

ESTABLISHED JUNE 19, 1871.

OMAHA, SUNDAY MORNING, JULY 16, 1905.

SINGLE COPY FIVE CENTS.

**BENNETT'S**  
GREEN TRADING STAMP BOOTH  
ON MAIN FLOOR

**TEN ROUSING ART BARGAINS. PRICES PUSHED DOWN**

7c Moulding Hooks, per dozen.....	4c	15c Water Color Paper, smooth or rough.....	8c
15c Photo Holders, always a useful article.....	9c	\$1.25 Pyrography Points, the best ever.....	95c
10c China Pencils, the newest made.....	7c	75c value Cupid Awake and Cupid Asleep Pictures.....	35c
\$1.25 China Plates, 81.....	95c	\$5.00 Face-Stimule Water Colors, in handsome frames in elaborate gold frames, yours for	2.25

20 per cent discount on picture framing. Big variety of remnant moulding. A rare opportunity. 20 per cent off framed pictures in galleries. A big money-saving item. The largest assortment of framed pictures in the latest up-to-date style of framing. Our old price with the new will show what a bargain you get. Take a look now anyway. Second floor.

**Another Book Sale**  
Late copyright fiction, handsome cloth binding, beautifully illustrated—published at \$1.50—625 titles, at..... **45c**  
Twenty (\$2.00) Green Trading Stamps.  
**JOB SALE STANDARD FICTION**, by well-known authors, handsome cloth bindings, published to retail at 50c; special Ten (\$1.00) Green Trading Stamps. **18c**  
White House Cook Book (new edition)..... **58c**

**STATIONERY**  
BENNETT'S OLDE AMSTERDAM LINEN PAPER—100 sheets to the pound—at..... **25c**  
Twenty (\$2.00) Green Trading Stamps.  
Envelopes to match, new shapes and as-sorted colors; at, package..... **10c**  
Bennett's special waxed lunch paper, 25 sheets, 50 Five (\$1.00) Green Trading Stamps.  
Lace Shelf Paper, assorted colors, 20 yards..... **50**

**In the Dry Goods Section**

**Ladies' Hot Weather Dresses at Sacrifice Prices**  
Handsome Dotted and Figured Swiss, white grounds with colored flowers, and champagne grounds with white dots—our very latest purchase—marked down from \$7.50 to..... **4.95**

**Ladies' Wash Dresses**  
White India Linon, plain and white dots; Dimity, in navy blue with white dots. Dimity, black with white dots.  
Dimity, gray mixed with piping, and a mixed lot of various styles that sold at from \$3.50 to \$7.50—all Monday at..... **1.95**

**Ladies' House Dresses**  
There are still about 200 to select from—all medium and light colors—prices from \$1.50 to \$5.50—all Monday at..... **98c**

**LADIES' SUMMER WAISTS**—New India Linon with faggoting, lace and embroidery trimming, made to sell at \$1.00; also nearly 200 slightly dust soiled—worth \$1.50 to \$2.50—all on sale Monday at..... **48c**

**LADIES' HOUSE SACKS AND KIMONAS** from India Linon, trimmed with lace and ribbons and plain ruffling—very dainty \$1.00 garments, at..... **48c**

**Ladies' Stockings**  
We make a clean-up sale Monday of odds and ends in stockings—regular 30c, 35c and 27c stockings and a lot of 50c and 75c stockings that have a slipped thread or a little dust mark—all at..... **25c**  
Children's hot weather Undershirts, long and short sleeves, high and low neck—always 20c—Monday..... **10c**

**Ribbons, Two Yards for One**  
3,000 yards of fine all silk ribbons, full assortment of colors, from one to four inches wide—regular prices 8c, 12c, 17c—Monday..... **3c-5c-10c**

**Special Sale Ladies' Sample Handkerchiefs**  
Come in plain linen, hemstitched, fancy embroidered and lace-trimmed—they are worth 25c—on sale Monday at, each..... **10c**

**MILLINERY! MILLINERY!**  
ADVANCE MID-SUMMER AND FALL STYLES.

Large Roll Brim Sailor shapes, in beautiful whites, pearl gray and champagne felts.  
Modish trimming of quill or wings in misses' and ladies' styles—prices..... **2.49-5.00** and up

**LINGERIE HATS**  
Fresh dainty Lingerie Hats. Our milliners and trimmers are making them every day. The ideas are down-to-the-minute—PRACTICALLY MADE TO ORDER.  
Very pretty hats at..... **\$5-\$3-\$2**

**CHIP AND MILAN POLOS**  
In the very newest styles and trimming—the sauciest headgear ideas.  
Tommy Atkins, Russian Polos, Madcap Polos and Tuscan—every one of them an exclusive **3.98-4.98** and up  
Sinclair style in its trimming..... **3.98-4.98** and up

**FLOWERS AND FOLIAGE. FOLIAGE AND FLOWERS.**  
Closing out at half price.  
A splendid opportunity for retrimming your early season hat with the adornment of the hour.  
MRS. SINCLAIR IN CHARGE. SECOND FLOOR.

**BENNETT'S BIG GROCERY**  
The popular place to save money on grocery purchases.  
Twenty (\$2.00) Green Trading Stamps with pound Bennett's Capital..... **28c**  
Coffee..... **28c**  
Twenty (\$2.00) Green Trading Stamps with pound..... **48c**  
Ten (\$1.00) Green Trading Stamps with can Omar..... **18c**  
Pears or Peaches..... **18c**  
Ten (\$1.00) Green Trading Stamps with pound Crown Raisins..... **10c**  
Ten (\$1.00) Green Trading Stamps with can Gay's Islands..... **12c**  
Ten (\$1.00) Green Trading Stamps with can Marshall's Herring (Kipper or Tomato)..... **20c**  
Ten (\$1.00) Green Trading Stamps with two cans Potted Chicken or Turkey..... **18c**  
10 bars Bennett's Bargain Soap..... **25c**

**BENNETT'S CANDY SECTION**  
Chocolate Creams, very delicious..... **12c**  
Five (\$2.00) Green Trading Stamps with every package Lemon Drops..... **5c**

**Special Sale for Monday HARDWARE**  
Big sale on special size of Screen Doors less than the wholesale price.  
Screen Door, painted green, 3-10x 6-10, regular price 98c—sale price..... **65c**  
Screen Door, painted green, 2-8x 7-10, regular price 98c—sale price..... **65c**  
Screen Door, painted green, 3x7, regular price 98c—sale price..... **65c**  
Screen Door, hard oil finish, 2-10x 6-6, regular price \$1.50—sale price..... **1.25**  
Screen Door, hard oil finish, 2-8x 6-8, regular price \$1.50—sale price..... **1.25**  
Screen Door, hard oil finish, 3-10x 6-10, regular price \$1.75—sale price..... **1.50**  
Screen Door, hard oil finish, 2-10x 7, regular price \$1.75—sale price..... **1.50**  
Screen Door, hard oil finish, 2-8x 7, regular price \$1.75—sale price..... **1.50**  
Screen Door, hard oil finish, 3x7, regular price \$1.75—sale price..... **1.50**  
Thirty (\$3.00) Green Trading Stamps with any of the above Doors. No exchange made on the sale.  
Forty (\$4.00) Green Trading Stamps with any Galvanized Wash Tub, 72c, 64c and..... **56c**  
Twenty (\$2.00) Green Trading Stamps with Galvanized Water Fall, 10 and 12 quart, 22c and..... **19c**  
Forty (\$4.00) Green Trading Stamps with Double Gasoline Oven..... **2.18**  
1-quart Tin Tomato Cans, per dozen..... **40c**  
Thirty (\$3) Green Trading Stamps with Neco Kitchen Clay..... **25c**  
Ten (\$1) Green Trading Stamps with French Paring Knife..... **15c**  
Forty (\$4) Green Trading Stamps with any Wash Boiler, prices from \$1.50 to..... **96c**  
Double Green Trading Stamps on all Paints Monday.

**FREE! FREE! FREE!**  
Something for Nothing  
In our Crockery Section Monday and Tuesday, ONE dozen 6-in. or Pie Plates with every purchase of \$10.00 or over of any open stock pattern in dinnerware. This includes English and American porcelain patterns in stock.  
Star Cut Tumblers, bell shape, very finest glass, Monday, each..... **25c**  
Not over 12 to a customer.  
What pieces are left of our 10c china sale of Saturday, Monday for..... **10c**  
Ten (\$1.00) Green Trading Stamps.

**Lace Curtains**  
Third Floor  
100 pairs Nottingham Lace Curtains, slightly soiled, worth up to five dollars—Monday..... **98c**  
One and two-yard remnants of Curtain Swiss for—each..... **2c**

**Sewing Machines**  
Fourth-floor automatic lift quarter-sawed oak Machine—value \$40.00—Mon..... **27.00**  
Third Floor

**Great Wall Paper Clearing Sale**  
Real Bargains—Remnants..... **1c PER ROLL** and up  
Room Lots, Wall, Border and Ceiling..... **25c** and up  
THIRD FLOOR

**Need Glasses**  
Only the finest quality at Bennett's  
Prices Less Than You Would Willingly Pay.

**Mid-Season Hammock Sale**  
A prodigious variety to choose from—\$2.48, \$1.98, \$1.48, \$1.25 and \$1.00 Green Trading Stamps with each Hammock up from 48c.

**ABUSES OF OUR MAIL SERVICE**  
Postoffice (outside of its unprofitable telegraph service) produced a surplus of \$2,000,000, while that of Germany followed closely with a profit of \$15,000,000.

**Why Two-Thirds of the Government Deficit Occurs in the Postoffice Department.**  
ENORMOUS TOLL EXACTED BY RAILROADS

**Suggested Remedies for Overcharges, Abuse of Franchising Privilege and Other Features of Service.**

Henry A. Castle, former auditor of the Postoffice department, presents in Harper's Weekly a notable exposure of the abuses of the postal service which produce a deficit in the revenues of the department. The facts presented are particularly timely, inasmuch as the government is confronted with a deficit of \$24,000,000 in its revenue, two-thirds of which, as Mr. Castle shows, is due to overcharges by railroads for transporting the mails, abuse of the franchising privilege, etc. Mr. Castle's paper follows:

At present writing, treasury experts estimate the deficit in our national revenues—that is to say, the margin on the wrong side between receipts and expenditures—for the fiscal year nearing its close, at \$24,000,000.

The postmaster general has officially estimated the deficit in the revenues of the postal service for the same period at \$4,960,000.

If these estimates shall prove to be approximately correct we are confronted with the significant fact that one-half the total losses in running our government machinery occur in the Postoffice department. And while publicists are formulating new schemes of taxation, business men accustomed to deal with plain financial exhibits of profit and loss, will look one another in the face and anxiously inquire why, in a purely business enterprise like the postoffice, having money transactions aggregating more than a thousand million dollars a year, with no dividends to pay on stock, or interest on bonds, there should be an enormous loss, and not a snug profit.

But even the figures above given do not tell the whole story. To the deficit predicted should be added legitimate expenses of the service which, under the system of bookkeeping in vogue, do not appear, because they are not charged directly against the postal revenues. One of these items is the salaries of the employees of the Postoffice and Treasury departments in Washington who are engaged in postal work, amounting to nearly \$3,000,000. Another item is a fair allowance for rent, light, heat and janitors for the government buildings in which postoffices in all large cities are located, which has been estimated at \$5,000,000. Therefore, the total loss in our mail system during the current fiscal year will probably amount to \$20,000,000, or four-fifths of the whole government deficit.

The plain citizen is all the more perplexed by these disagreeable revelations when he learns that last year the British

2 cents down to the fraction .7 cent per ton per mile. And passengers are individually ticketed, including baggage, and free, at what will approximate 15 cents per ton per mile.

The rates paid to the railroads have not been reduced since 1878.

In the meantime, as everybody knows, operating expenses, as compared with the tonnage transported, have been enormously lessened. How freight charges have been lowered. Mr. James J. Hill, most astute and intelligent of railway magnates, testified, May 3, 1905, before a senate committee, in these words:

"In 1882 the average freight rate was nearly 2.52 cents per ton per mile; the rate twenty years later was .87 cent, one-third what it was twenty-one years before."

On the same occasion the "proud fesh" of the question at issue was gingerly handled thus:

Senator Foraker—It is some advantage to the following authoritative statement as to the amounts paid to American railroads for carrying the mails, in comparison to what the railroads in foreign countries receive for like service.

The United States pays the railroads, for carrying mail, about \$4,000,000 per annum. This sum is further increased to \$9,000,000 when rental of mail cars is included.

In France, the railroads, in return for their grants or right-of-way, carry the mail free. The only exception is where the government uses a postal car of its own; then the railroad receives about a cent a mile, almost nothing, for hauling government cars.

In Switzerland, prior to government ownership, the railroads received nothing; their concession from the government provided that the railroad company should carry the mails free. An exception was made where the company earned less than 3 1/2 per cent dividend per annum.

In Germany the railroads haul one mail car free. Where a second or more cars are needed the government pays the mileage. If a government car, 5 francs per mile per kilometer, or 10 francs if the car belongs to the railroad company. This amounts to from 3 to 12 cents a car per mile, representing barely the cost of hauling the cars.

In Austria the same regulations prevail as in Germany, except hauling extra cars by express companies at 5 francs per mile per kilometer, or 10 francs if the car belongs to the railroad company.

Italy pays nothing to the railroads for carrying the mails, as it is provided in the concessions made to transportation companies that the government mails must be carried free.

Belgium's laws are similar to those of Italy.

In England, even with the immense volume of parcels carried by the British government, instead of, as in this country, by express companies, the money received by the railroads for carrying the mails is only about one-ninth of the amount paid by the United States.

More money is paid every year by the United States to the railroads for carrying the mails than is paid by all the nations of Europe combined for all kinds of mail transportation.

Elsewhere than in our country the higher

rate of the letter post seems to be levied because of an expedited service. In any other country low-class matter goes by special trains—the "Parcels Post" we hear so much about goes by freight train at small cost to the revenues. Here, all our mail goes on the fastest trains each road sends out. This is doubtless one explanation of the extravagant cost.

**Abuse of the Franchising Privilege.**  
The abuse of the franchising privilege is one of the most costly performances to which our people are treating themselves at their own expense. A conservative estimate fixes the loss to the postal revenues from the free mail facilities enjoyed by the various departments at \$15,000,000 every year.

Unfortunately no adequate accounting methods are provided for ascertaining the magnitude of this free business or what should justly be charged to it; approximate estimates only can be made. Nobody seems to care to know definitely what this incalculable amount is, but if the administration of so great an enterprise were in private or corporate hands there would unquestionably be a provision for knowing exactly what proportion of the cost this element of the equation should bear.

A deplorable incident of doing private business under public auspices is the utter indifference which prevails as to questions like this, which ought to command general interest.

The "frank" is a menacing evil of our mail service, saturated with fraud, deceit and demagoguery. Its utter depravity has been known and commented on for many years. Efforts have been made to curtail it, but in some particulars it is worse than at any previous stage of our history.

Every branch and department of the government loads the transmission of its mail matter, legitimate and illegitimate, on the postal service. Congressmen and the departments not only send free of postage letters, reports, speeches and all kinds of so-called "public documents," but often shipments of machinery, fire proof safes and other articles scarcely less ponderous than pig iron, on the pretext that they are in some mysterious way connected with the public business.

The franking abuse leads directly to the "free sack" graft and to the printing of thousands of tons of useless public documents—all of which is an enormous burden on the treasury, aside from the cost of transportation. In brief, our present loose-leaf scheme of postal franking is a dangerous, corrupting and enormously expensive.

The franking franchise should be curtailed at every possible point. Ironclad restrictions should hedge in its use by all public officials. Then adequate appropriations should be made to cover the actual cost of this gratuitous service. Every franked letter or parcel should be weighed and the postage debited to the proper account. All branches of the federal service would then show the real expense of their operation—and the postoffice deficit would be transformed into a surplus!

**Second-Class Mail Rate.**  
The abuse of the second-class mail rate, which formerly cost the service many millions annually, has been resolutely grasped during the past six or seven years,

and a few of its more flagrant inequities have been abolished. The process has been attended, it is alleged, by some arbitrary restrictions and petty interferences with legalized publications, amounting practically to a censorship of the periodical press. Until the courts have finally passed upon all the executive rulings we cannot know the full measure of the reforms secured.

The second-class rate of 1 cent a pound was deliberately established for the benefit of legitimate newspapers and periodicals, having in view their supposed educational influence. This rate, being only a fraction of the known cost of transmission, its concessions should have been rigidly restricted. But abuses crept in, until this class of mail constituted 70 per cent of the whole tonnage, while it yielded only 4 per cent of the revenues.

Reform was necessary. The head of the bureau having jurisdiction of the matter, Mr. E. C. Mendenhall, inaugurated measures for curbing the serial-class graft, news-agent's "return" privilege, the pamphlet-advertising scheme, and other obnoxious excesses. Many of his efforts to purge the mails have been successful; others have failed; a few are still pending in judicial tribunals.

Until either congress or the department succeeds in restricting the second-class rate within the legitimate boundaries of its original and praiseworthy purpose, we must close the improper use of that privilege among the leading factors of the annual postal deficit.

**Rural Free Delivery.**  
The new enterprise of rural free delivery, useful and popular as it is, has become an enormously expensive and deplorably unprofitable feature. The appropriation for the current fiscal year was \$2,000,000, as against \$460,000 in 1900, and \$8,154,000 in 1903—such are its seven-league strides to the front as a money absorber.

On the basis of the experience for the preceding year, the loss in the rural free delivery service may be predicted thus: Cost of average rural route per month, \$4.54 Income..... **10.84** Loss..... **\$2.80**

As the loss is 78 per cent of the cost, the deficit caused by this branch of the service for the year 1905 is approximately \$16,260,000, or more than the entire loss on the postal system as a whole. Nor is it just to credit all the collections on mail handled by the rural carrier to that service. Much of the mail business existed before the routes were established, and the postage collected must pay the whole cost of the transportation, from the place of origin to its destination.

What shall we do? He would be a bold man who proposed to discontinue this great farm-illuminating service merely because it is financially unprofitable. And it is getting more expensive. The salary of the rural carrier was raised from \$600 to \$750 last year. He will progressively demand \$800, \$900 and \$1,000, and will doubtless eventually accomplish his purpose. The rural service will cost \$50,000,000 per annum five years hence, and the loss will correspondingly increase unless more revenues are secured.

Can the revenues be increased? The de-

partment suggests a local parcels post, which is, perhaps, worth trying.

**Objection to Money Orders.**  
The issue and payment of money orders in any legitimate sense a government function. It is a feature of banking business, and is regarded by many thoughtful men as a dangerous development of state socialism. It is a complicated and inconvenient process for remittance, but is carried on with such diligent enterprise by the department officials and the local postmasters who conduct its operations, that one who looks only on the surface, sees little to condemn. It has been shown, however, allowing a proportionate share of salaries of postmasters and of clerks in postoffices engaged in money order work, together with all other necessary items of expense, that there is an annual loss of \$2,000,000 in the money order business at the postoffice.

Fifty millions of postal money orders were issued by our postoffice last year. On 11,000,000 of these, which exceeded \$5 in amount, there was a small margin of profit; on 38,000,000 small orders the fee, 5 cents for those above and 3 cents for those below \$5, there was a heavy loss, as the average cost of printing, issuing, redeeming, reporting and making the local delivery is 10 cents. The loss on the small money orders was \$2,833,000, while the profit on the larger ones was about \$300,000.

Thus, if the postal order for less than \$5 could be superseded by a simpler and cheaper method of remitting, the heavy annual deficit in the money order service would be avoided.

This method has been found in the proposed post check currency, which has received the endorsement of hundreds of periodicals, of national commercial bodies and postmaster's conventions, has been unanimously approved by the postoffice committee of congress, but hangs fire through the covert hostility of express companies. The post check plan provides that our \$1, \$2 and \$5 bills in general circulation shall be printed payable to "order" or "order," instead of "to bearer." When wanted for remittance the name of the payee would be inserted, and they could then be safely sent by mail like money orders. They would be redeemed at banks and postoffices, forwarded direct to United States subtreasuries, cancelled and returned like mutilated currency. A 2-cent postage stamp affixed to a bill, when transferred into a check, would pay all the cost of redemption and release.

So simple and obvious a means of doing away with the grievous loss on postal money orders should be promptly put into operation.

There are other features which contribute appreciably to the sum total of needless waste whereby our deficit in postoffice revenues is made to exist and to increase steadily. Those which have been cited are the chief delinquents. The railway overcharge, the franking abuse, the second-class mail graft, the rural free delivery deficit and the small money order business must all be subjected to intelligent business methods if we are to avoid irretrievable disaster.

Men's boys', children's clothing, hats, ladies' suits, skirts, millinery, any cash or credit. People's Store, 16th and Fremont.

Swinging bargains in all sizes, styles, designs, materials and HAWKDOCKS. All Hammocks \$2.50 and up get 100 (\$10.00) Green Trading Stamps. Any Hammock up to \$2.49 gets 50 (\$5.00) Green Trading Stamps.

SPORTING GOODS—MAIN FLOOR.