

THE OMAHA SUNDAY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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WHEN OUT OF TOWN: Subscribers leaving the city temporarily should have The Bee mailed to them. It is better than a daily letter from home. All orders will be changed as often as requested.

Now for a little corn weather of the genuine brand. What will Nebraska boys do without their cigarettes? Smoke potato plant leaves?

Are we not rapidly drifting into imperialism, with a Bonaparte at the helm of our Navy department? Milwaukee has become famous for something more than a beverage by the indictment of its grafters.

It will now be in order for the Woman's club to cite Dr. Teal to appear before it and explain more fully. Strenuous work will have to be done in President Roosevelt's cabinet shop at Oyster Bay, but there is no danger of a strike or walkout.

If we are not very careful now about choosing a college for our sons, they will be apt to be exposed to tainted money, no matter where they go. In spite of the conflicting stories from Odessa the newspapers of that town are in all probability being overworked if they have not been suppressed.

The Philadelphia Ledger asks editorially: "When will we run out of iron?" while everyone knows that Philadelphia is vastly more interested in "steel."

This is the "closed season" for cigarettes, but as long as possession is not conclusive evidence of lawbreaking the smokers have an advantage over the hunters. The statement that Minister Witte may be the leader of the Russian liberal party may be the official form of announcing his retirement from active political work.

In view of the existing state of feeling it would be just as well to specify whether he is a Swede, a Dane or a Norwegian, rather than refer to him as a Scandinavian. Should the saber succeed the sword as the duly authorized equipment of our military and naval officers, a whole lot of popular customs would have to be revised or become obsolete.

Although Missouri women are ignoring the law against wearing stuffed birds in their hats, Governor Folk has not hinted about calling out the militia. Missouri "reform" must have its limitations after all. Students of international law can soon get the latest developments on that subject by securing a report of the Greene-Gaynor case, but probably not until the lawyers who held the fugitives in Canada have been paid.

Nebraska is among the five states paying the largest membership dues to the National Woman's Suffrage association, New York, Massachusetts, Iowa and California being the other four. What is the matter with Colorado and Wyoming, where woman's suffrage is an accomplished fact? The Civic Improvement league of St. Louis is making a campaign against expectoration in the streets and on the sidewalks and street railway cars, but what are the men, women and children who are obliged to expectorate to do? Must they move out into the country or lock themselves in their own homes?

JOHN HAY. American diplomacy suffered an almost irreparable loss in the death of John Hay. Among the eminent statesmen who have directed the foreign affairs of the United States none attained greater distinction in diplomacy than the late secretary of state, while he stood in the front rank if not indeed at the very head of contemporary diplomats. Having an instinctive liking for diplomatic work Colonel Hay became identified with it when a young man and had a most valuable experience at several European capitals. During the Hayes administration, when William M. Evarts was secretary of state, Colonel Hay was appointed assistant secretary and in that position disclosed the qualifications which later brought him eminence. As ambassador to Great Britain he sustained the high character of that mission which had been established by his predecessors and strengthened the friendly relations between the two countries.

Called from that position to the head of the Department of State, Colonel Hay found scope and opportunity for the exercise of his great diplomatic ability and tact. How wisely and well he used these is familiar to the world. It constitutes one of the most honorable chapters in our history. The frank and straightforward enunciation of American policy in regard to China gave the United States a commanding influence in the settlement between that empire and the powers. That it saved China from dismemberment is universally recognized, while the magnanimity of our government in the matter of indemnity prevented demands on the part of the powers which it would have been almost impossible for China to meet. To the late secretary of state belongs a very large part of the credit for establishing the open door principle in trade and securing its recognition by other nations. Not the least important of his successes was the abrogation of the Clayton-Bulwer treaty, without which the United States could not have had exclusive control of an isthmian canal. American diplomacy has always been frank, fair and straightforward, and never more so than while John Hay was at the head of the Department of State. He maintained the traditional policy in regard to our foreign relations and in doing so strengthened the United States in the respect and confidence of other nations.

John Hay had literary ability of a high order and had devoted himself entirely to literature would undoubtedly have attained a distinguished place among American men of letters. He had some experience as a newspaper writer, having been for a time on the editorial staff of the New York Tribune. His worthiest contribution to literature is in the life of Abraham Lincoln, a biography of that illustrious man of the highest merit. Other productions of Colonel Hay in prose and poetry have received critical and popular commendation. In the history of American diplomacy the name of John Hay will occupy a most conspicuous place. His death at this time is a great national loss, for his wisdom, tact and experience in dealing with our foreign relations were never more needed than now.

EFFECT OF REGULATION ON RAILWAY EMPLOYEES.

The campaign of education conducted by the railway press bureaus is by no means confined to large shippers at prominent terminal points, who have enjoyed favors at the hands of traffic managers by arbitrary rate-making and rebates, but is simultaneously focused upon railway employees. It is noticed, for example, that the official Journal of the Brotherhood of Locomotive Engineers opposes any legislation "that would take the rate-making power from the railway management," and urges members of its union to express disapproval of the proposed legislation in letters to their senators and representatives. This opposition is doubtless manifested on the strength of the threats made before the senate committee on interstate commerce by railway attorneys that their corporations would be compelled to recoup themselves for any decrease in their earnings by a corresponding decrease in the wages of railway employees and a material reduction in the number of men employed in all the departments that go to make up the grand army of more than 1,200,000 wage workers that are now on the pay rolls of American railways. This club has been swung over the heads of railway employees every time state or national regulation of railways has been attempted, but railway employees as a class are too intelligent to be stampeded. The wages of railroad employees, with the possible exception of the high salaried officials of the first magnitude, are governed entirely by the same law that controls the wages of all other classes of breadwinners and the same law that controls prices of commodities fabricated and consumed by man, namely, the inexorable law of supply and demand. In prosperous times with abundant crops and activity in all departments of industry and commerce the volume of railroad traffic is large and the railroads are compelled to increase not only the number of trainmen, but also their rolling stock and terminal facilities, as well as to double-track and quadruple-track their roads, reduce their grades and shorten their trackage to make the best time with the least exertion. In such times wages of railroad men are at high water mark, not as a matter of benevolence, but as a matter of necessity. During periods of business depression, when crops are short, prices low and business slack in the mill and factory, and in the mercantile establishments, the railroad managers as a matter of necessity are compelled to discontinue trains, lay off train crews and curtail the number of employees in all the departments. In such times wages of railway employees keep pace with the wages of all other classes of breadwinners. A man of ordinary intelligence certainly must understand that the govern-

ment supervision and regulation of railroads for the protection of shippers and the public generally would not curtail the volume of railroad traffic or affect in the least the wages of men in railway employ unless the railway magnates out of pure cussedness should try to punish their employees for a time in order to foment a political revolution against the party in power. That was the case a few months ago in Italy, where the railroads owned by private syndicates instigated a strike on all their lines to create a political revolution, but were struck by their own boomerang by the decision of the government to assume control and ownership of the railroads altogether and get rid of the syndicates that wanted to run the government. Since then the railway employees of Italy have cheerfully resumed work under government supervision for wages fixed by the government.

It will be remembered that more than one railway magnate threatened to bring on a panic last year if Roosevelt were elected, but the panic and the hard times would have struck the railroad magnates much harder than it would the men in the railroad workshop, on the locomotive, in the train service, or even in the book-keeping department at railroad headquarters.

There is, moreover, no prospect of taking the rate-making power away from the railroad managers by act of congress. All that has been proposed is that whenever complaint is made that the rates exacted by railroads in any particular locality or for any particular commodity are after full investigation deemed excessive by the Interstate Commerce commission, that particular rate shall be reduced and made reasonable by the commission and shall remain in force until it is set aside by the courts. It is not proposed, however, to give the commission arbitrary rate-making power or, in other words, the power to initiate schedules. That power will continue to be exercised by the traffic managers without let or hindrance so long as they do not violate the provisions of the statute prohibiting rebates and other favors to shippers and unjust discriminations injurious to localities or patrons.

Intelligent railway employees, whether they belong or do not belong to the unions, will realize that such legislation cannot possibly affect them injuriously, but, on the contrary, will prevent such abuses as have built up colossal trusts and combinations that have monopolized traffic and later dictated terms to the railroads.

FACTOR IN THE TRADE BALANCE.

It is stated that upwards of 100,000 persons have been already booked for the eastern voyage across the Atlantic from the port of New York alone and it is calculated that the number will reach at least 200,000 before the year is over. Besides this, a considerable number of passengers sail from other ports. Referring to this the Journal of Commerce observes that these travelers pay their fares over and back mostly to foreign steamship companies which do their banking on the other side. How much money they spend on their travels there is no means of ascertaining, but an average of \$1,000 does not seem like an excessive guess. "To whatever amount is expended by Americans in going abroad and traveling or living there may be added the sums sent over by persons of alien birth to their friends and families. If from this unknown total is deducted the money which immigrants bring here and which foreign visitors expend in the United States, there must be a heavy balance against us in this account. How much it is no man can calculate. It may be anywhere from \$100,000,000 to twice that sum in a year."

It is explained that the money which American travelers get and spend abroad is drawn upon American credits created by the sale of merchandise. In other words, our excess of exports goes in no small part to pay these expenses of traveling, buying things and enjoying life generally in foreign lands. "Thousands of bales of cotton and millions of bushels of grain and barrels of flour go every year to pay for trips abroad, some of which are economical and some of which are extravagant." Thus it is that this foreign travel constitutes a considerable factor, though how much of a factor it is impossible to say, in the trade balance and it grows in extent from year to year. Is it necessary to point out this drain is to a very large extent a distinct loss to the country?

FOOD ADULTERATION.

The United States is not alone in the matter of food adulteration. A recent issue of the consular reports contains a statement of the director of the bureau office for examining foods of the University of Jena, from which it appears that nearly 1,400 articles were examined last year and found to be adulterated, showing that the practice is quite as prevalent in Germany as in this country. If not indeed carried on more extensively. While a great many of the adulterated articles are of course sold to the German people, a very considerable portion is exported and needless to say some of it finds its way to American consumers. Congress has legislated with a view to shutting out adulterated foods, liquors and drugs from our markets and this legislation, it is understood, is being enforced with good results. Doubtless some of the foreign adulterations still get in, but they are not being exported to the United States as freely as formerly and there is reason to expect that in time their exclusion will be complete and an end put to the fraud thus practiced upon our people. Meanwhile it is interesting to note that the crusade against food adulteration here is having good results. It is noted that reports of food and dairy commissioners and bulletins of boards of health in various states show increasing interest in the subject and growing efforts to suppress the traffic in deleterious or fraudulent compounds. An eastern paper observes that the injury and the fatality of this traffic are coming to be

more and more realized by the people and sentiment is becoming concentrated in support of remedial legislation and a vigorous execution of sanitary laws, but there is still need of enlightenment on the subject until a public opinion shall be formed which will no longer tolerate a system of deception and fraud by which consumers are cheated and the general health undermined. It is urged that there should be no relaxing of the crusade in behalf of common honesty and decency in this traffic, and against the criminal practices of purveyors to the needs and tastes of consumers of food and drink, until the exposure of fraud and deception in this business will be sure. The effect already produced by the pure food agitation should encourage those who are fighting adulterations that are sold as pure to persevere in their efforts. Having legislated to exclude foreign adulterations congress and the legislatures should proceed against those at home.

PANAMA CANAL METHODS.

In his statement regarding his retirement from the position of chief engineer of the Panama canal Mr. Wallace says he has no criticism of personnel or individuals, but he expresses the belief "that the obstacles due to the governmental methods required by existing laws are so serious that they will have to be eliminated if the American people are to see the Panama canal constructed in a reasonable time and at a moderate cost." This is a suggestion which ought to receive serious consideration at Washington. It appears to justify what has been said in some newspapers regarding the prevalence of "red tape" in canal affairs, which it is alleged has operated to retard the work.

The matter is one for congressional attention and action. The president and the commission must of course observe the requirements of the law and if these are shown to be obstructive to the work, as asserted by Mr. Wallace, it will be the duty of congress to modify them. As an eastern paper remarks, unless the Panama Canal commission is to be a working organization, employing practical business methods, unhampered in its operation by political interference or unnecessary official restraint, unhindered in obtaining equipment, supplies and material, and in prosecuting its work by contract and otherwise, and for this it is only necessary to have entirely competent and trustworthy men in charge, with hearty government support—unless this can be assured, the construction of the interoceanic canal will be a long and costly process, beyond all promise or calculation, and instead of redounding to the glory of the government and of all concerned with the enterprise, it will be a source of disappointment and humiliation. The obvious necessity is that practical business methods should be applied to this great undertaking and these should be as free as possible from anything like red tape, while at the same time adequately safeguarded against possible abuses. Whatever tends to delay or obstruct the work must be eliminated and doubtless this will be done. The suggestion of Mr. Wallace ought not to go unheeded.

Emulating the example set by the Nebraska supreme court some years ago the supreme court of Colorado irritated and aggravated by a cartoon that appeared in the Denver paper published by United States Senator Patterson, has decided to exercise the royal prerogative by citing the senator to appear to answer the charge of contempt. When Mr. Patterson appears before that august body it will exercise its royal function and assert its autocratic power as prosecutor, judge and accuser all in one, and if Senator Patterson is adjudged guilty it will be the ninth case of this character that has ever been tried in the United States in 118 years.

PERSONAL AND OTHERWISE.

Denver is to show the Grand Army a living flag 115 feet long, hardly enough to cover its political back yard. Paul Morton's salary is said to be \$50,000 a year. This makes a cabinet job look as lonesome as a summer resort in winter. A New York man sentenced to kiss his wife once each day for a year begged off on the constitutional plea of "cruel and unusual punishment." It is hardly worth while for Japan to go to the bother of sending a fleet to the Baltic. Such an expedition would not materially increase the troubles of the czar. A Texas negro convicted of attempted assault received a compound sentence amounting to 1,000 years and a day. It is believed the sentence will hold him for a while. District Attorney Jerome of New York boasts that he has eighteen lawyers under indictment and expects to convict every one of them. This leads the Evening Post to utter the cautionary remark: "The mere fact that a man is a lawyer is not, we must insist, presumptive evidence of guilt."

SECLAR SHOTS AT THE PULPIT.

New York Tribune: A New England college giving a degree to a Japanese, and Roman Catholic colleges giving degrees to a Baptist and to a Jew, are incidents aptly marking the cosmopolitanism of culture. Philadelphia Press: Just to keep the summer season from being dull some Methodists are stirring up a heresy called Heresy hunting is not as popular a game as it was a few years ago. The churches would do well to keep hot on the trail of the orthodox devil, and let heterodox theological professors alone. Washington Post: What shall be done to bring men into the church? The question is more easily asked than answered. Much depends, of course, upon the minister. The trouble with too many preachers is that they do not attempt to appeal to men. Indeed, it will be found that where ministers possess mainly traits they do not have occasion to worry over the emptiness of pews. If their sermons are virile and attractive, if they deal with the daily problems of life, if they help men in meeting and comforting the temptations which constantly beset even the most moral, they will find plenty of masculine auditors.

artists and exclusively transmuted by wireless telegraph, will be served up in this morning's American yells all the way from New York to San Francisco as an illustration of American journalistic enterprise. The British postal authorities are to take over the private telephone system, which has paid a royalty of more than \$9,000,000 to the government. The private ownership will conclude in 1911, and by that time the cost will almost be returned to the government in royalties. No wonder Marcus Braun's mail was tampered with in Hungary. It was probably "up to" the representatives of the government to learn how much he had discovered of the emigration system in vogue in that country. But who are the topic at this end of the line? The prediction of a general election next year in Great Britain made by Lord Lansdowne is certainly in time for candidates to formulate the issues, but hardly in time for the opposition to realize on the "scandals" they are developing in Parliament. The Civic Federation of New York proposes to hold a national conference to discuss the immigration question. What is the Civic Federation of Omaha going to do about it? Could it spare its explosive attorney long enough to send him as a conferee? When President Paul Morton struck the name of Chauncey Depew from the pay roll of the Equitable, on which under the Hyde management his name had been inscribed at \$25,000 a year, it was the "most unkindest cut of all."

A number of gentlemen across the Canadian line are said to be anxious for the Chicago grand jury to report so they may know whether to come home or take up permanent quarters under the folds of the union jack. Assistant Attorney General Purdy has filed suit against the Santa Fe railroad charging it with contempt of court for violating an injunction against secret rebates. It is now for the judge to decide if he has been insulted. The Country's Need. Minneapolis Journal. What we need in this country is a heavy tax on autos and a large bonus on baby carriages.

Cotton Route to Conscience.

Philadelphia Record. We wish we might say that the Chinese boycott had touched the conscience of Americans. As a matter of fact it is only their cotton that has been touched.

Western Skill Takes the Prize.

Chicago Record-Herald. Chief Engineer Wallace, having lost his \$30,000 canal job, has found one in New York that will pay him twice as much. It seems that they never have the presumption to offer a western man less than \$50,000 a year in New York.

A Bad Score.

Philadelphia Press. Lawson is afraid that New York law will kidnap him if he passes through the state on his way to set off his fireworks in Kansas and therefore he will go via Canada. Now, really, do you suppose New York loves the frenzied Thomas ardently enough to steal him?

Let Well Enough Alone.

Pittsburg Dispatch. The desire of England's premier to have the United States occupy its right place in the world would not be without its claim to consideration were it not for the fact that the United States appears to be getting along very well in the position it already holds, since it is at the top of the international ladder.

Sobs for the Poor Rich.

Wichita Eagle. Lord help the millionaires! There is Rockefeller with no appetite; Morgan so restless he can't stay long in one place; Carnegie has long been a sufferer from dyspepsia and the rest of 'em are dying with envy because they are not as rich as the three of 'em. Blessed be bacon and beans and health with the grace of God!

DOMESTIC PLEASANTIES.

"I have heard," stammered her timid admirer, "that you are engaged. Is it true?" "I'm not engaged yet," replied the fair girl, "but I hope to be soon." "Er—how soon?" he asked. "In a few minutes," she replied with shining eyes.—Philadelphia Ledger. "You seem to forget that I married you out of a shop?" "And haven't I proved a bargain?"—Cleveland Plain Dealer. Jack—Dora, how much longer have I got to wait? Dora—Why, Jack, we've been engaged only three weeks. When we are having such a happy time why do you want to cut it short and get married?—Chicago Tribune. Wife—Mrs. Spilgrit says she is very particular always to pay her calls on time. Husband—Well, she's consistent, anyway; the Spilgrits pay everything "on time."—Detroit Free Press. Mrs. Slush—What is the dearest remembrance of your honeymoon, love? Mr. Slush—The hotel bills.—Cleveland Leader. "I just peeped into the parlor as I passed," said Mr. Phlanney, "and I saw quite a freak of nature." "Why, Bertha is in there with her young man?" "Yes, I saw two heads on one pair of shoulders."—Philadelphia Press. "Let there be perfect frankness between us at the start, my dear," said Mr. Weddell. "Do we need to lock anything from each other?" "Not your razor, anyhow," responded Mrs. Weddell, "but the third, tall, thin and W. crissoming." "I have no corns!"—Chicago Tribune. "There's the man with the hoe-o-o!" called out the facetious girl in the auto as she whizzed by the farmer. But she blushed as he came swiftly back at her with: "And there's the girl with her beak-o-o!"—Detroit Free Press.

FOURTH OF JULY ODE.

James Russell Lowell. Our fathers fought for liberty, They struggled long and well, History is not as popular a game as it was a few years ago. The churches would do well to keep hot on the trail of the orthodox devil, and let heterodox theological professors alone. Washington Post: What shall be done to bring men into the church? The question is more easily asked than answered. Much depends, of course, upon the minister. The trouble with too many preachers is that they do not attempt to appeal to men. Indeed, it will be found that where ministers possess mainly traits they do not have occasion to worry over the emptiness of pews. If their sermons are virile and attractive, if they deal with the daily problems of life, if they help men in meeting and comforting the temptations which constantly beset even the most moral, they will find plenty of masculine auditors.

The EQUITABLE logo featuring a figure holding a scale and a sword, with the text "The EQUITABLE" in large letters.

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GLASSES FOR ALL advertisement with illustration of a man and woman wearing glasses. Text: "From grandfather and grandmother down to the children just starting to school we can supply perfect fitting glasses that will relieve any defect of vision: Farsight, Nearsight, Astigmatism or Irregular Sight, Muscular Weakness and Old Sight. If you've any of these troubles you won't see right and feel right until you've secured the necessary glasses. And the longer you put it off the harder it will be to fit you and the more it will cost you. Don't wait until 'YOU HAVE TO COME.' Do it now—today. Hutson Optical Co., 212 S. 16th St.—Faxon Block, OMAHA, NEB.

Easy Payments advertisement for furniture and carpet. Text: "Have You Seen Our \$75 OUTFIT? This Sum Will Furnish 3 ROOMS 3 COMPLETE 3 At Our Store. Let Us Show Them to You. These Goods Cost Over 100 DOLLARS. OUR TERMS: \$ 25 Worth, \$1.00 Week; \$ 50 Worth, \$1.50 Week; \$100 Worth, \$2.00 Week. Omaha Furniture and Carpet Co. Between 12th and 13th on Farnam St.