

THE OMAHA DAILY BEE.

ENDED BY EDWARD ROSEWATER.
VICTOR ROSEWATER, EDITOR.

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STATEMENT OF CIRCULATION.
For the month of June, 1907, was as follows:

Class	Number	Total
35,500	17	35,500
35,500	18	35,500
35,500	19	35,500
35,500	20	35,500
35,500	21	35,500
35,500	22	35,500
35,500	23	35,500
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35,500	93	35,500
35,500	94	35,500
35,500	95	35,500
35,500	96	35,500
35,500	97	35,500
35,500	98	35,500
35,500	99	35,500
35,500	100	35,500

at total, 1,083,250.
By average, 35,500.
CHARLES C. ROSEWATER,
General Manager.
Subscribed in my presence and sworn to by me this 1st day of July, 1907.
M. B. HUNGATE,
Notary Public.

WHEN OUT OF TOWN.

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

Mr. Rockefeller dodges a judge's dictions as easily as he does a process ver.

The Great Silence is the title of a new political novel. It probably is with some one's presidential m.

he judge who is hearing that murtal out at Boise might also write interesting article on "Liars I've Met."

he new volume of Nebraska session is said to be on the way. The s themselves have already arrived all force and effect.

he Standard Oil company is said to pitterly opposed to Secretary Taft's fidacy. Mr. Taft is almost as lucky president Roosevelt.

ditor Watterson apparently wants country to understand that there difference between getting back the Constitution and getting back t.

udging from the returns from r cities, that anti-slot machine or is about two or three years behind idule time in making Omaha on its e.

et Laureate Austin says he sees pling funny about Mark Twain. On r other hand, Twain thinks Austin he funniest man he has met in ope.

overnor Johnson of Minnesota is ng to make the country believe that emocratic presidential nomination ld come to him as an unexpected ure.

nglish authorities who thought dit Raleigh was a man of honor e discovered him to be a man of or, enjoying a joke at England's use.

t is a little rough on those naval ers to be ordered to the Pacific s the social season at Newport, agansett and Bar Harbor is get- ay.

he report that a Kansas housewife a narrow escape from death while ing diabetes is significant only as ing that there still is a Kansas ewife who washes dishes.

Guatemala dispatch states that ile the government is at sea, it is wing up fortifications." The gov- ernment should not have swallowed ifications before starting on a sea age.

There will be unlimited possibil- ity for American trade in eastern optamia," writes an American ul. The American consul is al- s as full of hope as a democrat is her.

he city of San Francisco has asked federal courts to define its rights e of the treaties with Japan. San eisco is trying to make the world ewe that, like Mr. Rockefeller, if as been doing wrong it did not w it.

TEXAS AND TUBERCULOSIS.

For the sake of the good name of Texas and the proverbial hospitality and kind-heartedness of its people, it is hoped it is not true that the health authorities of the state have decided to quarantine against victims of tuberculosis. It is reported that the authorities of San Antonio have ordered all consumptives to leave the hospitals of the city and shift for themselves. If such action has really been taken, the authorities are guilty of flagrant inhumanity which will bring upon them the condemnation of intelligent citizens everywhere. Great strides have been made in the last few years in the science of treating tuberculosis. Physicians now recognize it as a communicable disease, but as no one contends it is contagious, like yellow fever, diphtheria, smallpox and similar ills, all will regret the action of the Texas authorities in refusing to treat sufferers from tuberculosis in a civilized manner. Medical authorities agree that sufferers from the disease are greatly benefited by living in a dry climate, like that of western Texas, Arizona and some parts of Colorado. To refuse them the right to live in such regions is to encourage the disease and to hasten death of sufferers from it. It would have been much more in keeping with the real Texas spirit to have constructed tuberculosis hospitals where sufferers from the disease might be treated on advanced lines, without danger to any other class of people. The attempt to establish a quarantine against consumptives is abominable and not in line with common decency.

ENCOURAGING A TRUST.

Alaskan newspapers from Fairbanks and Nome offer a novelty in the form of a request to the officials of the Department of Justice at Washington not to interfere with the plans of the promoters who are charged with having secured almost complete control of the mines, steamship companies, fisheries and development companies of Alaska. The contention is made that trust methods are almost essential for the development of the marvelous resources of the territory. One of the papers says: "The time has gone when the individual miner can make the claims do much more than pay expenses. The placer deposits are practically worked out, and it is now up to some corporation to install modern machinery, at the cost of millions, to develop the country. This will do more for the development of the interior of Alaska than any thing else."

The trust magnates concerned are said to have spent \$10,000,000 in securing placer claims and to have invested more than \$5,000,000 in machinery and equipment, while it is proposed to spend as much more in developing transportation facilities. It is asserted that they are offering to loan claims they do not own on a percentage basis and to have outlined a plan which will make it unnecessary and unprofitable for any individual miner to work his own property. The peculiar feature of the situation is that the individual miners appear to like the prospect. They foresee, they say, a development of the country in the next ten years, that could not have been accomplished in a half century under the old system. It is at least a novelty to find individual producers encouraging the operations of a gigantic trust designed to eliminate them.

UNKIND TO AN OLD MAN.

It is clearly evident that John D. Rockefeller has been grossly misrepresented by the American press and the part of the administration charged with the prosecution of violators of the law. For years the public has had the picture held before it of a John D. Rockefeller, the very personification of business acumen and commercial shrewdness, a man whose fertile brain never grew weary of devising plans and ways and means for garnering the oil supply of the world, gobbling up railroads and transportation companies, monopolizing pipe lines and refineries and extending the tentacles of the huge octopus until they promised to hold the entire commercial, industrial, educational, religious and social world in their grasp. Now we have it on Mr. Rockefeller's own word that he is not that kind of a man at all, but, on the contrary, is the victim of conditions over which he has no control, the scapegoat of designing men.

All this is shown by Mr. Rockefeller's testimony before Judge Landis in the federal court at Chicago, in an inquiry instituted by Judge Landis for the purpose of ascertaining something about the financial resources of the Standard Oil company, which had been found guilty on 1,416 counts of violating the federal anti-robate law. Judge Landis may assess fines amounting to \$29,000,000 against the defendant corporation, and he naturally wanted to learn from its responsible heads whether the Standard had that amount to spare without impairing its capital stock or injuring its vested rights and dividend-paying power. Mr. Rockefeller's testimony is pathetically frank, being largely in the nature of an admission of his ignorance. In a rather hesitating manner Mr. Rockefeller has confessed that he had been informed, whether officially or by newspaper report he was not certain, that an organization known as the Standard Oil company existed and that he was president of it. He believed, or was at least under the impression, that the business of the company was to deal in oil, refine it and sell it. He was not at all sure about the facts, but had a fixed impression that such was the case. He had an

impression also that the capital stock of the company was about \$100,000,000, and he had been told, or at least led to believe, that the company paid about 40 per cent annually in dividends. As to the matter of subsidiary companies, tank lines, oil wagons, railroad stocks and side issues of that kind, Mr. Rockefeller was painfully and visibly embarrassed. He did not relish the idea of exposing his ignorance, but finally confessed that he knew nothing about such affairs and would not know a rebate if he met it in the road. The stony-hearted crowd finally relented and refused to parade Mr. Rockefeller's lack of knowledge to the morbid crowd.

It is plain enough now that a group of unscrupulous business buccannere, known in Wall street as "the Standard Oil crowd," has taken advantage of Mr. Rockefeller. These men have worked up a great interest that yields about \$30,000,000 annually as Mr. Rockefeller's percentage of the game. For ten years they have taken about \$320,000 annually in rebates, a total of \$3,200,000, and have stuffed the bulk of it into Mr. Rockefeller's bank credit without his knowledge. They have bought and sold railroads, banks, tank lines, pipe lines, legislatures and courts without letting Mr. Rockefeller know anything about their doings. They have mercilessly imposed on a harmless old man. The sympathy of the country will go out to Mr. Rockefeller. Yes? No?

A GOOD SUGGESTION.

The good roads movement is largely a matter of education and illustration. The value of good roads is generally recognized, but so many people do not know how exceedingly good they are, or how very valuable they can be made, to both the merchant in town and the farmer in the country, that there must be more or less of a "showing" process in order to interest the indifferent and convert the doubters.

It is almost necessary for the business man in cities and towns to take the lead in this movement. After a sample road has been built the farmers will readily see and appreciate its value and the cause of good roads will go forward in earnest.

Lincoln and the surrounding country are sadly deficient in this work. What we need here is a model turnpike leading out of the city to a point like Beatrice, or Omaha, or Nebraska City. One good turnpike would lead to others, and in the building of the first one the energetic men of Lincoln would do well to take the lead.—Lincoln Star.

This is a good suggestion which we promptly and heartily endorse. A model turnpike connecting Omaha and Lincoln, and eventually Beatrice, would not only work wonders in facilitating intercourse and traffic between the cities, but would also serve a great purpose as a model for the extension of good roads throughout this entire section.

The real question is the practical one of how to secure the means and set the necessary machinery in motion for a continuous turnpike of first-class construction, properly maintained, running through several counties, each under separate and distinct local authorities. So far as Douglas county is concerned it is already paving a number of radiating roads leading out from Omaha and South Omaha and one could easily be brought down to the Sarpy county line. Lancaster county could, doubtless, also find its inheritance tax sufficiently productive to take care of its share of the work. In the intervening counties, however, more difficulty would be encountered. If it were possible to prevail on the federal government to build a stretch of this turnpike as a model road under the direction of the division of public roads of the Department of Agriculture, the problem might be solved.

The suggestion is surely worth working on as offering one enterprise in which Omaha and Lincoln could to mutual advantage join hands.

NEW ARGUMENT FOR OLD MEASURES.

The recent distribution of colossal dividends by certain express companies promises to furnish new argument for several old measures which have been before the public for some time. The business of express companies yielding such astounding profits is variegated in its nature, but in all their activities express companies are merely parasites on other corporations. On the one side the express companies poach upon the banks and upon the money order business of the postoffice in selling exchange and transmitting money from place to place. The bankers are properly objecting to the banking operations of the express companies and the postal authorities are likewise waking up to the fact that more liberal money order and postal note facilities are needed to accommodate those who should be patrons of this division of the department.

In the transmission of packages express companies deprive the railroads of the highest class freight traffic and usurp the functions of the parcel post which should be performed by the government. So far as the express companies are really railroad corporations in disguise or are owned as side lines by the railroad manipulators who thus monopolize some fat pickings to the exclusion of minority stock holders, the railroads will not object notwithstanding the apparent conflict of interests. There is no reason, however, why the railroad operated legitimately for its owners should give to the express companies the cream of the traffic without adequate returns.

So far as the parcels post is concerned, that would have been inaugurated ere this except for the opposition of the small merchants in the country. This opposition, in large part sincere, has been skilfully worked up and stimulated by express company emissaries. In all probability the small merchants would share in the benefits of the parcels post the same as other people and

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis.
The famous Fifth Avenue hotel, New York City, has been sold for \$7,500,000 to a real estate syndicate, which will erect a modern office building on the site when the lease of the present tenants expires, in about a year. The old hotel was opened for business August 26, 1888, and was a success from the start. Men of note from all over the world made it their headquarters when they came to New York, financial deals of great importance were consummated there and so politicians came to frequent the place many a plot was hatched in its corridors. This was even before the "Amen Corner" was established by the republican politicians and Thomas C. Platt, then republican boss of the state, held sway in the nook he made famous.

It was at the Peabody dinner at the Fifth Avenue, in 1887, the movement to nominate Grant for the presidency was started. Other political deals followed until the place became identical with the republican party. Grant was sheltered by its roof, as were other presidents, foreigners of note, men of letters, and men and women famous in many fields. When the prince of Wales visited New York on his American tour he stayed there.

The first regiment of volunteers recruited for the union army at the outbreak of the civil war stopped at the Fifth Avenue on its way south from New England, and after that, all through the war, military and naval officers and civil leaders made the place a rendezvous. Every one who wished to keep in touch with events of the day frequented its corridors.

She was a tiny bit of a maid of three or four summers, all ruffles and lace and floppy lingerie hat. Every woman in the car made overtures to attract a smile from her, but she was as self-possessed as a belle of several seasons, holding herself proudly aloof from the attentions of admirers.

At Sixth street a young man about 15 years old came into the car and sat next to Mistress Fluffiness. He was a clean cut, manly young fellow, and the hitherto haughty maiden melted at once before his charms. She leaned far in his direction and peeped out from under her hat up into his eyes. Then she patted his knee. The young chap blushed. The interest of women surrounding him smiled at his naive discomfiture and at the transformation in the baby, whose mother could not restrain her from her attempts to make love to the youth. He assumed for a while to ignore the little pats until at last the treasurable bent over and, looking straight into the clear brown eyes, murmured sweetly: "Pitty boy! Pitty boy!"

There is nothing to do but to join in the general outburst of sympathetic laughter, and the young man surrendered. A minute later she was seated in his lap intently studying the illustrations in a magazine which he had been carrying. Occasionally she paused to stroke the youth's arm or to give fussy little dabs at his necktie, blissfully disregarding her hero's blushes and repeating softly now and then, "Pitty boy! Pitty boy!"

A plot to prevent Bryan from getting the Iowa delegation to the democratic national convention next year is said to have been uncovered. Why should anyone think it worth while to expose such a conspiracy when Mr. Bryan's nomination is so thoroughly assured with or without support from the Hawkeye State?

Railroad travel out of Omaha is so congested that long lines of people are kept almost constantly waiting in front of the ticket windows at the local stations during the hours when trains are departing. It is up to the railroads to hire additional ticket sellers and open up more ticket windows.

Cement is not building material according to the dictionary used by freight agents of Nebraska railroads. But it would be hard on any of these faithful railroad employes if he should be promoted to a station in some other state and take his Nebraska dictionary along with him.

The railroads have put in a transferable 2-cent thousand-mile book for use in Nebraska. All they have to do now is to buy a rubber stamp and mark each of the books "Good for continuous passage on any part of our system east of the Rocky mountains."

Ambassador Aoki says Japan will not look upon the strengthening of the American naval forces in the Pacific as an unfriendly act; in other words, Japan is too wise to resent what it cannot prevent.

While it does not say so in that many words, the Steel trust leaves the inference that it cannot be expected to make good rails so long as it can get a profit of 43 per cent out of the indifferent kind.

Japanese newspapers are talking about "making the American eagle scream." The Japs should know that while the American eagle occasionally screams, it never screams from fear.

The chairman of the democratic state committee in Massachusetts has deserted and joined the Hearst Independence league. Probably he prefers a meal ticket to a forlorn hope.

Who Will Foot the Bill?

Philadelphia Press.
If the Japanese are really going to insist upon a scrimmage with this country they must not expect to borrow the money of us to pay their part of the expenses of it.

An Even Break.

Minneapolis Journal.
Mr. Taft's of Japan comes with the cheering intelligence that Japan has no present intention of wiping us off the map. Same here. We have no yearning to occupy Tokyo with an expeditionary force.

Diversions of Royalty.

Chicago Record-Herald.
Emperor William is planning a state visit to his uncle, King Edward. He can do this owing to the fact that the people who were going to make England and Germany fight have given it up and are now trying to pull off a war between the United States and Japan.

Stiffening Up Divorce Laws.

New York Tribune.
Sioux Falls is doing a rushing divorce business pending a stiffening up of South Dakota's divorce laws. The legislature passed a stricter law, but it has to go to the people on a referendum. Meanwhile, tremulous business. It is said that South Dakotans are serious in their resolution to check the export divorce evil. They are actually going to insist that unhappy visitors from elsewhere shall stay a whole year in the state before getting their freedom from the chains.

THE RAILROADS AND THE PEOPLE

Columbus Journal: The Stromberg News says, a certain individual of that town went to Omaha and called on the Union Pacific management, and as a result, there will be better train service for that town. One man changes a whole timetable! Well, I guess not!

Norfolk Press: "The only thing for the railroads to do is to fight. And the fight will be begun with all possible dispatch." That is what John N. Baldwin, general attorney for the Union Pacific railway, is quoted as saying. It was not a wise remark against the railway corporations in intense, and is justified by past defiance of both law and public sentiment by railway managers, and the talk that Baldwin puts up only encourages the people to take another shot at him.

Aurora Sun: Talk about robbery in transportation charges, we think The Omaha Bee has dug up the worst ever when it shows in an editorial where the Adams Express company since 1838 has not only paid an annual dividend on the \$12,000,000 stock, but has also accumulated a surplus of \$3,000,000. It seems to us that it is about time that the people and our government take this particular enterprise in hand and conduct the same for the benefit of the people, controlled and operated by the government.

Kearney Democrat: Our State Railroad commissioner has been so busy arranging rates for hauling sand from one sandhill to another that it overlooked the fact that the railroads have been charging \$4.50 a ton for hauling coal 800 miles and only \$2.5 a ton for hauling it 800 miles. And it required a hard prodding from an oil merchant to make the commission understand that the rates on petroleum in Nebraska in 25 cents a 100 pounds per 100 miles, while in Iowa the rate is 12 cents; in Missouri, 11 1/2 cents; and in Kansas, only 7 cents.

Pullerton News-Journal: Owing to the new law, the railroads have ordered all telephones out of the depots along the branch. If they keep them they have to pay, hence the order to take them out. This action on the part of the railroad company will work a great hardship on our people. The depot is so far from town and the trains run so irregularly that the traveling public will be put to additional disadvantages. We wonder that a great big corporation, that depends upon the public for all its revenue, would allow such a small matter to stand between it and a little favor at the hands of the people.

Beatrice Express: Doubtless one important reason why the interests of the public and the railroads are making slow progress toward co-operation and harmony is due to domination of the latter by eastern capitalists who are not in personal touch with conditions in the west and who narrowly view the rate of interest from investments will make, with little thought of the needs and demands of the public. If the western representatives of the roads who appreciate the situation, but who are subject to the circumscribed vision of their eastern superiors could direct instead of follow orders, railroad problems could be more easily and amicably solved, to the advantage alike of transportation companies and the public.

EXPRESS "FRANKS" MUST GO.

Officials of the Companies Warned Against Discrimination.
Chicago Tribune.
The express companies say that a "frank" is the same as a "pass." The law officers of the national government say it is not. The courts have been appealed to for a decision. If it shall be against the companies they will be guilty of discrimination and subject to fine.

The railroad rate law includes express companies among common carriers. They were common carriers before the law was enacted, but they were mentioned in it so as to bring them clearly under the jurisdiction of the Interstate Commerce commission. The law permits the common carriers usually called railroads to give passes or free transportation to their own officers and employees and those of other roads. The express companies find in this provision their authority for giving franks to the officers and employees of express, railroad, and other transportation companies. With those franks the officers and employees in question get free transportation for their merchandise. The express companies admit that a pass carries human beings and a frank goods and chattels, but they contend that that is an unimportant difference.

If this question were left to the public it would be decided against the companies. The average man is against discriminations by any public service corporation. He cannot see why the officers of railroad companies should have their goods carried free of charge by express companies. He can see no motive for it unless it be to secure better terms for the express companies from the railroads. Then it would be a kind of bribery.

The law permits a railroad to give passes to the employees of its own and other roads. That is a discrimination against the traveling public, but the law has sanctioned it. The law should not be expanded by construction so as to let in other and more offensive forms of discrimination. Manifestly

Thus far in 1907 Brooklyn builders have filed plans for more homes at a greater cost than Manhattan builders. In the same period Queens has filed plans for more homes than Bronx. The Manhattan figures for building of all classes were \$40,147,000, a decrease from last year of nearly \$20,000,000. The shrinkage was largely in big flat houses. In Bronx, also, flat building has declined and the total of new plans dropped from \$4,500,000 to \$1,000,000.

In Brooklyn the total of buildings planned was \$4,800,000 less than \$5,000,000 behind Manhattan about 117 square miles, against only forty for Manhattan; Greater London covers 60 square miles, against the 23 in Greater New York.

The prevailing type of home in Brooklyn and Queens is the small one-family or two-family house.
Barber shops in the theatrical and hotel districts are