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 FOUNDED BY EDWARD ROSEWATER.
 VICTOR ROSEWATER, EDITOR.
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 CHARLES C. ROSEWATER,
 General Manager.
 Subscribed in my presence and sworn to before me this 1st day of March, 1907.
 M. R. NIXON, JR.,
 Notary Public.

WHEN OUT OF TOWN.
 Subscribers leaving the city temporarily should have the Bee mailed to them. Address will be changed as often as requested.
 It is a mistake to conclude that railroads are competing just because their lines are parallel.
 Dr. A. Conan Doyle, the author of Sherlock Holmes, is seriously ill. He ought to send for Dr. Watson.
 Argentina has a crop failure this year. Argentina is playing the part that Kansas had in the old days.
 Germany is said to be excited over the new American navy. That ought to provoke another Dewey interview.
 The announcement that soup is going out of fashion will have to be discounted. A supply of it must always be kept for the politicians.
 The German strain in President Roosevelt's makeup ought to be urging him right now to get after that newly formed sauerkraut trust.
 More than 40 per cent of last year's bumper crop remains in the cribs of Nebraska farmers, a most encouraging indication of the prosperity of the state.
 That Virginia man who has invented a magic process by which he claims to be able to bring the dead back to life might try his hand on the free silver corpse.
 Two more men have been killed in the war between Honduras and Nicaragua. War down there is almost as dangerous as railroad riding in America.
 Sheriff McDonald will enjoy the feeding graft until the end of his present term. The next sheriff will not have this opportunity for dipping into the public purse.
 Senator Platt says he cannot understand why Senator Spooner resigned, and doubtless Senator Spooner cannot understand why Senator Platt does not follow suit.
 Much enthusiasm was required to lead a Nebraska farmer to experiment with fertilizers, but the crop yield he has secured seems to have justified his undertaking.
 Mr. Harriman says he is going to talk more freely with newspaper men about his railroads. All right, Mr. Harriman, it is true that you have bought the Reading?
 President Roosevelt insists that he will not again accept the presidency, but he would doubtless like to have his policies and principles permanently located in the White House.
 The opening of bids at army headquarters for supplies for the destitute Utes, calls attention to the fact that the utility of the Omaha Indian supply depot has never been overworked.
 Secretary Cortelyou has ordered the employes of the Chicago subway not to talk about the disappearance of that \$173,000. That will be embarrassing if any clerk knows where the money is.
 There's room for an amusing inference in the statement of Postmaster General Meyer, late ambassador to Russia, "Conditions in Russia have been much improved since I left St. Petersburg."

Senator Depew, having declared that President Roosevelt should accept another term, probably now is waiting for the president to return the compliment by declaring that Senator Depew should have another term.

THE RAILROAD FLAG OF TRUCE.
 While Mr. E. H. Harriman must have the credit for opening the negotiations looking to a peace protocol between the contending forces of the government and the managers of the transportation facilities of the country, J. Pierpont Morgan is the real author of the flag of truce, apparently authorized by a council of war of the captains of industry, to make the best possible terms of surrender to the commander of the administration forces at Washington. Mr. Morgan has paid another visit to the White House, asked for a cessation of hostilities and arranged for a conference at which peace plans will be discussed. President Roosevelt, assuming at least for the purposes of argument a "let-us-have-peace" attitude, has accepted the overtures and in a few days will meet the presidents of four or five of the big railroad systems of the country for the purpose of a general discussion of the situation.

Mr. Morgan, explaining his visit to the White House, says he acted upon the request of "many business men" in asking the president to meet the railway presidents and confer with them "as to what steps might be taken to allay the public anxiety now threatening to obstruct railroad investments and construction so much needed, and especially to allay the public anxiety as to the relations between the railroads and the government. The president said he would be glad to see the gentlemen named with this end in view."

The statement of Mr. Morgan was supplemented by one from Mr. Youkum of the Rock Island-Frisco system, to the effect that "the agitation and legislation in various states regarding 3-cent fares and the reduction in freight rates have made it almost impossible for the railroads to negotiate loans on their securities."

Mr. Morgan and Mr. Youkum have simply put in different words the confession made by Mr. Harriman a few days ago that the railroads have been pursuing a mistaken policy, have seen the error of their ways, due to the storm of protest throughout the country, and are now ready and anxious to alter their course and adopt a policy for the future that will embody proper regard and respect for the rights of the small stockholders, the shippers and the general public. They now realize that the anti-railroad legislation in the various states is the natural and logical result of their high-minded methods in ignoring the quasi-public character of the country and their persistence in operating them for the benefit of the captains of industry, the Wall Street cliques, the participants in mergers and syndicates, with utter disregard of the rights of patrons who have made railroad prosperity possible.

The railroad managers are justified in fearing that the legislative reaction against their methods will go too far. Excess follows naturally upon action due to anger and the outrage of rights. It will require some time to ascertain whether the railroad managers have too long deferred the introduction of their program of conciliation. They have every reason to hope and believe that President Roosevelt, whom they have abused for his radicalism, will grant them consideration which the country in its present state of resentment against railroad abuses will be slow to think they deserve. While the president has been the prime mover in the campaign for reform in transportation matters, his every message and utterance on the subject has contained the assertion that the need of the country was to secure such control and regulation of corporations as would prevent them from injuring the public, at the same time doing nothing to discourage legitimate institutions doing a legitimate business.

Unquestionably this is the attitude the president will take in the coming conference with the railroad presidents. Investigations during the last four years have furnished him with a flood of data relating to the transportation abuses and the evils of high finance in railroad management, so that he will be in position to gauge the sincerity of the railroad presidents in their protestations of a determination to abandon their "public be-d--d" policy. If he is convinced of the sincerity of their claims there is little doubt that he will tender his services in a program of co-operation for the public good.

LESSON OF THE LONDON ELECTIONS.
 Opponents of the doctrine of municipal ownership have been very active in circulating documents designed to show that the result of the recent election in London was a repudiation of the municipal ownership policy which the London County council has been supporting for the eighteen years the radicals have had control of that organization. The contention is made that the radicals, or progressives, as they were designated officially, have plunged London into debt through the operation of the municipal ownership policy and placed unbearable taxation burdens on the people. A closer view of the situation, however, forces the conclusion that the municipal ownership doctrine had very little, if anything, to do in influencing the result, which appears to have been a revolt against the socialists, who controlled the council, and their operation of municipal ownership rather than against the principle of that doctrine.

Careful search of the London newspapers and their accounts of the progress of the most exciting campaign falls to disclose a hint of argument or protest against the municipal

ownership doctrine. The entire fight of the moderates was directed against the waste and extravagance of the party that has so long been in power in the council. It was charged and proved that the socialists had wasted in amusements money that had been voted for public improvements; that they had bought poorest kinds of material at the highest prices; that waste had marked the progress of all public work and that the tax rate had been increased 14 per cent in five years. In effect socialism was substituted for municipal ownership and the municipal government was shown to be as corrupt and inefficient as that of Philadelphia and some other American cities under ring rule. The revolt of the rate payers of London against this condition of affairs drove the socialists out of the council, leaving them but thirty-four members where they formerly had eighty-three in a total membership of 110.

The result of the London election is simply another backlash for the extremists who recently suffered a stinging defeat in the German elections and whose losses in political strength elsewhere shows that the tide of the world thought is turning against paternalism and socialism.

COLLEGE OF COURTHSHIP.
 The spirit of reform is ever Cupid this time. Prof. Charles E. Henderson, the University of Chicago sociologist, has been thinking the matter over and has decided that a crying need exists for the establishment of a college of courthship in order to reform the love-making methods of the nation. He seems to be very serious about it and points out many defects in existing conditions in support of his contention that something should be done for the instruction of those who are smitten with the illusions of love. Sociologist Henderson declares that hasty marriages, divorce and marriages of convenience are the results of "barbarism" into which courthship and marriage have fallen. Flirting, boasting of conquests, extravagance, acceptance of costly presents and courtship without intent to marry are among the particular evils of modern love-making as Prof. Henderson sees it.

Prof. Henderson is ahead of his time. The country has been taking very kindly to different reform plans that now embrace about every line of human activity, but there are some old-fashioned notions that the people will refuse to give up. The doctors may tell us what to eat and the tailors dictate what we shall wear; faddists may explain what germs we should cultivate and those we should shun; law-makers may place limitations on conduct so far as it affects the public, but when it comes to the question of courthship, the selection of the girl, or by the girl, and the adoption of rules for its progress, love will add Dr. Henderson to the locksmiths and the list of other things it laughs at.

ATTRACTIVE STREET SIGNS.
 The action of the city council requiring all signs extending across the sidewalk space to be at least twelve feet from the sidewalk surface is a long and commendable step toward civic beauty, always desired and ever difficult to obtain. Following upon the removal of the overhead telegraph, telephone and electric wires, compliance with the ordinance just passed will do much toward making the streets of Omaha more attractive and paving the way for remedying other abuses that still disgrace our streets to the annoyance and danger of pedestrians.

American cities have been very slow in framing regulations for the placing of street signs, the construction of billboards and other forms of street advertising. The advertiser, left to his own resources, almost invariably evolves something hideous and manages to locate it in position that furnishes a constant emphasis to its ugliness. Improvement, however, is being made in this direction sufficient to give promise of action that will follow plans adopted in foreign cities, where street advertising, so far as tolerated at all, is made really attractive.

A recent consular report explains the system in use in Berlin, where street advertising is carried on by a special municipal system. Over 700 circular columns, twelve feet high and three feet in diameter, stationed at street intersections, bear advertisements which are artistically designed and must not be placed in position until approved by the authorities. The city erects the pillars and receives a rental of \$95,200 a year from their use. The regulations prohibit crawling signs on billboards on every vacant lot and from the walls of new or unused buildings. The owner of a building must secure permission from the authorities before allowed to paint signs on his wall. In short, every sign designed for street display must be artistic and first approved by the authorities.

It is not expected, of course, that the Berlin system will be adopted in Omaha or any American city soon, but the time is overdue for steps that will remove from our streets some of the existing forms of hideousness. The sidewalks belong to the people and have too long been used for warehouse purposes or for the display of trunks, sandwich signs and other objects that impede travel and offend the eye. Reform has been too long delayed and should now be promptly carried into execution.

It takes a good deal of nerve to ask that the Pullman monopoly be allowed

to pursue its rapacious course unchecked. Patrons of the Pullman cars, no matter where located, will cheerfully unite in any reasonable effort to reduce the charges made by this most grasping and conscienceless of all monopolies.

Debate on the primary bill is bringing out very forcibly the fact that not many members believe in allowing adherents of one political party to nominate a ticket for another. Participation in a nominating convention has always implied an obligation to support the candidates chosen by that convention, and participation in a primary should have the same effect. No hardship is worked on any man through asking him to declare with which party he expects to affiliate. The primary law without this provision will be deficient.

The marshaling of the railroad forces at Lincoln ought to be sufficient answer to their persistent allegation that they have no interest in terminal taxation. It would seem that no sincere investigator of the proposed law could longer be deceived by the railroad assertion that terminal taxation will impose no added burden on the railroad, but will work a hardship on the rural communities. In its final analysis the railroad campaign of deception will fare in this as it always has when put to the test.

John L. Sullivan insists that David and Goliath fought for a stake and that Goliath should have been awarded the contest on a fowl. The significant feature in this is that it shows some one has been reading the Bible to John L.

The Nebraska railroad commission has made its first report. While the details may be interesting, the general situation was patent before the investigation started. A remedy for the difficulty is needed more than the location of the cause.

Senator Whyte says he is going to retire and he believes that no man should remain in the senate after he is 84 years of age. Senator Pettus, 86, and Senator Morgan, 82, each re-elected for another six-year term, may file a minority report.

Mr. Morgan asks the president to suggest some means whereby confidence in railroad securities may be restored. Just as a starter, it might help some to open the waste cock and let the water run off.

District Attorney Jerome has been threatened with prosecution for his prosecution of the Thaw case. The threats do not come from the Thaws, who doubtless feel more like tendering him a vote of thanks.

The spectacle of Tom Benton and Frank Ransom pleading for leniency to a corporation is not novel in Nebraska, but the influence of these gentlemen seems to have waned since the heyday of their glory.

A Kansas man declares that the Garden of Eden was located at Yaso, Miss. If he is right, the world will quit blaming Adam and Eve for moving.

Magnates Headed for Washington.
 Washington Herald.
 Once, in ancient times, a warning was sounded against certain persons bearing gifts.

Knowledge Is Power.
 Louisville Courier-Journal.
 The great advantage enjoyed by the alienist over the mere albino witness is that he pret; when they use the power, the funds or the credit of their corporation in schemes which are not for the advantage of the corporation itself and its business, but for the equal benefit of all who hold its securities or in the interest of the public from which the power is derived, and generally by their own penal gain at the expense of all those; when they use the corporate power and resources in buying and selling stocks of other corporations that they may gain by it; when they hold back information as to the state of the business, the expenses, the resources and liabilities of the corporation they direct and manipulate a division of profits in the "ark" so as to affect the market value of stocks and then speculate in these for their personal profit, then they are engaged in operations which are equal to cheating and stealing for what they gain thereby is taken from others without equivalent consideration or any consideration at all. It is not only obtaining by underhand and indirect means what rightfully belongs to others, but it is done by a flagrant betrayal of trust and in the case of a powerful magnate amasses in a few years by such means are the proceeds of colossal larceny and may be justly denounced as robbery. These men belong to the type of the robber barons of the middle ages who the promoters of a lottery who blow bubbles, fitted out privateersmen to prey upon commerce and were the backers and beneficiaries of piracy and brigandage.

They have been tolerated, as those were tolerated, by the sentiment of their time, blinded by the glamour of their wealth or intimidated by the power and the material, social and political interests upon which the multitude depend. They cannot be restrained by a law until law is shaped and enforced by a public sentiment and a public judgment that intelligently distinguishes the moral quality of their deeds and treats them as they deserve. When the stage is reached and such sentiment is developed and boldly expressed restraining and punitive laws will be less needed, but will become more effective so far as they are needed. The first requisite is to place these deeds in their proper category as crimes against the stock and political body and visit upon them the judgment with such offences against the common weal merit. Give them the repute they deserve, cast upon them the opprobrium proper to their character and make of their perpetrators pariahs and outcasts, instead of honoring them to their dazzling wealth and shrinking before the arrogant power it gives them, and they will be consigned to the moral and social grade to which they rightly belong and gradually dwindle and shrivel until integrity, honesty and moral sense dominate and unscrupulous greed was wont to lord it over society.

J. A. L. Waddell, a bridge engineer of Kansas City, Mo., has received from the Grand Duchess Olga, sister of Emperor Nicholas of Russia, notification that he has been elected a member of the Society of Benefactors, because of his services in connection with preparing plans for the Transatlantic Siberian railway. The duchess founded the order.

Among long terms to the national house of representatives may be mentioned that of Colonel Ketchum of New York, recently deceased at the age of 74 years, after thirty-three years service. Spenser Cannon, now 71 years old, has served thirty-two years. The late William W. Hulman of Indiana, died at the age of 73 years, after thirty years' service.

ABUSE OF CORPORATE POWER.
 Powerful Arrangement of Magnates Who Exploit Public Favors.
 New York Journal of Commerce and Commercial Bulletin.
 The plea is often heard that the able, far-seeing and venturesome magnates who promote our great railroad enterprises and direct their management are entitled to the vast fortunes they make on account of the benefits which flow to the public as the result of their success. By opening up new sections of the country, providing means of transportation where they are lacking and increasing those that exist, they multiply industry, promote increase of population and trade and contribute largely to the prosperity enjoyed by the communities directly served and by the country as a whole. For these results, by which many people and many interests are benefited, they are entitled to large rewards for their foresight and energy and for the risks they take. The theory is entirely liberal, rewards earned by honest and upright methods and real services nobody denies, but the personal factor of these men, though important, perhaps essential, is apt to be greatly magnified, especially by themselves. What they accomplish is not alone the result of individual ability, but still more of corporate power, entrusted to them by law for public advantage and not for un-restrained personal gain. It enables them to use capital contributed by hundreds and thousands of others toward whom they hold a relation of trust, without which they could accomplish nothing, and to exercise powers conferred by law upon a corporate organization such as no individual could wield by his own energy. Without this powerful agency provided by public authority in behalf of the people in order to secure beneficial results intended for the community at large, they could do none of the great things which are so often credited to them and for which they are always so ready to take credit. Their ability, foresight, energy and skill in management are unquestionably of great value and the incentive of self-interest is necessary for the public service expected of them. Consequently they are entitled to liberal compensation for the successful exercise of these qualities, a reward adequate to the service actually rendered by personal effort and devotion to the tasks assumed.

But the power they wield, the instrumentalities and corporate organization, are not their own, and without them they could achieve no great results and secure no great rewards. They are bound to use these for the equal public, with due regard for the public interests which corporations are created to serve, and to be content with a fair return upon their own share of the capital and a reasonable compensation for their services as officers and managers of the enterprises of which they have charge and direction. Being entrusted with the power, the resources and the credit of corporations, which are agencies of their own creation and do not belong to them, if they take advantage of these for personal profit to themselves over and above the legitimate return upon investment and compensation for services they are guilty of a gross betrayal of trust and of the robbery of other individuals and of the community at large by their own enrichment. Their operations become a crime on a par with blackmail, piracy and brigandage, for what they obtain by illegitimate means is not earned by any kind of service for benefit rendered, but is extorted from others and from the community by the use of the power which is not theirs and has not been entrusted to them to exercise at will for the utmost gain for themselves.

When these men, placed in a position of trust as corporate organizers and managers, issue securities for obtaining capital in excess of the needs of their enterprise and manipulate their distribution for their own private gain, and when they use the power, the funds or the credit of their corporation in schemes which are not for the advantage of the corporation itself and its business, but for the equal benefit of all who hold its securities or in the interest of the public from which the power is derived, and generally by their own penal gain at the expense of all those; when they use the corporate power and resources in buying and selling stocks of other corporations that they may gain by it; when they hold back information as to the state of the business, the expenses, the resources and liabilities of the corporation they direct and manipulate a division of profits in the "ark" so as to affect the market value of stocks and then speculate in these for their personal profit, then they are engaged in operations which are equal to cheating and stealing for what they gain thereby is taken from others without equivalent consideration or any consideration at all. It is not only obtaining by underhand and indirect means what rightfully belongs to others, but it is done by a flagrant betrayal of trust and in the case of a powerful magnate amasses in a few years by such means are the proceeds of colossal larceny and may be justly denounced as robbery. These men belong to the type of the robber barons of the middle ages who the promoters of a lottery who blow bubbles, fitted out privateersmen to prey upon commerce and were the backers and beneficiaries of piracy and brigandage.

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Equal Rights for All.
 Minneapolis Journal.
 It will be hard on fairs and conventions and other institutions which have long been favored with special rates and could not have succeeded without them, but there is nothing quite so important in the whole rate readjustment business as that common carriers and public servants shall play no favorites. There may be no favoritism in a special reduced rate open to the public, but even such a desirable privilege ought to be weighed carefully against the good of an even rate for everybody all the time, and no favors, to see that it is not overestimated.

In a Bad Temper.
 St. Louis Republic.
 The people of Nebraska are told, "You wanted a 5-cent per mile rate and here you have it. No more round-trip tickets at reduced rate. The old soldiers, union and confederate, going to their camp fires and reunions must pay 2 cents a mile to get there and 2 cents a mile to get back. County fairs and even the state fair are not occasions of exception to the rule, and priest and parson are to lose their time-honored privilege of riding at half price." All this may be very well and is very

well if to render proper service to its passengers the railroad company must enforce the 5-cent rate as a minimum as well as a maximum. But the companies have set about it in a bad temper, and a bad temper nearly always leads to a bad way.

Essence of Unfairness.
 Indianapolis News.
 The railroads ought not to carry anybody free nor for any fare less than they carry everybody. And if they have not the strength or virtue to take this position, as the roads of Nebraska have taken it, they should be compelled to do so by law. If fare excursions are purely business features of the roads themselves, to be adopted or refused as business acumen suggests, but all reduced rates to classes and free passes are of the essence of gross unfairness to the roads and to public standards of good conduct.

INES TO A LAUGH.
 "What on earth is that queer sound in the room?"
 "If it isn't your new suit of clothes, it must be the bed ticking."—Baltimore American.
 "Pa, is an exaggerated ego a crazy man?"
 "That's hard to say, my son. It's a man who thinks he's it."—Baltimore American.

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 It will be hard on fairs and conventions and other institutions which have long been favored with special rates and could not have succeeded without them, but there is nothing quite so important in the whole rate readjustment business as that common carriers and public servants shall play no favorites. There may be no favoritism in a special reduced rate open to the public, but even such a desirable privilege ought to be weighed carefully against the good of an even rate for everybody all the time, and no favors, to see that it is not overestimated.

What does the Breakfast-Bell mean in your household?
 Light, wholesome Biscuit made with Dr. PRICE'S Baking Powder?
 or unwholesome food made with an alum baking powder?
 It is worth your while to inquire.

NEBRASKA'S TWO-CENT RATE.
 In the Right Direction.
 Springfield (Mass.) Republican.
 Apparently the railroads of Nebraska intend to abide by the new 2-cent maximum rate law, for they have issued orders cutting off all special privileges as to the clergy and all special rates of the excursion kind. This is in the direction of making the roads what they were intended to be—common and not special carriers. It is only the comparatively small number of privileged persons who will complain of the present action of the roads.
 Special Privileges Cut Off.
 Pittsburg Dispatch.
 The justification of this action (annulling special rates) publicly made is that if the ability of the railroads to charge more than 2 cents a mile in certain cases is taken away they will not be able to continue carrying the classes that have been getting transportation for less than 2 cents. If that is true then the people who have been paying the higher rate have had to contribute to the cost of carrying the others at the lower rates. In that case a grossly unjust discrimination has gone on for years, and on that theory the law will cure the evil.

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In a Bad Temper.
 St. Louis Republic.
 The people of Nebraska are told, "You wanted a 5-cent per mile rate and here you have it. No more round-trip tickets at reduced rate. The old soldiers, union and confederate, going to their camp fires and reunions must pay 2 cents a mile to get there and 2 cents a mile to get back. County fairs and even the state fair are not occasions of exception to the rule, and priest and parson are to lose their time-honored privilege of riding at half price." All this may be very well and is very

well if to render proper service to its passengers the railroad company must enforce the 5-cent rate as a minimum as well as a maximum. But the companies have set about it in a bad temper, and a bad temper nearly always leads to a bad way.

Essence of Unfairness.
 Indianapolis News.
 The railroads ought not to carry anybody free nor for any fare less than they carry everybody. And if they have not the strength or virtue to take this position, as the roads of Nebraska have taken it, they should be compelled to do so by law. If fare excursions are purely business features of the roads themselves, to be adopted or refused as business acumen suggests, but all reduced rates to classes and free passes are of the essence of gross unfairness to the roads and to public standards of good conduct.

INES TO A LAUGH.
 "What on earth is that queer sound in the room?"
 "If it isn't your new suit of clothes, it must be the bed ticking."—Baltimore American.
 "Pa, is an exaggerated ego a crazy man?"
 "That's hard to say, my son. It's a man who thinks he's it."—Baltimore American.

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