

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER.
 VICTOR ROSEWATER, EDITOR.
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FEBRUARY CIRCULATION, **51,700**

State of Nebraska, County of Douglas, ss. Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that the average circulation for the month of February, 1915, was 51,700.
 DWIGHT WILLIAMS, Circulation Manager. Subscribed in my presence and sworn to before me, this 3d day of March, 1915.
 ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Thought for the Day
Selected by Stella M. Cain

He only is advancing in life whose heart is getting softer, whose blood warmer, whose brain quicker, whose spirit is entering into living pace. —Ruskin.

The University club of Omaha is a live wire, and don't you forget it.
 We don't care how soon the groundhog makes his reappearance.
 The weather man is doing his best to expeditiously winter wheat crop's trip to Europe.
 Wonder if the health commissioner got permission from the water commissioner before issuing his "boll-the-water" edict.
 Nebraska is not the only place with democratic patronage troubles. In fact, the state without a patronage fight is the exception to the rule.
 Of all the war news coming out of the far east the report of "Great execution in the Champagne district" may be accepted as fairly accurate.

The manner in which the wheat market is hammering bakers' excuses for squeezing the weight of bread loaves is painful to the verge of a scream.
 The ship purchase bill dies with the dead congress. By the time the next congress gets into action, the excuse for the bill will probably be dead also.
 Omaha's country neighbors ought to come into the family homestead if for no other reason than the luxury of joy riding in the jitneys at regular rates.
 Mr. Gary of the Steel trust urges young men to "stick to the golden rule." No doubt the young men will gladly heed the advice if magnets will only leave a few scraps of gold on the rule.
 It is not pleasant to chronicle back-sets suffered by Omaha, but still our people should not overlook the fact that the loss of the federal reserve bank, the Indian supply depot and the signal corps school, all are to be charged up to the democratic administration.
 We are not sure that making life convicts eligible to parole after ten years incarceration will be favoring them with clemency or not. Fear of the culprit's final escape from punishment may impel the jury to bring in a capital instead of an imprisonment verdict.
 The railroad presidents are acting on Secretary Bryan's advice to wait on the lawmakers themselves instead of sending lobbyists to speak for them. It remains to be seen, however, which is more productive of results. We have heard of law-makers who would rather be seen by a railway lobbyist than by a railway president.

Thirty Years Ago
This Day in Omaha
 COMPILLED FROM BEE FILES

At the extra session of the city council a new street car ordinance was presented. It requires that street cars on all tracks and courses be run from 6 a. m. to 6 p. m. and every twenty minutes from 6:30 p. m. to midnight, and penalties failure to warm the cars.
 The gas fixtures for the new court house arrived from New York and are now being placed in position.
 Thomas Brennan, the great Irish patriot, is here to deliver an address to the Emmet Monument association. He is described as a man of easy bearing, probably not over 30 years of age, tall, slim and almost hairless but for a light sandy mustache, with a highly intellectual forehead and cast of features. The meeting in the evening was presided over by Hon. Patrick Egan, and others contributing to the program were: Miss L. Lorene Gibson, Miss Fanny Arnold, Miss Chamberlain, Jay Northrup and Walter B. Wilkins.
 A semi-riot was reported to have taken place at the slaughter house when Superintendent Crouse put up a flag in honor of the new president, which was promptly ordered down by Manager Meday.
 Charles E. Robertson, bookkeeper for Weideman & Co., commission merchant, was united in marriage to Miss Caroline E. Van Buren, daughter of Mr. and Mrs. E. Van Buren, at their residence, corner of California and Dutton streets.
 Rev. J. A. Hullman and wife have returned from a two weeks Chicago trip.

Advice that May Well Be Heeded.
 President Lee of the Cleveland Auto club gave the citizens of Omaha some good advice during the short visit of the Cleveland trade boosters to this city. It was to get busy on a campaign to secure the overland tourist travel over the Lincoln Highway. He pointed out that it is not enough to merely provide local accommodations for these automobile travelers; the eastern folks who will visit the west during the coming summer must be made acquainted with the fact that Omaha is ready to take care of them. The attractions of the route must be set before them, and things generally made plain.
 The time for this work is short, and if action is taken along the lines suggested by Mr. Lee, it must be taken promptly. Other cities have been busy, notably Kansas City, which is interested in diverting travel along the Santa Fe trail. Omaha stands to lose heavily unless the interested parties move without delay.

Important Laws Dying with Congress.
 Many important measures, passed by one house or the other, will expire on the calendar when congress adjourns on Thursday, because of the inability of house or senate to reach them. Among the list are measures that have been recommended by both the republican and democratic parties, or have been urged on congress by influential bodies of citizens, and that are looked upon as essential to progress. The Kern-McGillcuddy bill, to provide protection for government employes under workmen's compensation; the Berry bill, to regulate the shipping of convict-made goods; the administration bill, dealing with the Philippines; conservation bills of all kinds, the rural credits bill, and similar measures, all go down to death with the calendar. The failure to pass these laws is chargeable directly to the iron rule of King Caucus, rigidly enforced in support of the administration's shipping bill, a measure that was foredoomed to defeat because of its impractical nature.
 If the democrats had in no other way forfeited the confidence and support of the public, the record of omission shown by the present congress would be sufficient to condemn them.

Patronage Cometh Soon.
 Two whole years have elapsed since the democrats took possession of the promised land at Washington, but they have elapsed without distribution of any of the important federal patronage in Nebraska. Except for Secretary Bryan's cabinet portfolio and Governor Metcalf's temporary Panama berth, and a few minor places, nothing has come this way, but on the contrary all of the faithful have been compelled to remain hungry because of the deadlocked feud between the senator and the secretary of state. All the efforts of outside peace-makers, and all the frantically passed resolutions demanding compromise have failed to unlock the gate, and what was first hinted at as a possibility will come to pass when the president goes at it with recess appointments. In such event the distribution is sure to be dictated by Secretary Bryan in total disregard of the desires of the senator, who has persistently arraigned himself against the administration measures.
 Patronage cometh soon for the democrats, but hardly in a form to sooth the sores and heal the breach.

On the Other Hand.
 Railroad presidents, appearing before the legislature, support their plea for increased rates by showing the figures that indicate that the service now rendered is not properly compensated for. This argument would be more effective were not the recollection of other actions on part of the railroads still fresh in the public mind. It is easily recalled in Nebraska how James J. Hill bought the Burlington road from the Perkins group, paying for it at the rate of \$2 for \$1, and guaranteeing the dividend on the new valuation. In 1907 E. H. Harriman added one hundred millions to the stock of the Union Pacific, saying the road would earn on that additional amount. These great feats in stock expansion are too recent history to have been entirely forgotten.
 Railroads are entitled to earn proper income, but it is open to question how far they should be permitted to take advantage of a time of general depression to raise rates to continue to pay dividends on their inflated security issues. The profits they have a right to ask should be based on legitimate financing.

Look Who's Here!
 Now cometh forth the tender, shrinking lieutenant governor, and, in full knowledge of his individual weakness, he proposes that in his union there is strength, and if enough of him can be gotten together, he will be able to demand and receive certain things that are now withheld from and denied him. First among these desiderata is more pay, showing the lieutenant governor to be normally constituted, like most of those of us who toil for hire. Then, he wants more power, and in addition to the alliance defensive, he proposes to form the alliance offensive, and that whatever of legislation is urged by the lieutenant governor of one state included in the bundle, the same shall be advocated by all the others.
 The fifth wheel of the wagon is beginning to turn. No longer will the lieutenant governor sit, a lonely and neglected figure, in solemn silence presiding over a body in whose deliberations he is permitted only a passive part. As an exemplar of the modern notion of the efficacy of organization for the accomplishment of anything, he proposes to have a share in the business of the body politic of which he has long been an ornament, but never a part. And it is eminently fitting that our own Pearson should be united with the peerless O'Hara of Illinois in bringing this about.

President Holden of the Burlington is credited with remarking to the legislative committee that the railroads are opposed to litigation on railroad rates. The admission is a painful reminder of the sundering of the oldtime ties which made the courts a haven of refuge for the railroads.
 J. Bruce Ismay of Titanic notoriety has been heard from. What about is immaterial. It suffices to know that Bruce's voice occasionally rises above the rattle of the Titanic skeletons in his closet.

The Political Caldron

Who Can Furnish the Copy?
 CARSON, Ia., March 1.—To the Editor of The Bee: I suppose that all the leading newspapers receive many letters from cranky chaps in form of a crank on Lincoln and Lincoln literature.
 In Smith's Bibliography I note the publication of a sermon delivered by Rev. F. M. Dimmick "at the capitol in Omaha, N. T., April 15, 1867"—a funeral sermon in honor of the dead president. I never saw the sermon, but many copies are no doubt in existence, and I write to suggest its republication in The Bee on the fiftieth anniversary of the date of its delivery.
 I write you this simply because I am interested in the subject and The Bee is one of my favorite papers.
 F. G. WEEKS.

Omaha as a Stopover Point.
 OMAHA, March 4.—To the Editor of The Bee: I read with pleasure your editorial in yesterday's paper relative to advertising Omaha as a stop-over point, and believe that the retail and wholesale merchants of this city could assist greatly in this movement.
 My thought at this time in this connection would be the issuing of an enclosure to go in the mail advertising the various hotels in this city. We now have a hotel that will compare favorably with any hotel in the United States, and we also have the new Castle hotel, which is to be a high grade hotel, and the hotels that we have had for a number of years that will compare favorably with the hotels in any city in the western country. Such a circular could probably be issued by the Hotel Operators' association in this city, showing cuts and brief information regarding each hotel, and the merchants of this city could enclose these slips in all letters that they are sending to the eastern concerns with whom they do business, as well as their customers throughout the western territory.
 The more literature of this kind that is placed in the hands of the public outside of Omaha, the more people will be influenced to stop over with us, and I am sure an occasional editorial from your pen on the subject will assist greatly.
 F. W. JUDBON.

Why Raise Freight Rates?
 HAMPTON, Neb., March 4.—To the Editor of The Bee: I say to the Interstate Commerce commission, force the railroads to sell the unnecessary land which they have all along their right-of-way at every station for a half a mile long. They have an extra 200 to 400 feet wide strip in every town along their line which they never had any use for and never will have, especially in the small towns. They could take a heavy burden off their shoulders by selling this unnecessary land at a good price and take this money and use it to pay off some of their debts and get rid of paying taxes thereon, which come out of the public's pocket. Owning their non-productive land is only a heavy burden which the public is carrying by paying exorbitant freight rates, and which they will always be expected to do unless they sell this land and let the new owners pay the taxes on it, and make it productive, which would help the railroads in three ways: First, they would get the use of that money; second, get rid of paying taxes thereon; third, by letting the farmer make it yield crops, which the railroads would haul. This enormous sum would amount to \$1,000,000 annually to a railroad having right to 10,000 miles of track.
 Another case of vital importance to a railroad is to stop aggravating the public's bitter feeling toward them in cases where a farmer's elevator desires to build or a co-operative firm desires a lease on their track. A railroad company invariably fights such companies, standing in their own light in not being willing to lease the land needed, when they would have to add to their partially, yet at the same time they are making the public dig up for the deficit. What the railroads need is less partially and more common sense; less pencil pushers and less red tape. They would get along better and not have to come to the public on their knees begging for clemency with a four-column expensive paid ad in all the magazines. Treat the public fair and square and the railroads will be treated likewise. There is never a better advertisement than a well satisfied customer.
 STEPHEN S. BITTICK.

Demographic Patronage Troubles.
 WAIHOO, Neb., March 3.—To the Editor of The Bee: It seems that the Washington correspondent of responsible Nebraska newspaper is giving, through the medium of his paper, the information that as soon as congress adjourns the president and his secretary of state are going to dispose of the federal political plums in this state. Owing to the great mental strain that has been weighing them down for the last several months, somebody may have suggested to this pair of astute politicians the propriety of turning their backs on Washington for a day or so, while they lie themselves away to the mountains, or the lakes, or possibly to the ancient democratic shrine, the historic Hermitage, on the banks of the historic bay. It would seem that here in this place, sacred to the devotees at the shrine of so-called democracy, this pair of astute guardians of the people's liberties, watchdogs of the nation's treasury and custodians of the people's interests, might, after due deliberation, prayerfully proceed to parcel out to patriotic partisans the perquisites due to persistent political productivity. In other words, the one-time president of Princeton university, who, by the accident of politics, is now dictating orders, appointments and policies from the chair occupied by Lincoln, and the mighty mogul who, by reason of the same accident, is shuffling around in the shoes of one Alexander Hamilton, Daniel Webster and James G. Blaine, are soon to enter on the work of distributing the federal patronage of this great state.
 But let it be known that democracy that will not bend the pregnant hinges of the knee is not entitled to the thrift that may, or may not follow. Favoring, in other words, that other mighty apostle of democracy who is shuffling around in the shoes of his illustrious father, from whom he seems to have inherited no political legacy, only some of his qualities, among which are those of honesty and sincerity of purpose, and which he believes ought to be the common heritage of us all, is neither to be invited nor permitted to enjoy the day off or to engage in the pious manifestations of the Hermitage, or the pastoral exhilarations of lake and woods. It has lately transpired, through unofficial sources, that Senator Hitchcock is to have no part in the distribution of the state's patronage. The author of the "Prince of Peace" seems to have about as much use for the senator as his aforetime progenitor, and for his illustrious father. How true it is

Twice Told Tales
A Complaint.
 "English phrases are creeping into our pure lingo at an amazing rate," said George Ade at a house party at Hazelton farm, his Indiana estate.
 "We now call a dude by the English term of nut. A sack suit is a lounge suit. A derby hat, a bowler. For excuse me I say, 'I'm sorry.' Even our fine old Yankee word 'smart' has been corrupted. You never know what 'smart' means any more."
 Mr. Ade frowned.
 "Why," said he, "when people nowadays tell me a girl's smart, I have to ask them:
 "High brow or low neck?"—Indianapolis News.
Valueless Information.
 When illicit distilling was common in Ireland there was an old man who went about the country repairing whiskey pots. The ganger met him one day, and asked him what he would take to inform him (the ganger) where he had repaired the last whiskey pot.
 "Och!" said the old man. "I'll just take half a crown."
 "Done!" retorted the ganger. "Here's your money, but be careful to tell me the truth."
 "Och!" I'll tell you no lie, sir. I just mended the last whiskey pot where the hole was."—Kansas City Star.

People and Events
 Talk is to be cheaper in New York, if you must put it on the wire. Telephone people promise to come down from 10 to 5 cents a split.
 General Rosalie Jones, champion suffrage walker, has forsaken the tiresome job, and is hitting the road with an automobile. Jones pays for the gasoline.
 The tiny stream of American tourist travel to solemn Paris has been choked off by the German submarine scare. The only Americans venturing across the channel are the war contract jobbers.
 Havana is going back to the bull fight game. American ways and American ideas of duty are steadily declining in Cuba. The dollar is the only thing bearing the American stamp that gets the glad hand down there.
 "Little Old New York" is steadily changing its face. The Hoffman and the Albemarle hotels on Madison Square are about to disappear, and their passing marks the end of a section famous for its hotels twenty years ago. They will be succeeded by loft and office buildings.
 Francis Sayre, son-in-law of President Wilson, declined a salary of \$5,000 a year as "business manager" of Wisconsin university, the fountain head of uplift measures. Reasons for declining are not stated, but are presumed to refer to the incompatibility of the tempers of business and uplift.
 A man supposed to be big game threatened to blow up a city block in Los Angeles and displayed a bomb-like package as though he meant business. When the package was unwrapped a fine fat ham was revealed. The fellow explained that he could not restrain the joy his treasure imparted.
 John W. McCordie, former tax commissioner of Missouri, appeared in the St. Louis police court and pleaded for leniency for a woman who had victimized him for \$50 in a book deal. McCordie admitted that the operation of passing his leg was performed with artistic skill and daintiness, and was worth the price. Could Missouri gallantry go farther?

The Bees Letter Box

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GRINS AND GROANS.
 "It's no wonder Jiggs' finances are in bad shape."
 "What's the trouble?"
 "Why, his wife doesn't think anything of ordering two or three loaves of bread."
 —Buffalo Express.
 City Visitor—Your son at college is quite an athlete, I understand. Great at throwing the hammer.
 Farmer Hawbuck—Yes, goldurn R! Last time he was down I gave him a hammer to fix the barn an' he threw it so far I haint seen it since.—Boston Transcript.
 "Could you learn to love me?" asked the sweet young thing.
 "Well," replied the young man, "I have learned to love a lot of other girls."
 —Yonkers Statesman.
 "I am wedded to my art," said the emotional actress.
 "Well," replied the cynical manager, "maybe it would be advantageous for you to get a divorce and make art pay you alimony."
 —Washington Star.
 "What's that piece of cord tied around your finger for?"
 "My wife put it there to remind me to post a letter."
 "And did you post it?"
 "No, she forgot to give it to me."
 —Cincinnati Enquirer.
 "These apartments are entirely too dark."
 "They are no darker than the average."
 "Yes, but we want to do light house-keeping."
 —Baltimore American.
 A "cub" reporter on a New York newspaper was sent to Paterson to write the story of the murder of a rich manufactur-

er by thieves. He spread himself on the details and naively concluded his account with this sentence:
 "Fortunately for the deceased, he had deposited all of his money in the bank the day before, so he lost practically nothing but his life."
 —Everybody's Magazine.
THE FIRST ROBIN.
 Grand Rapids News.
 Bill Auger, the soda jerk, stood at Jan-der's marble bar.
 In meditation deep was he. His mind, it roamed afar.
 To hokey dolls and rimpling streams where trout are apt to lurk.
 A vision of a joyous spring came to the luncheon clerk.
 "Say, bo," he said, as he brought on our slinkers and our tea.
 "Spring's on the way to this burg, sure, take that tip straight from me.
 When I came down at 5 o'clock this morning—just at dawn—I lapsed the first spring robin hoppin' round upon a lawn."
 We've got a lot of faith in Bill. For many years we've heard His brand of wise philosophy on all that has occurred.
 If any other friend of ours had said this wondrous thing Concerning the discovery of this first bird of spring We would have taken it with salt and winked the leeward eye.
 But Bill is such an honest cuss—he'd tell the truth or die.
 "The barbinger I saw," said Bill, "was somewhat weak and pale, And was some wabby on his pins. No, it were not so quail, It staggered round about a tree, crazy as a loon.
 Its song was weak and seemed to say, 'I guess I'm here too soon.'
 'Go back, I said, 'Go back, you nut, into the sunny south.
 Before our climate stops your song by freezing up your mouth.'
 But that bird simply looked at me pa-sterward and broke into a song which seemed to say, 'I'll stay here, if I croak.'
 "You say that it might not have been a robin?" Jerry man.
 If I can't tell a robin I would like to know who can!
 It wasn't any whippoorwill or hen or stercked like and broke.
 A man who cannot pick out birds gives me an angling pain.
 Oh, yes, he was some skinny and his feathers they were rough.
 But for all that I knew it was a robin right enough.

Will it be "Mild" this evening?

- One's tobacco taste gets out-of-sorts if fed on too many black cigars.
- There's a time for mild cigars just as there's a time for heavy ones.
- How about you? Have you found the mild cigar that satisfies your smoker's taste?
- We believe you will get new light on this subject if you make your second and third cigars this evening "modulated" Havanas — Tom Moores.
- Just for mildness — they always come back for Moore.

TOM MOORE CIGAR 10¢
LITTLE TOM 5¢
 Little Tom is "all there" even if he does cost only a nickel.
 BERT & RUSSELL CIGAR CO., 615 So. 10th St., Omaha, Distributors.



Busy Bee Bicycle Contest
 closes at 4 P. M. Saturday, March 6th. Some little boy or girl will soon be happy riding this bicycle. Are you the lucky one?
 This picture of the bicycle will be in The Bee every day.
 The bicycle will be given free to the boy or girl that send us the most pictures before 4 p. m., Saturday, March 6th.
 Subscribers can help the children in the contest by asking for picture certificates when they pay their subscription. We give a certificate good for 100 pictures for every dollar paid.
 Payments should be made to our authorized carrier or agent, or sent direct to us by mail.

