The Websters, Clays, Shermans, Hayards and Blaines of party politics no longer, as President Roosevelt is shaping things, alternate between cabinet and senatorial positions, but tend rather to concentrate in the senate and there create a power which overshadows the whole legislative department and contends with the president for the mastery of the executive department."

While recognizing most fully the greatness of the men who occupied cabinet positions in former days, particularly in the matter of party leadership, yet it cannot be conceded that as a whole the body of department heads and advisers which President Roosevelt has is greatly inferior to all interior cabinets in the past. What the country now needs is not a ministry, if we may so term it, of politicians, but one of workers, and this it has. With one or two exceptions the members of President Roosevelt's cabinet are free from political ambition and are actuated by the single desire to properly perform their duties and to faithfully serve the government. They are desirous, of course, of promoting the welfare of their party, but they are not seeking political preferment for themselves. Their aim is to so discharge their department duties that the administration of which they are a part shall win and deserve the approbation of the intelligent judgment of the country. If there is no one among the present cabinet officers who quite measure up to the greatest men of a former day, it can at least be said that they are equal to all the requirements of existing conditions.

This is all that the American people want. They are quite satisfied that the men who administer the affairs of government shall not be conspicuously identified with party politics, but devote themselves chiefly to the duties that devolve upon them and see to it that the business of the government is conducted honestly and faithfully. The man in public office who gives a large measure of his attention to politics will inevitably be less efficient, less careful of the business committed to his charge, than one who gives first consideration to his practical duties. President Roosevelt's cabinet, as the country has learned, is a working body. There are able men in it—men who compare favorably in ability with any of their predecessors. The older members are experienced and careful statesmen; the younger members have commended themselves to the favor and confidence of the president as entirely competent to properly discharge the important duties they have. Having made already a highly creditable record, there can be no doubt that the Roosevelt cabinet will continue to merit the respect and confidence of the country.

THE LAWS TO RATE REGULATION.

Inasmuch as the opponents of railroad rate regulation by the legislature have brought up the decision of the United States supreme court in the Nebraska maximum freight rate cases to impress upon the lawmakers that they have no right to pass any law regulating railroad rates, it is only fair to recall to the public mind just how far that decision went. While it is true the court declared that in fixing tariffs for local business, the through tariff is not to be considered, it went on to explain its meaning by saying that the fact that a railroad company was found upon investigation to derive profits enough from its interstate business alone to cover all its running expenses and fixed charges, as well as a liberal dividend on its stock, that would not justify the legislature in prescribing the local rates that would entail a loss upon the railroad. And vice versa, profitable local rates would not justify the enforcement of unprofitable interstate rates. But that the railroads should be entitled to interstate rates high enough to pay all expenses and a reasonable return on the capital invested, and then also to local rates high enough to pay the same fixed charges and dividends a second time, cannot be read into the decision.

So far as legislative action is concerned, the important part of the Nebraska maximum freight rate decision, and the part which is carefully covered up by the railroad spokesmen, is the concurring paragraph, which reads as follows:

"We have the judgment of the State Board of Transportation of the statute to the effect that a general reduction of rates could not then have been made without injury to the business of the state, to say nothing of the interests of those whose means were invested in railroad property. We are unable to find from the record before us that the situation in Nebraska had so changed in 1903 as to justify that being done in that year which it was not safe or just to do in 1901. But it may be added that the conditions of business, so far as railroad corporations are concerned, have probably changed for the better since the decree below, and that the rates prescribed by the statute of 1903 may now afford for all the compensation to which the railroad companies in Nebraska are entitled as between them and the public. In anticipation, perhaps, of such a change of circumstances, and the exceptional character of the litigation, the circuit court wisely provided in its final decree that the defendant members of the Board of Transportation might, when the circumstances have changed, so that the rates fixed in the said act of 1903 shall yield to the said companies reasonable compensation for the services afforded," apply to the court, by bill or otherwise, as they might be advised, for a further order in that behalf. Of this provision of the final decree the State Board of Transportation, if so advised, can avail itself. In that event, if the circuit court finds that the present condition of business is such as to admit of the application of the statute to the railroad companies in question without depriving them of just compensation, it will be its duty to discharge the injunction

heretofore granted, and to make whatever order is necessary to remove any obstruction placed by the decrees in these cases in the way of the enforcement of the statute.

The decree, therefore, leaves the way open for the enforcement of the maximum rate law still on the statute books whenever it can be shown that by reason of the increase of business or the reduction of current expenses, those rates will be compensatory. If the court ten years ago, in the midst of hard times and business stagnation, foresaw conditions that would warrant the enforcement of the rate schedule then before it, surely no one has a right to say that the court would nullify a schedule of rates no lower now, in the height of business prosperity and trade expansion.

DIPLOMATIC CHANGES.

The changes that will soon take place in the diplomatic service are important, chief among them being the appointment of Hon. Whitelaw Reid to succeed Mr. Choate as ambassador to Great Britain. Mr. Choate has represented the United States at the British capital for the past six years and has made a most creditable record. Distinguished in the law, of scholarly attainments and an orator of exceptional talent, he has fully maintained the high standard established by his most distinguished predecessors at the English court. This standard, it can confidently be predicted, will be upheld by his successor, Mr. Reid, well equipped for ambassadorial duties. He had diplomatic experience as minister to France and was a member of the commission which arranged terms of peace with Spain. Mr. Reid is already well known in England, where he has been on two special missions, and his reception there as ambassador will undoubtedly be most cordial. Another important change in diplomatic posts is that of the appointment of Mr. Rockhill to succeed Mr. Conger as minister to China. The latter has done good service at the Chinese capital, Mr. Rockhill is very familiar with Chinese affairs and undoubtedly will make a most useful representative.

The American diplomatic service ranks very high and it will not deteriorate in consequence of the changes to take place. There has never been any difficulty and perhaps never will be in securing capable men to represent our government at foreign capitals, but it is becoming a question whether there should not be adopted a more liberal policy in the matter of compensating them, so that it would not be necessary to restrict appointments to men with large private fortunes. The matter has frequently been brought to the attention of congress, but there has been little disposition shown to increase salaries in the diplomatic service.

A POSSIBLE COMPROMISE.

It is suggested that a possible basis of compromise which will probably be heard much of when the senate committee on interstate commerce sets about the work of investigation regarding railway rates, is that proposed by Secretary Morton early in the last session of congress. This was to give the roads the power to enter into traffic agreements and to give the interstate commission enlarged powers over rates by permitting it to name a just and reasonable rate for one found to be unjust and unreasonable, with a provision that the rate thus fixed, if not satisfactory to the railroads, should not go into effect until it had been approved by the court, the railroad giving bond to reimburse shippers for any damages they might suffer from paying the higher rate pending the judicial proceedings. It is needless to say that this would meet with railroad opposition, on the ground that it would involve giving the commission too much power, while it would also encounter objection from those who favor giving the commission power to fix rates and put them into effect, subject to the review of the courts afterwards. It is pointed out that the situation in the next congress will probably be such that the contest will have to be fought out over the direct issue of giving the rate-fixing power to the Interstate Commerce commission, much as was proposed by the bill that passed the house, or denying it to the commission entirely. So far as public sentiment is concerned, there can be no doubt that it is at present very largely in favor of the position taken by President Roosevelt in his annual message—that is, conferring on the commission the power to revise rates and regulations, the revised rate to be at once into effect and to stay in effect unless and until the court of review reverses it. It is not at all probable that there will be any change from this on the part of the president and there is reason to believe that his influence will be very great with the next congress.

There is no demand in Omaha for legislation any elected public official out of office, and for that reason the effort at Lincoln to use the merger of county and city treasuries to oust City Treasurer Hennings before the expiration of his term will not meet with response at this end of the line. There will be plenty of work to do in closing up the city's books and records and fitting the work of the city treasurer's office into that of the county treasurer to keep the present city treasurer and his assistants more busy right up to the time for the installation of the next municipal administration which will be less than a year from the time the new laws can go into effect.

The improvement clubs are getting busy again and the city council will shortly be bombarded with petitions asking it to plant water hydrants, lamp posts and electric lights in increasing profusion on the outskirts of the city without respect to limited funds and threatening overlaps. It will take considerable backbone on the part of the councilmen to withstand the onslaught, but if all the demands for these improve-

ments were acceded to the city treasurer would be cleaned out in short order.

It is only fair to the members of the legislature who have extended an invitation to M. F. Harrington and Edward Rosewater to appear before them and state their views on the subject of railroad rate regulation, and to the public as well, that they be informed that Mr. Rosewater has been absent from the state in the east for ten days and is for that reason unable to respond to the request.

One section of the criminal code defines the crime of "compounding a felony" and prescribes the penalty, but it seems to be a dead letter judging from reports from day to day of police court cases that are settled and dismissed by restoration of the stolen goods or of money procured by fraud.

Long Drawn Out.

Chicago Inter Ocean.

The natural assumption is, of course, that a war which has nerve enough to put on a handsome front is not going to quit right away.

A Graveyard Awakened.

Chicago Tribune.

Again, there is Uncle Adlai Stevenson, aged considerably over 60, but still peering into the future with the same alertness, watchfulness and clearness of vision that always have characterized him.

Disinfect Philanthropy.

Baltimore American.

It seems that the beef packers lost money after all. Can the nation have been under a dire misapprehension all this time, and have been hurrying anathemas at disingenuous heads of philanthropists in disguise?

Johnnies on the Spot.

Baltimore American.

A minister in New York has been telling lawyers that he should stand by the great day of his life found it giving the whole, and catching what comes along both ways.

Masterpieces of Backwardness.

St. Louis Globe-Democrat.

Kourapatkin has executed two remarkable retreats and is now engaged in another masterpiece of that nature. If he can get away safely the third time, the czar should decorate him with the grand order of the Czarist, and allow him to retire.

Gracious Family Settlement.

Boston Transcript.

Those who saw and those who heard of the exhibition of family sentiment that passed in public between President Roosevelt and his wife and children on the great day of his life found it giving the whole, and catching what comes along both ways.

Officers of Four Governments.

Philadelphia Record.

Judge Rogan of Texas, who has just died, was credited with having held office under four national governments—the Republic of Texas, the United States, the Confederacy, and again the United States. He was the confederate postmaster general and the last survivor of the confederate cabinet. The principal feature of his six terms in the house of representatives was his persistent fight for a law regulating railroads. When congress acted, however, it passed Senator Culberson's interstate commerce bill. Judge Rogan spent four years in the senate and for fourteen years has served on the railroad commission of his state.

Opportunists Awaiting Intelligence.

Enthusiasm and Push.

Kansas City Journal.

There seems to be a popular revival of agitation throughout the larger cities of the west, and a corresponding reaction on the western states, especially among ardent and the humbler bread winners. Since the day Horace Greeley gave that historic bit of advice to the young man to "go west," there have been periodical flurries of enthusiasm among working people who are tired of the smelter and soul-harrowing struggle for their daily bread, and who cast longing eyes to the westward where broader opportunities are ever present to help solve the problem of existence.

It is one of the inexplicable mysteries why the toilers of our great cities remain under the domination of labor "hostiles" and wear out their unhappy lives in the almost hopeless conditions that surround them. The spell of the great city is strong and holds many who would be infinitely better off in rural communities. They complain that conditions are well nigh intolerable, yet they prefer to bear the ills they know than "fly to others that they know not of." In the arid, selfish battle for existence in the big city the poorest clerk or artisan has little chance for advancement compared with the opportunities afforded by the smaller western towns. One man who ran an elevator in Chicago a few years ago broke away from this employment and who went, and is now the wealthiest man in a flourishing town, respected by all, happy and independent. Speaking of his own experience, he said:

"Had I remained in Chicago I would probably be selling papers or running an elevator in a slum, or in some of the opportunities for gaining a competence in the cities are extremely limited, and, altogether, city life is not what it is cracked up to be for the workman. Give me the smaller towns of the limitless west, with their sunshine, roominess, the genial fellowship of their inhabitants, and the absence of the maddening throng that makes life in a city like Chicago resemble a hades on earth. Any man with a thimbleful of brains can succeed in the west. If he knows how to adapt himself to conditions. He must be a worker, he must be energetic, honest, enterprising, fearless. If he has these qualities the west wants him, and he will win out all right."

It is a fact that a most thoughtful young man of grit and ordinary intelligence can make a better living in the smaller towns of the west than in cities where hundreds of thousands of his fellowmen are struggling in ruthless competition. The ordinary laborer who will not put up with what the west, enjoys the advantages of cheaper cost of living. His chances of working for himself and saving a little capital to start in business on his own account are good. Above all, he gets more out of life in the west, and earns a place in his community that the toiler among the masses in the east never secures. It is more true now than ever that the west needs men. This need is for the young man with the right stuff in him. The young man who has the nerve to leave the drudgery of the mill and factory and strike out for himself will succeed in the west. If he works earnestly in his new home, within a few years he will find that he has a place in the community and has a recognized individuality which the factory hand or the small clerk can never know.

BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketches on the Spot.

Before and after the presidential ceremony of taking the oath on the east front of the capitol visitors thronged the great building, filling every available space and giving expression to varied exclamations on the information tendered by the locusts. One couple, a type of many, wandered into statutory hall and gazed almost speechless on the array of greatness in bronze and marble.

"Oh! This is where they bury them, ain't it?" exclaimed the wife.

"Well, they do look pretty dead," replied the husband facetiously.

"My, but there is a lot of them!" Then a gleam of comprehension struck at her face. "I know now, this is where they call a moose, and they put people in a crypt and shove 'em in holes around the wall and masonry 'em in."

"Yep, reckon that's it," was the simple response, and then they began to move about and examine the names on the statues.

"Must be big men, members of congress, perhaps," remarked the bride. "I didn't know they buried 'em right on the spot. Do you s'pose he killed himself with that thing?" pausing before the statue of Robert Fulton, who is lying all over an arm chair in a most ungraceful attitude with a piece of machinery in his hand on which he gazes with an intense look which might be taken for pain.

The Treasury department detectives, who have investigated the reports that Mrs. Cassie Chadwick brought from Europe at different times valuable jewelry without paying Uncle Sam his percentage, intimate that the famous money extractor was flimflamming the jewelers of Paris, Brussels and Antwerp, who sold her bogus jewels for big money. The canary diamond brooch and emerald ring which were brought back from New York by Judge F. F. Oldham of the office of the controller of the currency furnish an instance of her idleness in this direction. It will be remembered that Oldham went to New York with Collector Leach to have the jewels appraised by an expert in the customs office in that city, so that the collector might be able to fix the amount of duty that she had added, and straight away smuggled into the United States. Mrs. Chadwick paid 31,000 francs in Paris for the canary diamond alone, and between 10,000 and 15,000 francs for the twenty-eight white diamonds which surrounded it, making a total of between \$50,000 and \$75,000 in American money, for this particular article. The government expert appraised it at about \$1,500 to \$2,000. The emerald ring furnished an even more striking evidence of her innocence of the proper price of jewelry. She paid 5,000 francs, according to Collector Leach, for the emerald, which weighed nearly six carats. The expert said it was worth not less than \$10 nor more than \$100.