

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR

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JANUARY CIRCULATION

45,826

State of Nebraska, County of Douglas, ss.

Dwight Williams, circulation manager of The Bee Publishing Company, being duly sworn, says that the average daily circulation of this newspaper for the month of January, 1911, was 45,826.

DWIGHT WILLIAMS, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

What the Panama canal needs first is completion.

Old Tempus keeps on fuging toward March 4.

"Bathub Trust" Wants to Compromise." It is innocent, all right.

New York has caught up with Hong Kong. Its Chinamen are cutting off their queues.

The life of a provisional president of Mexico is after all not a rose-strewn path, altogether.

Natural respect for age should restrain young Lady Decies from ever quarreling with the lord.

Premier Asquith now formally asketh the House of Commons to pass the government's veto bill.

Joe Bailey is not a nervous man, except when somebody mentions shady senatorial elections.

Congratulations to General Crowder on his promotion to be judge advocate general of the United States army.

If those Texas newspapers would stop publishing the pictures of the insurrecto leaders the war might end abruptly.

Can it be that that Chicago paper which closed the Lorimer incident for good and all time was mistaken in its conclusions?

"Where was Moses when the light went out?" Where will Omaha be if the city and the gas company fail to come to terms?

If anyone doubted that the tariff was a local issue he might be convinced by reading the discussion of the Canadian reciprocity plan.

Nebraska has now a full-fledged republican league, with a complete roster of officers and a platform to stand on. That is making progress.

We are beginning to wonder if Brother Mason of Arkansas is ever going to smile again.—Houston Post.

Sure, as soon as the galleries get to going good.

Now that it has been ascertained that the Lord Almighty is against Tammany and Sheehan in that senatorial fight the people ought to have a show.

And yet, wealthy tourists, men and women who have to go to prison for beating the revenue officers, are going to think the second time before they try smuggling again.

Omaha club women propose to demonstrate that loyalty to clubdom does not interfere with proficiency in cookery. Must be playing for popularity with mere man.

So Colonel Roosevelt is left out of the Howard Chandler Christy painting of the Battle of San Juan because he was not present. Which, may, and may not, attract the attention of the former president.

A Los Angeles doctor 81 years old, who says diet should not be a matter of routine, proposes to fast for eighty days. We could accept the doctor's theory without commending his system for proving it.

Governor Aldrich wants it distinctly understood that he is favoring reciprocity, and is confirmed in his position by finding the opposition hiding behind "Joe" Cannon and other reactionaries who are usually wrong.

The Union Pacific announces that it will restore night train service to accommodate passenger traffic out of Omaha. It was a mistake to interrupt this service, and the officials of the road are showing that they are not above correcting a mistake.

Lower Prices of Commodities.

Do people notice the difference in the cost of many articles of food now and a year ago? They do, no doubt, when they take the pains to compare, but it is doubtful if they notice this quite as much as they noticed the unusually high levels before. Some prices have been materially reduced. Eggs, for instance, in some middle west cities cost about half what they did. The wholesale quotation Monday in Kansas City was just half what it was even a month and a half ago. Butter at 20 and 22 cents a pound is very different from 35 and 40 cents and meat is lower. Hogs are, in some instances, from \$1 to \$1.25 below last year's market, while cattle range downward from 50 cents to \$1 and sheep \$2.

These reductions, of course, are material and mean much to the consumer. But they also mean as much on the other side of the ledger to the producer. There is where the rub comes in lower prices to communities like those of this great agricultural section. The question has a dual aspect. What will please the man who raises foodstuffs and sells will not always satisfy him who only buys and consumes. It is impossible to strike a balance in this economy that will satisfy all classes, yet we are probably working toward a better and more reasonable adjustment. But we should not lose sight of this fact—that political conditions have changed little in the last year, which must suggest that some of our theories as to high prices were far off. It is more economic than political, this power that controls markets, and in the economic world commercial speculation plays a very important part.

It is barely possible that the unloading of accumulated stocks that have been on hand for long periods is a vital factor in the lowering of prices. If this is true, prices may be expected to rise somewhat from their present level. They are bound to go on varying as seasons and supplies and other conditions that can be used to govern the markets vary. But the political control and legislation to which high prices have been so generally ascribed, but which are still unchanged, cannot be solely responsible.

Demand for Parcels Post.

If congress does not put through the proposed plan of a limited parcels post at this session, then the Sixty-second congress will have to take up the matter next winter. Or, even if the present session should appropriate the money for the experimental parcels post and it should prove satisfactory at the end of a year, the test period proposed in the measure, then it will devolve upon the succeeding congress to arrange to extend the system so as to make it general over the country. The principle of parcels post is quite well established abroad and the sentiment of our people is crystallizing every day in its favor. The masses have come to believe that they should have the advantages such a system would offer and that the government should employ the power and resources of its great postal machinery to that purpose. There is no good reason that can be generally applied for not giving the plan a fair trial.

Opposition, to be sure, is strong, but it is represented now chiefly in the American League of Associations, a very vague name for such an organization. This combination has not succeeded in converting any vast number of people to its cause this winter, active as it has been in Washington and elsewhere. The people, as a whole, are, we believe, still unable to see the identity between their best interests and those who are fighting parcels post. The powerful express companies are, as they have ever been, against the plan and they have merged their strength with all other forces of resistance, but their ultimate defeat and the general introduction of parcels post are, we believe, inevitable.

How Business Holds Up.

Railroad earnings furnish a fair index to the general condition of business. These earnings of the last two years show a gross increase of \$507,000,000. Difficult as it is for the mind to grasp the meaning of such prodigious sums, these figures convey some idea of how well our prosperity has been sustained. They completely refute all suggestion that the country has not gone on steadily gaining ground since the 1907 depression. In 1910 the total gross earnings of railroads in the country were \$2,825,246,281, and in 1909 they were \$2,596,765,825, showing a gain in 1910 over 1909 of the enormous sum of \$229,480,456. The 1909 earnings showed a vast increase over those of the preceding year, but much of this was simply regain of lost business following the 1907 disturbance. But the 1910 gains represented that much new business, new wealth. The significance of this additional income of \$229,000,000 becomes more apparent, then, when we get this view of it. The big falling off in earnings occurred during 1908, so that it required tremendous effort to bring the total back up to where it was in the banner year of 1907. Yet this was accomplished and more in 1909.

But the most reassuring aspect of the situation is that earnings thus far in 1911 are still showing increases and if they hold up for the rest of the year proportionately will outstrip the records of 1910. But, with all this prodigious income, some railroads are complaining that their net earnings are not increasing. Indeed, the statement has been made that, owing to increased cost of labor and materials, this entire gain of \$229,000,000 has been wiped out, so that none of it appears in the net earnings column. This statement is almost incredible, at least in view of the unprecedented dividends declared by such roads as the Union Pacific and Southern Pacific. There are systems of bookkeeping, of course, that may affect appearances, but swollen traffic, enlarged earnings and shrewd management ought to produce a healthy condition and satisfactory profits.

Organizing Charities.

The task of organizing the charities of Washington and the District of Columbia along lines which The Bee has advocated for Omaha is being taken up with vigor by the leaders in philanthropy there. A movement is under way to establish a supervising board for all the charitable institutions of Washington that appeal to the public for support and require them not only to secure proper endorsement, but to submit to a central regulation and financial control. In Washington there have even gone so far as to suggest that a blacklist will be resorted to, if necessary, to cut off unaffiliated solicitors and irresponsible institutions from the source of supply. This is endeavoring to make the whole distance at one jump and may be difficult of performance, but it is unquestionably a movement headed in the right direction. It is a movement, too, that is bound to be taken up in other cities where wastefulness of unorganized and competitive charities diverts too large a part of the money contributed for suffering humanity to the maintenance of the mere mechanism of collection and distribution.

Sound Advice.

Governor Aldrich gave the Nebraska legislators a little lecture in the course of his speech at the Lincoln day banquet that is both sound and timely. The practice of "log-rolling" against which the governor warns the law-makers is one hoary with tradition and firmly entrenched in legislative methods but not any the less wrong because of that. "Log-rolling," as it has been called, has been responsible for more pernicious legislation than is possibly chargeable to direct bribery. Legislators who could not conceivably be reached by a direct bribe are subject to the more subtle influence of a "trade," and frequently give their countenance at least, if not their active support, to unworthy measures in order to secure assistance in the passage of some law in which they are personally interested, or which they believe to be worthy. In this way the meritorious measure is made sponsor for the evil, and the state suffers because of the continuation of the practice of vote-trading.

In theory, at least, every bill should stand on its own merit and be considered by itself. If this were true in practice less demand for the right of direct legislation would be heard. The admonition of the governor should be heeded, for it is made in no captious vein, but as the convincing utterance of an executive who has the best interest of a great state at heart. Legislators may find it difficult to divest themselves of selfish considerations, but in making laws for the whole people they should remember that sectional or local concerns are of secondary importance. Make laws for Nebraska, and not for the benefit or control of any particular part of Nebraska, and the complaint of the people against the legislature will cease.

The Kaiser's Illness.

Little surprise probably is caused by the late news from Berlin stating that Kaiser Wilhelm's illness is more serious than first reports indicated, because it is the rule to withhold disturbing reports of this character affecting the heads of nations and particularly of European monarchs, as we have seen within the last year or two. No one will question that it is a wise precaution, for Emperor William may not be dangerously sick, but that he is seriously ill is not to be doubted and it is evident that his royal household is gravely concerned over his condition. He has been failing apparently for more than a year. His old throat trouble must have asserted itself in somewhat virulent form when it became necessary to perform an operation.

People Talked About

When Dr. Tanner's advice that we put the beef trust out of business by fasting eighty days is taken seriously, the cold storage houses can afford to play a waiting game.

Hospital surgeons in St. Louis removed a 25-cent piece from the hip of Walter Capron, the last of a deposit of 50 cents and a penknife made by a charge of buckshot from the gun of a fellow hunter. The doctors think the bank is now insolvent.

Andrew Carnegie's claim that he made forty-three millionaires may well spread a feeling of humility. He says there is little to be gained by the woman who becomes the wife of a millionaire, as she has too many luxuries and no mental resources to fall back upon despite the number of Carnegie libraries abroad in the land.

On one occasion the gentle wit of Archbishop Ryan encountered a fall in a fellow preacher. It was at a banquet in Philadelphia. Seated beside the archbishop was Rabbi Krauskopf. In front of them was a sliced Virginia ham, the brand that makes the mouths of men water. Turning to his neighbor, the archbishop inquired, "My dear, would you help me to get a slice of this delicious ham?" "Your grace's wedding," responded the rabbi, smiling.

Senator Cummins of Iowa had started in life as a carpenter at the age of about 12, working at odd jobs with his father, but after finishing school he had drifted into the civil engineering branch of railroad work. He was on his way west to take a job with the Denver & Rio Grande railroad when he met an old friend of the family on the street in Chicago. In the course of their conversation, Cummins remarked that he was a trifle disappointed not to have become a lawyer. The family friend immediately took him over to the office of two lawyer acquaintances and to bill down the stairs—Cummins went to work for them at a week's end. He was then on his way to take, but he didn't hesitate between them.

Army Gossip

Matters of Interest on and Back of the Firing Line Gleaned from the Army and Navy Register.

The War Department is not in favor of the clause, incorporated in the army appropriation bill in its passage through the senate, providing for a corps of dental surgeons. If the amendment remains in the bill, there will not seem likely in its present shape, does not seem likely in its present shape, does not seem likely in its present shape, does not seem likely in its present shape.

Another attempt has been made to obtain legislation for the relief of officers of the army in whose cases adverse settlements have been made by the accounting officers, due to a decision of the supreme court in the case of Dono C. Mitchell. For several years the War Department has sought to have congressional authority for relieving these officers from the stoppage of pay recommended by the accounting officers. These are the cases involving a very large number of officers who were regularly assigned to higher command by competent authority and who were regularly paid under the existing practice up to March 5, 1907. Acting on the decision of the supreme court, the auditor for the War Department has presented to the War Department the cases of thirty-seven officers, requesting the stoppage be made against their pay for amounts received in excess of pay for the exercise of higher command, averaging from \$300 to \$800 each. It is appreciated that this represents only a small percentage of the number of officers who are subject to disallowance of a similar nature, as the decision affects practically every officer who drew higher command pay. Hitherto there has been more or less misapprehension of the matter in congress. The necessary legislation was incorporated in the army appropriation bill in the senate.

Officers of the army who are interested in marksmanship believe there would be practical advantages derived from the encouragement of regimental rifle teams. Last year for the first time it was observed there was a strong interest in the regular service. The Fifteenth infantry was represented on an infantry team in the national match by one officer and five enlisted men, so it was able to enter a very strong regimental team in four important regimental matches. It is believed that the sending of regimental teams to the national and other matches should be encouraged as it would create a decided interest in rifle practice 12 regiments which turned out good teams. Teams could be sent from nearby posts without much expense. If the matches are held at Camp Perry or Sparta, teams from the regiments stationed at Fort Sheridan, Benjamin Harrison, Fort Wayne, Fort Thomas, and Fort Snelling could easily be sent. If the matches are held at Sea Girt or in the east, the troops at Pottsville, Ethan Allen, Fort Jay, and Madison Barracks could furnish teams. Regiments would receive little extra training, as these regimental matches are usually shot at 200, 600 and 1,000 yards, slow fire, or rapid fire, or skirmish.

Representative Hull, chairman of the house military committee, in the course of the debate on the army appropriation bill, made a suggestion that there should be a law which would prevent the alteration of the army uniform. He was not quite willing to go to the extent of saying that congress should prescribe in detail the uniform which should be worn by officers and enlisted men of the military establishment, but he believed that no alterations should be made in the regulation without congressional permission to that end. This, of course, amounts to practically the same thing in the end, that congress would control the style or type of army uniforms. This would have the advantage, perhaps, of checking any change in army uniforms, but it would be by no means an assurance of such restriction. This is shown by the fact that in the debate there was some question on the part of members as to whether the olive drab or the khaki uniform is the shade which contributes most toward invisibility of the wearer, and it was suggested that gray would be the best color—and this, notwithstanding the fact that the existing uniform has been adopted after careful and conscientious experiments by those best qualified to judge. There would always be the chance that congress would go off on a tangent and be misled by those who entertain decided views concerning the uniforms, if that question became a matter of law. The situation, as it now exists relating to army uniforms, is more satisfactory than it has been in many years. The policy of the War Department is to discourage any change in the uniform, by any means because the department is lacking in suggestions which come from many sources and are of all degrees of utility, expense and originality. There was a time when congress might have interfered, with propriety and profit, with the departmental habit of changing the uniform, but there seems now no justification for such deprivation of the military authorities of an administrative function, logically devolving upon them.

Wonders of Our National Growth Are Shown in the West.

To those of us who are old enough to remember the ceremonies attending the driving of the last spike of the overland route in 1869, the fact that that wilderness of forty years ago has come to represent a double tracked railroad for its transportation service seems like the development of some dream country. In the seventies books were written to show that the ride across the continent was not too fatiguing to be undertaken by people in search of recreation, and much was made of the fact that beyond Omaha, the trains only ran twenty miles an hour, thus reducing the strain of prolonged confinement in a car. As for the Oregon Short Line, which will share in this increased equipment, it hardly entered the imagination of those early explorers by rail that the time would come when branch lines would spring from the main trunk in the heart of the Rockies. If anyone had told them that inside of fifty years there would be a double tracked road along the valley of the Snake River, or a line of business to the Union Pacific, they would have regarded the prophet as a Mulberry Seiler.

SMILING REMARKS.

"I suppose you are tempted to put on airs since you own a motor car." "Oh, should I say so?" replied Mr. Chubb. "A man with a motor car puts in most of his life apologizing.—Washington Star."

The sightseer—"Who's place is that?" The Guide—"That's the home of a famous miscreanting magazine editor." The sightseer—"I should think he'd take a day off once in a while and take up his own backyard.—Cleveland Plain Dealer."

Mrs. Allway—Oh, John, I had a dream last night that all your money was gone. Allway—How much did the dream in the dream cost?—Chicago News."

"You take a good many magazines." "Six." "That beats my cabinet. I can't carry over four sets of serial stories in my head."—Rittsburg Post."

"Please, ma'am, my mistress told me to tell you when I took your card upstairs just now that she wasn't at home." "Indeed! I wish you could go back and tell her I was going to find she was out."—Cincinnati American."

"Thirty years ago," said Uncle Jerry Peetles, when he was in a reminiscence mood, "I knowed a boy that was always stonin' pigeons or tyin' cats to dove tails. Well, that fellow is makin' me quitter." "Now that I'm carrying accident insurance, everything missees me!"—Houston Post."

VOX KIDDIUS.

Hi ole weatherman, "Time you wuz gettin' here wid de weather." "Just been a settin' round for weeks." "In yer ole stupid noddle." "Er, doggone triflin' 'a in't worth a spud." Peetles wuz the weather. "Waitin' for de weather." "Kids got it in fer yer ole stupid hide." "Of good horse sense." "S'pose you think sids er 'dat ornaments." "Santy Claus left me a big double flyer." "Come see what I got." "Up for the fire." "But ole Mr. Groundhog." "He knowed what to do." "We was thankful fer de blessed." "But we ain't a-thankin' you." "You promised us." "Never showed up." "Bet you never was a kid—'Born groundhog." "Er, you must a bin de kind." "Wuz called a molly coddle." "Never had a inch of fun." "Circumcised local interests will give way to the general good, especially when those interests are not likely to be able to make out a case of more than moderate and temporary inconvenience. Within a few years, we believe, the conditions created along the border by the present state of our food products will disappear, and the foodstuffs both of Canada and the United States will find a common and equally profitable market."

THE PROSPEROUS WEST.

Activities Which Count in the Annual Harvest.

Prof. Charles M. Harger in Leslie's. The westerner's advance in material things goes deeper than mere showers; it is the outcome of a new relation toward the possibilities of the soil and a new attitude toward business. The earlier settlement was made on a basis of speculation. Tens of thousands of settlers without any experience in farming took claims or bought railroad lands and proceeded to "put in" a crop. Hundreds of thousands of acres of wheat land were sowed year after year without replowing, it was a gamble—the wheat grew, it would pay; it did not, the expense was small.

Nearly a whole generation passed before there was a real awakening. Then came the period of education. The decade ending with 1890 was a severe but effective school. It taught the western farmer that he must depend on something more than guesswork, that he must diversify his agriculture. In the beginning of things transcontinental trains were halted in the midst of a great wheat field that the passengers might feast their eyes on the vision of prosperity. The next year the wheat failed and the farmers went "back east to the wife's folks." Today, in that same valley, the passengers see not only wheat, but corn, alfalfa, herds and flocks, orchards and a \$50,000 creamery in the distance that pays out a half million dollars annually to the farmers.

Those two pictures tell the story—but there is more than that. The real prosperity was not apparent until there had come a time when the farmer was able to lay aside something as savings. Had there been no era of more timely rains he would have worked out his salvation, but the years of the past decade when the moisture brought good crops where tillage was well done helped. As soon as the farmer realized that he had been relieved from the burden of debt and possessed a bank account he began to give more time to scientific planning of his work. The agricultural colleges and the railroads extended their aid. "Good seed" trains, "hog breeding" trains, "corn specials" went flitting from town to town, showing in the most practical method possible how to do it. It is the production of just what could be done to improve the production of the land as of the herd.

REALTY OUTRINS PROPERTY.

Wonders of Our National Growth Are Shown in the West.

To those of us who are old enough to remember the ceremonies attending the driving of the last spike of the overland route in 1869, the fact that that wilderness of forty years ago has come to represent a double tracked railroad for its transportation service seems like the development of some dream country. In the seventies books were written to show that the ride across the continent was not too fatiguing to be undertaken by people in search of recreation, and much was made of the fact that beyond Omaha, the trains only ran twenty miles an hour, thus reducing the strain of prolonged confinement in a car. As for the Oregon Short Line, which will share in this increased equipment, it hardly entered the imagination of those early explorers by rail that the time would come when branch lines would spring from the main trunk in the heart of the Rockies. If anyone had told them that inside of fifty years there would be a double tracked road along the valley of the Snake River, or a line of business to the Union Pacific, they would have regarded the prophet as a Mulberry Seiler.

Home Made Coronets.

The demand for American-made coronets is increasing. Gold taken from the chests of departed uncles, uncles of departed uncles can be worked up into these ornaments in Maiden Lane and Fifth Avenue. They look better and will wear as well as anything exhibited in the Tower of London.

CALLS.

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Corn Meal and Amotone Make Hair Beautiful

(From the Women's National Magazine.) A well known scalp and hair specialist of New York says: "If your hair is becoming coarse, faded and brittle, it is an indication that it has had too much water. Sea bathing is particularly injurious to the hair. Many women destroy their hair by shampooing with soap and water. 'Any person desiring fine, long and silky hair should dry shampoo once or twice a week. Get from your druggist four ounces of amotone, put it in a jar and add half a pound of corn meal, mixing thoroughly. This delicately perfumed shampoo powder will last for months. Sprinkle a tablespoonful evenly upon the head; then brush the powder thoroughly through the hair. 'Corn meal cleans the scalp and hair roots; amotone tones up the scalp and encourages hair growth; together they make the hair light, fluffy and beautifully lustrous.'—Adv.

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