

THE OMAHA BEE

MORNING-EVENING-SUNDAY

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24 weeks ..... 1 month 3.85, 1 week 1.20

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27 weeks ..... 1 month 4.30, 1 week 1.35

28 weeks ..... 1 month 4.45, 1 week 1.40

29 weeks ..... 1 month 4.60, 1 week 1.45

30 weeks ..... 1 month 4.75, 1 week 1.50

31 weeks ..... 1 month 4.90, 1 week 1.55

32 weeks ..... 1 month 5.05, 1 week 1.60

33 weeks ..... 1 month 5.20, 1 week 1.65

34 weeks ..... 1 month 5.35, 1 week 1.70

35 weeks ..... 1 month 5.50, 1 week 1.75

36 weeks ..... 1 month 5.65, 1 week 1.80

37 weeks ..... 1 month 5.80, 1 week 1.85

38 weeks ..... 1 month 5.95, 1 week 1.90

39 weeks ..... 1 month 6.10, 1 week 1.95

40 weeks ..... 1 month 6.25, 1 week 2.00

41 weeks ..... 1 month 6.40, 1 week 2.05

42 weeks ..... 1 month 6.55, 1 week 2.10

43 weeks ..... 1 month 6.70, 1 week 2.15

44 weeks ..... 1 month 6.85, 1 week 2.20

45 weeks ..... 1 month 7.00, 1 week 2.25

46 weeks ..... 1 month 7.15, 1 week 2.30

47 weeks ..... 1 month 7.30, 1 week 2.35

48 weeks ..... 1 month 7.45, 1 week 2.40

49 weeks ..... 1 month 7.60, 1 week 2.45

50 weeks ..... 1 month 7.75, 1 week 2.50

51 weeks ..... 1 month 7.90, 1 week 2.55

52 weeks ..... 1 month 8.05, 1 week 2.60

53 weeks ..... 1 month 8.20, 1 week 2.65

54 weeks ..... 1 month 8.35, 1 week 2.70

55 weeks ..... 1 month 8.50, 1 week 2.75

56 weeks ..... 1 month 8.65, 1 week 2.80

57 weeks ..... 1 month 8.80, 1 week 2.85

58 weeks ..... 1 month 8.95, 1 week 2.90

59 weeks ..... 1 month 9.10, 1 week 2.95

60 weeks ..... 1 month 9.25, 1 week 3.00

61 weeks ..... 1 month 9.40, 1 week 3.05

62 weeks ..... 1 month 9.55, 1 week 3.10

63 weeks ..... 1 month 9.70, 1 week 3.15

64 weeks ..... 1 month 9.85, 1 week 3.20

65 weeks ..... 1 month 10.00, 1 week 3.25

66 weeks ..... 1 month 10.15, 1 week 3.30

67 weeks ..... 1 month 10.30, 1 week 3.35

68 weeks ..... 1 month 10.45, 1 week 3.40

69 weeks ..... 1 month 10.60, 1 week 3.45

70 weeks ..... 1 month 10.75, 1 week 3.50

71 weeks ..... 1 month 10.90, 1 week 3.55

72 weeks ..... 1 month 11.05, 1 week 3.60

73 weeks ..... 1 month 11.20, 1 week 3.65

74 weeks ..... 1 month 11.35, 1 week 3.70

75 weeks ..... 1 month 11.50, 1 week 3.75

76 weeks ..... 1 month 11.65, 1 week 3.80

77 weeks ..... 1 month 11.80, 1 week 3.85

78 weeks ..... 1 month 11.95, 1 week 3.90

79 weeks ..... 1 month 12.10, 1 week 3.95

80 weeks ..... 1 month 12.25, 1 week 4.00

81 weeks ..... 1 month 12.40, 1 week 4.05

82 weeks ..... 1 month 12.55, 1 week 4.10

83 weeks ..... 1 month 12.70, 1 week 4.15

84 weeks ..... 1 month 12.85, 1 week 4.20

85 weeks ..... 1 month 13.00, 1 week 4.25

86 weeks ..... 1 month 13.15, 1 week 4.30

87 weeks ..... 1 month 13.30, 1 week 4.35

88 weeks ..... 1 month 13.45, 1 week 4.40

89 weeks ..... 1 month 13.60, 1 week 4.45

90 weeks ..... 1 month 13.75, 1 week 4.50

91 weeks ..... 1 month 13.90, 1 week 4.55

92 weeks ..... 1 month 14.05, 1 week 4.60

93 weeks ..... 1 month 14.20, 1 week 4.65

94 weeks ..... 1 month 14.35, 1 week 4.70

95 weeks ..... 1 month 14.50, 1 week 4.75

96 weeks ..... 1 month 14.65, 1 week 4.80

97 weeks ..... 1 month 14.80, 1 week 4.85

98 weeks ..... 1 month 14.95, 1 week 4.90

99 weeks ..... 1 month 15.10, 1 week 4.95

100 weeks ..... 1 month 15.25, 1 week 5.00

during the afternoon of April 29 and thereby miss the glorious opportunity of giving Barney and his Buffaloes a series of rousing cheers and a demonstration calculated to warm the cockles of their hearts. They deserve it on merit, and Omaha should make good.

In the meanwhile the amateur leagues and clubs are hitting their strides, building brain and brawn and good sportsmanship. If Britain's wars were won on the football fields of Eton and Rugby, then Belleu Wood and Chateau Thierry were won on the sand lots and gridirons of the good old U. S. A.

There is something wrong with the mental apparatus of the American whose heart does not thrill to the cry of "Play Ball!" as it shrills from the vocal apparatus of his umps.

EASTER THE SEASON FOR CHANGE.

We were told not a great while ago that President Coolidge had decided to make his old hat go another round. So he sent it to the cleaner and had it reblocked. Now comes the word that Mrs. Coolidge will go to church on Sunday in a dress she has been wearing for some time. On this some need to predicate the thought that the Coolidges are setting a bad example for the nation.

Depends entirely on the view point. The president has not advocated parsimony. He has stood for economy in all things. He does not believe in vainglorious display, in pompous parade, just for the effect it may have. What he does believe in is the homely virtue of careful expenditure, whether for the gratification of personal desires or the meeting of public needs. The doctrine has not prevailed in America for some years, and if the Coolidges can restore its observance by setting the example in their own personal lives, it will be well for all.

Yet, in his speech to the cotton manufacturers, the president said that change in fashion "no doubt relieves monotony and adds to the spice of life." He understands as clearly as anybody the desirability of the changes suggested by fashion's mood, the effect they have on the inward as well as the outward life of the people. He also knows that Easter-tide itself is symbolic of this change. It is the feast of spring-time, when nature bedsheets herself in the brightest. Cold grays and sullen browns give way to the warmer hues of green. In season these are spangled with the rich tints of blossoms and blooms.

Such an example of economy as that afforded by Mr. and Mrs. Coolidge, taken with the lavish display of nature, will give the right to all to follow the bent of their own inclinations, just as they always have. Dealers who have prepared for Easter as in the past have noted that folks are going to dress up, just as they have been doing for ever so long. It is a natural impulse, and may lead to extravagance, but that will not stop the parade next Sunday if the sun shines.

GOOD ROADS WORLD-GIRDLE.

If Phineas Fogg had had at his disposal the length of good roads proposed for construction in the United States this year, he could have gone around the world in high. Also, he would have been able to make the trip in 30 days or less instead of 80. According to the Bureau of Public Roads at Washington, projects approved so far for the current year's construction total 24,000 miles. Along with this will go the maintenance of 217,794 miles of highway already in commission. That is how the good roads movement has taken hold in the United States. From the condition of having the poorest roads in the world, we are moving up to the first position for best roads.

It costs money to do this. For construction \$405,000,000 is available and for maintenance \$135,000,000, according to state highway bureaus. To this must be added the estimated expenditure of \$463,000,000 by counties during the year, a total of almost \$1,000,000,000 for good roads in a single year. Since 1921 surfaced highways to the length of 35,000 to 40,000 miles each year have been finished. Nothing like it in all the world's history. Of course, the automobile has been responsible for the sudden awakening of the American people to the need of year-round highways. If in no other way, the self-propelled vehicle has been a blessing.

It is pleasant to contemplate the fact that Nebraska is moving to get into the glorious company of states that have improved highways. A few more years, and the world will no longer wonder why a progressive people like the Nebraskans is content to travel over highways that might have been good in the middle ages, but are sadly behind the times nowadays. We are getting out of the mud.

Democrats have been wasting a lot of campaign material, trying to stir up strife for Governor McMullen. They probably realized that if they waited all their ammunition would go to pieces.

A new system of signalling by invisible light has been discovered. It will soon be adopted by the Bootleggers' Bund and then by the rum sleuths, for these are always up-to-date.

A prisoner complains of the Douglas county jail as cramping his style. He might have thought of this before he committed the crime.

Electro-plated raincoats are now promised. What the world needs most is one that will shed rain and not smell of rubber.

The Fremont church that got its pastor back but lost its board of trustees seems to have known what it wanted most.

It rained winter wheat and summer corn as well as violets all over the west.

Governor Donahey will probably use a bedbat next time.

Homespun Verse

By Omaha's Own Poet—Robert Worthington Davie.

HE BEAT THE TRAIN.

He beat the train—to Heaven,  
But the train will never go,  
Because there is no soul about  
Those iron cars, you know—  
But he believed he'd get across,  
And several minutes gain;  
Instead, his precious life was lost  
Because he beat the train.  
It will avail him nothing  
To admonish or advise,  
But maybe his example  
Will make other fellows wise.  
And possibly remind them—  
When the steam loudly blows—  
Of happy days behind them,  
And the future, goodness knows!  
'Tis better to be careful—  
We have often heard it said,  
Go slowly and be certain  
That the path is clear ahead.  
Life is brief and sweetest,  
Time-saving oft is vain  
When one with reckless feetness  
Tries to beat a speeding train.

Letters From Our Readers

All letters must be signed, but names will be withheld upon request. Communications of 200 words and less will be given preference.

Widening of Twenty-fourth Street.

Omaha.—To the Editor of The Omaha Bee: I see that the city commission has invited persons interested in the widening of Twenty-fourth street to meet at the council chamber next Monday at 10 a. m. to again consider a new plan setting forth methods by which this may be accomplished, since it is impossible for the commission having the authority to lay out or widen any street to do this without making mistakes.

As to the width of the street, it is almost impossible to cover of our chosen representatives to determine that matter. They are the only ones to issue permits for furnishing conduits to light the streets and houses. Also to put in water supply and gas supply. No one else has the right to issue permits and exact payment for them.

As to the cost of the widening of the street, I do not find any fault with the action of the commission in singling out a few property owners to pay for the cost of confiscating the strips of property needed to accomplish the widening. Furthermore, I object to further assessment for an increase of valuation fixed by the appraisers. The county assessor is keenly interested and watching for the same victim, to tax him according to their increased valuation.

I am convinced that our commissioners will not sanction mistakes made formerly. I believe they are willing to correct any mistakes that have been made. Therefore the mistakes that were made by the former city fathers in accepting the width of that street are now excusable, because no one can foresee what the future will bring.

The innocent property buyers should not be held accountable for the mistakes that have been made. I rely upon the present commission to rectify whatever mistakes have been made. The city at large, being the exclusive owner, with the sole right to issue permits and charge for the maintenance of its streets, should as final owners provide the money to add additional strips of land for the widening of streets where needed. Also to provide for issuing of bonds for the construction of such work.

The commissioners are to be commended for their invitation offered to the meeting Monday.

W. F. STOECKER.

Volunteer Traffic Officers.  
Omaha.—To the Editor of The Omaha Bee: In an Omaha daily paper, on April 2, one who signs himself, "One Who Tries to Obey the Law," takes exception to being stopped on the streets for light and brake inspection.

In the first place, he bemoans the fact that he had to stand in line for three or four hours in order to get an "auto tag," meaning, I presume, a license plate. If he had secured his license the first of the year, as the law requires, his period of waiting would not have exceeded 30 minutes. But when people wait till they are forced to secure their license plates or face arrest for violation of traffic laws, then the congestion at the license bureau is very great.

In the next portion of his wall, he asks if the city has too much money, that it hires "kids and loafers" to stop drivers who are violating traffic rules. If he would take the trouble to inquire of the volunteer police work and for which they receive not one cent in salary or other emolument, use their own eyes, and their services are given freely to make the streets of Omaha safe. Among these men are doctors, lawyers and other professional men whose names stand high in the community, and to call them "kids and loafers" is to insult the intelligence of the Omaha Chamber of Commerce, under whose auspices this movement was originally suggested.

The Omaha Safety Council, who so heartily and unreservedly approve their work, and, finally, the police department of Omaha, under whose direction these men are working. They are under the command of captains who are bonded police officers and who are chosen for their ability to handle these men with courtesy and kindness, but with necessary firmness.

Only violators of traffic rules are complaining, and they are those who are not the ones who complain. If they are stopped with a request that they have their glaring headlights adjusted or supply other missing parts of their car's equipment to comply with the law. Those who knowingly violate the traffic rules by driving with bright headlights or no rear light are the ones who resent having their cars with courtesy and attention with the request that they correct them.

If this man had not been violating one of the traffic regulations, his car would have been stopped, and it is his duty, if he would be a good citizen, to give all the assistance possible toward making a success of the effort being put forth to make Omaha not only a good place to live, but a safe place to drive or walk.

BERT LE BRON.

Chief of the Citizens' Police of Omaha.

Fighting the Blame.  
From the Scottsbluff Republican.  
Very often we hear some person make the remark that the state government is not run economical enough and that it is why our taxes are high. If those who think the state taxes are hurting them, and will take the trouble to look into the cause, they will find that the following facts will help solve the problem: Two years ago the bonded debt of the counties, municipalities and school districts in Nebraska were \$19,453,686 and are now \$99,800,334. The annual interest on this debt is \$9,000,000, which is a trifle over one-fourth of the indebtedness 10 years ago, and provisions must be made to pay on the principal each year. This great increase in indebtedness was voted by the people themselves, and the legislature or the state administration had nothing to do with the increase, for the state has been economical well managed, and it has not a dollar of bonded indebtedness, and, in fact, has a large amount of money in its school funds which it desires to loan. The only way to reduce taxes is to reduce our debts, and in order to do so we must reduce expenses, and it is entirely up to the people themselves to put on the soft pedal and quit going into debt.

South American Snakes.  
South America has 254 recorded species of snakes, of which 42 are poisonous. Of this number 135 species, including 23 poisonous varieties, are known to exist in Brazil. A study of that country's venomous reptiles has led to their classification in three main groups, each of which has a distinctive poison.—Luciano Magrini, in Corriere della Sera, Milan.

And Then He Took Up Golf



SUNNY SIDE UP

Take Comfort, nor forget, That Sunrise never failed us yet. Celia Thayer

NEWS OF OUR NEIGHBORHOOD.

Arthur J. Weaver, the kingpin apple raiser of the west, was a welcome caller at Ye Editor's sanctum yesterday. Art says the prospects for a bumper apple crop were never better. We like Jonathans best, Art.

Some splendid Easter cantatas will be rendered in our city Sunday. We hope to print full announcements in our next issue.

Joy Stuphen, manager of our local playhouses, informs us that he has engaged a first-class stock company to present real dramas there during the coming summer. Joy is always looking out for the pleasure of his patrons.

Work on the new Federal Reserve Bank building is progressing rapidly. It is indeed heartening to hear the put-put of the engine and the rattle-rattle of the builders.

Local dressmakers and modistes report that the display of Easter finery this year will be considerably ahead of former years.

Tom Godfrey, who has represented the Missouri Pacific in our town ever since the river separated us from Council Bluffs, is about to go on the retired list. Tom has earned his rest, and we hope he enjoys it for the next hundred years.

Dr. Wearne informs us in confidence that hereafter he will carry his soiled linen unfolded and unwrapped.

Several automobile accidents on our streets this week testify to the fact that our city is becoming quite a lively center. The first thing we know we will have to have some traffic ordinances duly enforced.

Carl Gray, one of our well known railroad men, left for New York the first of the week to look after some important transportation matters.

George Brandeis, one of our prominent merchants, has just purchased a ranch in Cherry county, where the hunting and fishing is said to be unusually good.

Arthur D. Baker, architect, formerly of our city, but now of Grand Island, was a welcome caller at the office of the Household Guide and Comforter the other day. Mr. Baker reports things going good in Grand Island.

Recently we committed a grave error, thereby doing injustice to one of our popular city officials. Inadvertently we referred to John Hopkins as a street commissioner. We should have said Dean Noyes. We apologize to Dean, but not to John, who is equally entitled