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C. C. Rosewater, secretary of The Bee
Publishing Company, being duly sworn,
says that the actual number of full and
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Evening and Sunday Bee printed during the
month of April, 1906, was as follows:

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1 31,080	16 45,60
2 31,050	17 28,31
3 28,180	18 28,3
4 28,190	19 27,9
5 28,100	20 28,10
6 28,100	21 28,30
7 29,030	22 30,10
8 30,520	23 31,7
9 30,350	14 28,00
10 27,970	25 28,00
11 28,170	26 28,0
12 28,400	27 28,11
12 28,400 13 28,150	28 28,30
14 29,000	29 30,10
15 30,800	30 32,1
Total	889,4
Less unsold copies	
Net total sales	879,60
Dally average	Andrew Mark

To make Omaha a 200,000-population town by 1910, Omaha must stand up for Omaha.

Subscribed in my presence and sworn to before me this lat day of May, 1905. (Seal)

C. C. ROSEWATER.

M. B. HUNGATE, Notary Public

Chicago and Warsaw seem to be playing for first honors in au unenviable class this year, with the result in doubt.

reputation. Nothing has been heard a disadvantage in such competition, for been abandoned, at least for the time Utah must be trying to live down its from the Smoot case since congress

The easiest way for the Board of Education to avoid a deadlock over the appointment of an architect is to appoint no architect.

Mexico has gone on the gold basis. a race of statesmen loaded with "facts" regarding the "crime of 1905."

Kansas reports one of the best prospects for wheat in its history, but it can not be harvested before it has been depurposes.

Now that Chicago is facing a coal famine the inhabitants probably congratulate themselves' that teamsters strikes are scheduled for May rather than for January.

There is probably one point upon ing of birds a crime.

velous growth of the World-Herald's want ads.-World-Herald. Mr. Hitchcock has become the chief

editor-that's very evident.

Omaha possesses a score of modern public school buildings which any other city would feel proud to reproduce. Why not use the plans of one of these for the Vinton street school and see how it would work.

If the Nan Patterson jury makes it is a matter of conjecture. necessary to reproduce for a third time the testimony upon which the state responsible can expect little mercy from the reading public of America.

Dr. George L. Miller's remonstrance against the wanton slaughter of animals from no other motive than sheer love of slaughter might have been put more tersely in these words: "What is fun for the boys is death to the frogs."

If, as Secretary Taft intimates, the Panania railroad company is charging more than a just return upon the investment for transportation across the isthmus, what must be the facts regarding roads over which the government exercises practically no control?

The next perplexing problem with which the council will be called upon to wrestle, is the division of Omaha into twelve wards, containing as nearly as possible an equal number of voters. To adjust ward boundaries politically on population lines is a very delicate

"Old believers" at St. Petersburg have of other religious sects. At the present of the throne.

Joseph Burns of Lincoln does not dities involved and incidentally the State water to private consumers regardless Board of Public Lands and Buildings, of its contract yet remains to be seen. In view of the fact, however, that Mr. would be in order.

AMERICANIZATION OF CANADA. taking up lands in the northwestern paper it is written on and the present portion of the Dominion. This emigraion, principally from our northwestern states, is still going on, though probably the works at the price agreed upon by not quite to the extent of a year or two the appraisers. ago. The movement has naturally at tracted attention in England and there seems to be some apprehension there that it will result in such an Americanization of Canada as will not be to the advantage of the mother country A London organ of the commercial interests thinks it has discovered that already the infusion of American ideas into the Dominion has had an influence detrimental to British trade, in teaching the people there that they can deal manufacturers than with those of England, not only in the matter of prices, but as well in that of the quality of the

sideration.

But the Canadian people had learned began, as shown in our steadily growing exports of manufactures to Canada for a number of years. That market is in advance of the meeting. supplied with goods equal in quality to like articles marketed here and it has consumer is charged. Notwithstanding the preferential duties on British manufactures in the Canadian tariff, our trade with the Dominion has steadily grown while that of England has made little or no progress. This is not due thousands of people who have gone from this country across the northern border and taken up lands. They cut a very small figure in the population of the Dominion and are not where they can exercise any influence upon trade. It is due to the superiority of American goods and the greater energy and enterprise of our manufacturers and mer in business habits and require treatment of a different kind to that which | ment is meted out to traders in other colonies This is so and as long as the British manufacturer does not understand the advantage in competition with the American. Indeed it is not probable that he will ever be otherwise than at Canada cannot, with a due regard for her own industries, accord him much

larger tariff favors than at present. Americanization of Canada may be making progress in some directions, notably in inspiring the people with a between the two countries and it is one In a few years that country may develop which the British manufacturer will find ment with China in regard to the immiovercome.

REDUCING THE WATER RATE.

The Omaha Water board has taken

consumption. original water works ordinance consti-

hopes to convict the woman the man erally, the action of the board will com- ance of friendly relations. mend itself, because even a small resay the least, novel.

cessive ten years ago, when John L. that part of the world. Webster was city attorney and Howell city engineer, as they are today. If we have the right to regulate the water rates now we had the same right ten years ago. It is passing strange, therefore, that neither of these gentlemen even suggested a reduction, although at that time they were contending that the water company had lost its franchise altogether because it had gone through bankruptcy and undergone

foreclosure in the federal courts. It will be remembered also that Judge Munger then ruled that the foreclosure sale of the water company carried with received privileges along with members it the franchise, and later on Judge Munger also decided that the contract time the czar seems to be in favor of of the city with the company was legal anything which will foster belief of any and binding. Not only that, but he kind, with the probable intention of in- went still further after the passage of creasing belief in the power and justice the Howell bill by issuing a mandate to compel the city council to levy a is the first step toward the eventual tax of \$100,000 to pay the hydrant The controversy between City Electri- rental for which the city was delincian Michaelsen and the Honorable quent. How far his recent decision will sustain the contention of the inherent rectly concern anybody except the par- power of the city to fix the rates for

If the city can fix water rates on the provement clubs that have recently Michaelsen occupies an official position basis of the actual investment and cost in this city, an explanation on his part of service there would be no occasion of these clubs clamors for more fire whatever for municipal ownership of hydrants, more street corner lamps, within the next five years.

to the fact that considerable numbers of continuous, a contract with the city owners of the water works would be impelled to force the city to purchase

A RAILWAY CONGRESS. There will meet in Washington city tomorrow an international railway congress, the proceedings of which will command the attention of railway managers in this country and in Europe. The congress has been in existence for twenty years, holding sessions once in five years, this being the first one held in the United States. It is interesting to note that all the discussions will be conto better advantage with American ducted in French and will be secret. They will have nothing to do with the questions relating to railroads in which the American people are just now most goods, which is the more important coninterested, but will relate to technical subjects. Divided up into five sections, the congress will afford an opportunity this before the American emigration for experts in the various branches of railroading to give opinions upon the propositions laid down by other experts

It is needless to say that the various subjects to be discussed are of vital im been alleged at rather less cost, as to portance to the railroad interests as well some articles at least, than the home of America as of Europe and doubtless our railway managers will acquire valu able information from the foreign visitors. While as a whole the railroads of the United States are in some respects the best in the world, there are still some things to be learned from abroad. to any influence exerted by the few A large number of European railway men are here to attend the congress and American railroads will be well represented, the expectation being that there will be in the congress more eminent men engaged in railroading than have its sessions the foreign visitors will be back, in the course of which they will make a special study of the equipment Canadians are American in ideas and of our railroads and probably also, as far as possible, the methods of manage-

HOW NOT TO PROMOTE TRADE. According to a recent report from Washington, negotiations between our treaty restricting the immigration of Chinese to this country have practically as the shooting begins. being. It will be remembered that some time ago the Chinese government denounced the old treaty, which expired by limitation last December and indicated its desire to negotiate a new treaty on more liberal lines. The effort to do this desire for independence, but there is a has failed and while the exclusion law different influence operating upon trade remains operative and doubtless will be strictly enforced, there is no arrangeit very difficult, if not impossible, to gration of its people into the United States and we simply discriminate against them in spite of the protest of their government.

It appears probable that negotiations the first step toward a reduction of for a treaty will not be renewed in the stroyed at least twice for board of trade water rates to consumers by the adop- near future and it is a question of intion of a resolution directing the water terest, from the commercial point of company to reduce the meter rate view, as to what course the Chinese govcharges to all consumers of less than ernment will take in the matter. Will 2,000 gallons per day to the uniform it retaliate by excluding Americans from charge of 25 cents per 1,000 gallons. China, or will it adopt measures detri-The present charge is 35 cents per 1,000 mental to our trade with that empire? gallons for those who consume from Unquestionably that government has a 100 to 500 gallons per day; 30 cents per right under the circumstances to adopt might be made for Jones' right to the which Grover Cleveland and the club \$000 gallons for those who consume some form of retaliation and it is by no women of the country can meet after over 500 and up to 1,000 gallons a day, means improbable that it will do so. We all; and that is in opposition to those and 25 cents per 1,000 gallons for all have commercial treaties with China who would make the killing and wear. who consume from 1,000 to 2,000 gal- which must, of course, be respected, but lons per day; 20 cents for those who this does not prevent the government consume 2,000 to 4,000 gallons per day exerting an influence upon its people un-The advertising department has called and 15 cents to all who consume over friendly to American trade and favorthe attention of the public to the mar- 4,000 gallons per day, but no reduction able to that of our commercial rivals which deals solely with efficiency, namely, is proposed in the meter rates to con- and it is conceivable that such influence sumers who already enjoy a 25-cent rate might hurt materially. Then if China or lower rates by reason of heavier should decide to exclude Americans the agents and representatives of our man-Whether the water company will ufacturers and exporters would be kept carry out the directions of the board, or out of that country, which would cerwhether it will invoke the power of the tainly be most damaging to our trade incourts to make a final test of its claim terests. We are looking to China as a that the maximum rate inserted in the great field for future business in our manufactures. In order to realize our tutes part of its contract with the city expectations it is obviously necessary that we have the friendship of that From the viewpoint of the consumers country. Our position in regard to exaffected and the people of Omaha gen- clusion is such as to endanger continu-

It is one thing to exclude Chinese duction in water rates to the smallest laborers and quite a different matter to number will be welcomed. It must be shut out the merchants and students of apparent, however, to all who have that country. In this respect our policy, given the subject of water rates any in the opinion of those who look at the consideration that the contention that matter from a practical standpoint, has the city had a right to reduce rates been carried to an unnecessary extreme deemed excessive, notwithstanding its and should be modified. It is not to be would avoid incurring commercial hos-Omaha water rates were just as ex- tility and consequently loss of trade in

There is a great deal of speculation in railroad circles concerning the objects aimed at by the Union Pacific magnates in their proposed issue of \$100. 000,000 of new stock. The most rational guess is that the bulk of the proceeds from the new issue will be expended in double tracking the line from Omaha to Ogden and from Salt Lake to Portland, with an incidental expenditure of several million dollars for enlargement of terminals commensurate with the anticipated increase in the

volume of business, The reduction in the clerical force of the city tax commissioner from six to one is only the forerunner of the gradual reduction in municipal expenses brought about by the impending merger of city from the increase of exports and imports and county offices. In other words, it or from the natural growth of consumpconsolidation of municipal and county no distant future as the city and county for the future. of Omaha.

There is altogether too much paternaitsm exhibited by the various imsprung up in and around Omaha. Each

the works. On the other hand, if the more and better sidewalks, more street Attention has frequently been called city's power to regulate is inherent and repairs, more fire engines, and a greater expenditure for public improvements in our people have emigrated to Canada, fixing the rates would not be worth the every direction. If these good people would not depend so much on the city, and do a little more for themselves. they might accomplish more than by mobile.

> Rallroad men declare that private car evading the responsibility of the law improbable the same experts could readlly testify the other way.

Ulinois has decided to emulate the example of Nebraska by improvising moving picture show of its public buildings and historic structures, for the Portland exposition, in place of erecting a state building which is simply a rendezvous for visitors and does not advertise the state.

Interesting Advice Unheeded.

Washington Star. Colonel Bryan continues to offer his political advice with the confidence of a man who believes that the people are the losers if they are too busy to listen to him. Opportunities for Herolam. Baltimore American.

cooking is to be taught in the army. The soldier who is a bad marksman may nevertheless, develop into a high-class cook Taking a Fresh Hold.

Peace bath its victories. The art o

Chicago Inter Ocean. It is worth mentioning that no soone had Mr. Cleveland said those things about the women's clubs than the female suffrage movement took a fresh hold upon public

High Level of Immigration. St. Louis Globe-Democrat.

The rush of Italian immigrants to this ountry is so great the Mediterranear steamships announce that they can book no more at present. In looking around for opoprtunities the lineal descendants of the ancient Romans find nothing so attractive as the United States.

More Ornamental Than Useful.

Chicago Chronicie. As all the gun foundries of Europe continue to work day and night, the peace tribunal at The Hague may as well turn off the gas, put up the shutters and post chine." the usual notice on the door announcing an indefinite suspension of business. A peace government and that of China for a tribunal is all right when no war is going on, but it is not even ornamental as soon

Contentment Jarred Again.

Minneapolis Journal. Just as the world had adapted itself to he doctors' injunction to drink copiously of water, now comes the latest Medical Record with the alarming statement that water increases the supply of nitrogen, and this, in turn, causes too much stimu lation of "proteid catabolism." Without being in a position to feel cocksure about this, it might be well to have your proteld catabolism cut out before it gives you trouble.

First Great Sea Captain, Springfield Republican.

A controversy has already been begun "the father of the American navy," and the honor of the title is claimed rather John Barry of Philadelphia, who was appointed by the marine committee of the colonial congress to be captain of the Lexington, the first armed cruiser of the colonies, with which he made the first capture of a British vessel, the Edward. It is not necessary to call Jones "the father" of the navy or of anything else. for his actual achievements are clear and the title is only a sounding phrase. But as a matter of fact, a pretty fair argument title on the strength of his very remarkable reports, made to congress on the request of that body, in regard to the ves sels of which it was the wisest to compose our navy, and in regard to our naval organization. There were many better patriots in the navy than Jones, and so it title must be given him, let it be that of which there can be no question and 'our first great sea captain," for that he was-and possibly greater, too, in sheer ability, than any that has come after him.

DEMANDS OF THE FUTURE.

Inion Pacific Loan as Evidence Foresight of Company's Growth. Manufacturers' Record.

Nothing has lately attracted more at tention in railroad and financial circles than the proposition of the Union Pacific railroad to issue \$100,000,000 of new stock It is not yet announced as to what will be the function of this issue, but that it will be used for improvements of some sort appears to be generally anticipated. This step by the Union Pacific is like the developments which are going on in the finances of various other railways, the purpose of them all being to enhance transportation capacity, and by so doing prepare for handling a vastly increased olume of business which far-sighted traffic managers anticipate in the next sev eral years.

The general belief exists, however, that most of the railroads have not fully seen and comprehended the ratio of growth of contract with the water company, is, to doubted that it will have to be if we population and the consequent expansion work, plenty of it. There will be long of business in this country.

According to the census of 1900 the gration has been remarkably heavy, all fight for their country. records having been broken within the last several years by the extraordinary influx of new people from southern and

eastern Europe This swelling of immigration would, of course, tend to increase the ratio of growth of population in this decade as compared with the last, and may assist in giving us in 1910, instead of 91,000,000 or 92,000,000, a total of very nearly, if not quite, 100,000,000

Provision for the needs of from 16,000,000 to 20,000,000 more people (four or five times the population of New York City and its environs) in ten years, would necessarily impose heavy burdens upon the mills and life is work. He was once asked what his factories of the country and consequently ing into consideration growth of business tion of products which accompanies the increase of wealth in the country. These are the factors which demand study by governments that will be known in the railroad managers in their preparations

The men who have been counting in thousands must now calculate in tens of thousands, and others who have been casting their sums in hundreds of thousands must enter the million class.

Upon their capacity to adjust them selves to the everchanging and expanding conditions depends the successful movement of the commerce of the country

LIFE IN THE NAVY.

Not All the Posters Picture Nor as Bad as Knockers Say. Biliboards in this and other cities are decorated with huge posters, picturing a brilliant naval scene, calculated to thrill susceptible young hearts and promote business in the recruiting office. One of the passing resolutions. It takes money to famous White Squadron cruisers is plowing make the horse go, let alone an auto- a painted ocean, while a sailor bold stands on the bridge of another ship hoisting a flag salute to the passing warship. The scene is just the thing to awaken the lines are not common carriers, but as roving spirit in the young and induce them this contention is for the purpose of try wants 6,000 young men between the to enter the service. Just now the counages of 17 and 35. Recruiting officers are governing common carriers, were the seeking the right material in the west, and companies shorn of privileges it is not the posters are intended to prepare the youthful mind for what is coming. The recruiting officers will supplement the posters with equally fetching word pictures of the charms of life on the ocean blue, the opportunities for seeing the great round world and give the impression that existence on land is comparatively

dreary. A correspondent of the Chicago Tribune, under Washington date, says the description is'as far wrong as are the reports showing that the enlisted men are badly fed, and brutually treated and have no liberty, which found recrudescence in the dispatch from Galveston in regard to the alleged mutiny on the cruiser named after the Texas seaport. The Galveston matter will be investigated by Rear Admiral Evans, commander in chief of the North Atlantic fleet, but it is expected by the Navy department that the court of inquiry will find that the report was greatly exaggerated.

Just before Rear Admiral Evans left Washington a few weeks ago to take command of the fleet he conferred with Assistant Secretary of the Navy Darling in regard to the policy to be pursued toward

the bluelackets. "An enlisted man would not be content, said Rear Admiral Evans, "unless he had something to growl about. He considers it is his prerogative to kick. In the last ship which I commanded an orderly come to me and reported that some men were at the mast. As required by naval regulations. I immediately went on deck and asked the men to tell me their trouble. 'Well, sir,' said their spokesman, 'they

have put in a refrigerating machine in this ship and it makes the water too cold for us to drink." "I kept my face as straight as I could,

continued the admiral, "and replied: "'I think your teeth must be too soft. Go to the dentist and have them pulled out.' Later in the afternoon I heard some gossip on deck which convinced me that I need expect no more complaints because of the operation of the refrigerating ma-

It has been considered a curious thing that there have been fewer desertions in ships serving abroad than those on duty in home waters. For instance, not a single man has been reported missing from the Asiatic station. Yet there is performed in that quarter of the globe some of the hardest work in the navy. Ships are cruising constantly in the warm waters of the Philippines or poking their noses into Chinese and Corean ports. Since the war began they have not been permitted to go into Japanese ports.

The Navy department says that unquestionably the personality of the commander has a great deal to do with the content ment of the men. This question of liberty is the most serious one with which the department has had to deal. Rear Admiral Converse believes he has found the solution in a scheme which he has induced Secretary Morton to approve and concerning the 1887; that case also, oddly enough, involving as to whether Paul Jones was actually execution of which he is in consultation today with Rear Admiral Capps, chief naval constructor.

This scheme establishes "home ports for all vessels-that is to say, each ship will be assigned to a navy yard and go there always for repairs and to be cleaned. Admiral Converse expects ordinary repairs will require thirty working days each year and docking and cleaning from five to the crews have an opportunity to see their families at least twice a year.

Moreover, when a ship needs extensioverhauling it will be placed out of commission at the yard to which it has been assigned. It is believed by this plan the men will be saved expense traveling from ports at which their ships put in to their omes and back again and will have more time to spend with their wives or parents.

Rear Admiral Converse says: "It is onsense to say that the food served to enlisted men is bad. The galleys are spotless, there is a dough-mixing machine, a dish-washing machine and other modern conveniences designed to enable the proper to the men. Moreover, the food is always inspected by an officer before it is eaten, on the dollar, and arranging to exchange and in all my experience I have never known an officer to permit a meal to be served which he could not eat himself. This is particularly the case with the flour, which is never musty, and the hardtack. which is never antiquated. The American enlisted man is well fed, well clothed and well looked out for generally,

"In the matter of desertion there has been a good deal of exaggeration. Outside of a certain class the greatest percentage of men to leave was found among the coal heavers. I do not blame them much, for their work is hard. We have tried experimenting by calling for volunteers, who are given special privileges on board ship. They all want jobs of this kind now.'

Men who will enter the navy when the recruiting parties come among them should not enlist with the idea that they will have a "soft snap." There will be hard stays in disagreeable ports, where there is no recreation and where sanitary condigrowth in population from 1890 was 20 tions are such that it would be dangerous per cent. Assuming that a similar rate of to the health of all, either officers or men, ncrease to continue from 1900 to 1910, the to go ashere. But there will be opportunipopulation now should be about \$5,000,000 ties to learn a profession, to see the world, people, as compared with 76,000,000 five to make a useful career with reasonable years ago. But the increase due to immi- compensation, and in an emergency to

PERSONAL NOTES.

The age of Hon. Chauncey M. Depew may perhaps be guessed when it is said that if the Osler theory had been in practice at the time, he would have been chloroformed almost exactly twelve years ago.

The state senate of Connecticut has adopted a resolution naming a committee to procure a suitable memorial to the memory of Senator O. H. Platt to be placed in the state capitol grounds at an expense not exceeding \$15,000. The keynote of Admiral Rojestvensky's

favorite pastime was. "Work," replied the admiral with his customary brevity. "Then what do you consider your hardest work?" Being idle," came the response. Governor Hoch of Kansas is an ardent Methodist. Since his going to Topeka as governor he has been much in demand as a speaker at church affairs of different de-

ominations. The governor feels even more at home in a church affair than he does at a political convention. George Gould and August Belmont are in a contest apparently to see which of them can pile up the most money in the shortest time and do it without having talk about it. Belmont is ahead of the game just now, according to the talk of the men on the street, but Gould is a hot second. Belmont

is making about \$1,000,000 a month and

Gould is just a little behind

GREAT GROWTH IN A YEAR.

Fascinating Story of Progress Told in Figures.

New York Commercial. The first pamphlet copies of the statistical abstract of the United States for the year 1904 have come from the printer, and as soon as a few minor corrections are made the edition will be ready for distribution The abstract will make a volume of 659 pages and every page of the book is a table of figures. It does not look interest ing, but the volume really tells a fascinating story of progress in America-presenting figures so large as to challenge the human mind to comprehend them. Here are some of the facts derived from these more than 650 pages of tables. In a single year, the length of time upor

which all of the comparisons are based the population of the United States has increased by 1,380,000 souls. The estimated total for the country in 1904 was \$1,752,000. In the same year the amount of money n circulation increased by \$151,450,691, gain of upward of \$2 per capits. The gain n gold circulation alone was more than \$28,000,000. The interest bearing debt of the nation dereased by more than \$19,000,000 and the interest payments decreased by more

than \$1,360,000. The thrift of the people at large is shown by the fact that in the last year the total deposits in banks increased by \$446,853,400 and the number of persons who deposited money in savings banks alone was 270,215 more in 1904 than in 1908.

In the year under consideration the people of the United States were less dependent pon foreign products, the imports decreas ing by about \$34,000,000. At the same time the exports to foreign countries increased by more than \$40,000,000. The farmer is still king, for the total export of farm products have aggressively gone to work to delude last year amounted to \$853,643,072. This was public opinion while the railroad presidents. not quite so large as the amount exported have been snoozing the snooze of the just. the year before, but the demands for home consumption were very large; there are more than 1,000,000 more mouths to feed in | maintained at Washington and at the state the United States each year than in the capitals, with the activity of the railway year before. American manufacturers sold press agents and with the activity of the their products in foreign countries last joint publicity bureaus the roads have reyear to the amount of \$452,415,921; this meant an increase in their foreign sales of more of the presidents will seem worthy of bethan \$47,000,000 over the record of the year ing greeted with a shout. before.

abstract almost at random show that the total value of farm animals in the United the public is on the defensive. The laws for States in 1904 was \$3,006,580,737, an increase | federal control that are being sought are of more than \$8,000,000 in a year. The pro- not laws to deprive the railway companies fuction of wool in 1904 amounted to 291,-783,032 pounds, a gain of over 4,000,000 pounds ties, but to prohibit the misuse of that in twelve months. The wheat crop was right of management to the detriment of \$5,000,000 bushels smaller than that of the year before, but the production reached the respectable figure of 552,399,517 bushels. The arguments of their opponents, well and orn crop was tremendous, the grand total good, but the plaintive note does not beof the 1904 harvest being 2,467,480,934 bushels, a gain of 223,000,000 bushels over the crop f 1903.

Of the railroads, which are to the country what the veins and arteries are to the body, 4,595 miles were built in the last year. The number of passengers carried was more than 42,000,000 larger than in the year before, the grand total being 696,908,994 The total amount of freight carried by the ratiroads one mile was 171,290,310,685 tons, or over 15,000,000,000 tons more than in the year before.

ETHICS OF DIRECTORSHIPS.

The Gould Resignation from the Union Pacific. New York Evening Post.

George Gould's reasons for his resigna ion from the Union Pacific directorate follow exactly the ethics of directorships as laid down by his father, in his testimony before the Pacific Railway commission directorships in the Union Pacific.

Jay Gould, while a director of the Union Pacific in 1879, had bought control of the Missouri Pacific, and was planning to extend it into Union Pacific territory by means of the Kansas Pacific. Previously, however, he had given his approval to a consolidation of the Kansas Pacific and the Union Pacific, and although (according to his own assertion) he offered \$1,000,000 eight days. By going to the same yard to be released from this approval, other Union Pacific directors held him to it. In the investigation of these conditions by the Pacific commission, Mr. Gould was asked: "According to the ethics of Wall street, do you consider it absolutely within the limits of your duty, while a director of the Union Pacific, to purchase another property and to design an extension of the road which would perhaps ruin the Union

Pacific?" "I don't think it would have been proper." Gould replied; "that's the reason I let it go.

Cynics who refused to believe in the white-souled financial integrity reflected by this reply always asserted that Gould had "worked off" his Union Pacific stock and clean preparation of everything served at the current high price, while buying up Kansas Pacific stock for 7 and 8 cents it for Union Pacific, worth ten or fifteen times as much, on a share-for-share merger basis. The upshot of the affair was Gould's return to the Union Pacific direc tory, not very long afterward, in absolute control of the property. The present in stance will hardly duplicate that part of the family history; but it may be recalled that, even in 1879, Wall street said Gould had "quarreled" with the Union Pacific people, and on that assumption they broke the market.

CREAM

Improves the flavor and adds to the healthfulness of the food.

PLAINTIVE PRESIDENTS.

Railroad Managers Pulling Wool Over the Eyes of the People. Chicago Record-Herald.

The railroad presidents who have decided organize "to defend ourselves and our rights' are sorrowfully regretting their negligence in not organizing earlier. They tell us that the shippers of the country To anyone who is familiar with the con cession-seeking lobbies that railroads have

It is too late in the day to try to pull wool over the eyes of the public in this manner. Not the railway companies, but of their own management of their properclasses, sections and special lines of trade If the railroad presidents can answer the come them at all.

POINTED REMARKS.

"I wonder if Mars really is inhabited."
"Give it up, but if Saturn is I'll bet the politicians own it."
"Why?"
"Because you can see the rings."—Phila-

The easiest way to turn up your garden ground for spring planting is to hire an able-bodied man to do it for you,-Somer-

"A college professor must know a great deal." "Yes. And if he wants to be famous, he must also be able to express startling opinions on subjects that he never studied much."—Washington Star.

Mrs. Puffer—My daughter is to wed a real English lord.
Mrs. Lamb—O, well, I don't think you have any cause to apologize. Husbands are not so plentiful these times that a girl can afford to be too particular.—Boston Transcript.

Doctor-You require something strength-ening. Eat two soft boiled eggs every morning at breakfast. Pattent-I do, doctor. Doctor-Then don't.-Chicago News.

"Can't he act at all?" asked the first dra-"On rare occasions he can. For instance,

I saw him getting next to some free lunch today and he acted for all the world like a man starved to death."—Philadelphia Lawyer-There is your divorce, madam. You are free, of course, to marry again, if you like, but as a matter of propriety I suggest that you wait awhile.

Fair Client-How long do you think I ought to wait, Mr. Sharpe-a week?—Chi-

cago Tribune

THE WAYS ARE GREEN.

W. E. Henley. The ways are green with the gladdening sheen
Of the young year's fairest daughter.
Oh, the shadows that fleet o'er the springing wheat!
Oh, the magic of running water!

ing wheat:

the magic of running water:
spirit of spring is in everything
to banners of spring are streaming,
march to a tune from the fifes And life's a dream worth dreaming

It's all very well to sit and spell At the lesson there's no gainsaying; But what the deuce are wont and use When the whole mad world's a-Maying When the meadow glows and the orchard

And the air's with love-motes teeming. When fancies break, and the senses wake Oh, life's a dream worth dreaming! What Nature has writ with her lusty wit Is worded so wisely and kindly. That whoever has dipped in her manuscript Must up and follow her blindly. Now the summer prime is her blithest .

rhyme In the being and the seeming, And they that have heard the overword Know life's a dream worth dreaming.

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