

THE OMAHA DAILY BEE
FOUNDED BY EDWARD ROSEWATER
VICTOR ROSEWATER, EDITOR
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MARCH CIRCULATION
49,508

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, as reported, during the month of March, 1912, was 49,508.

DWIGHT WILLIAMS, Circulation Manager. Subscribed in my presence and sworn to before me this 4th day of April, 1912. ROBERT H. WATSON, Notary Public.

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

At any rate, the colonel left the fields for the farmer.

In the pictures all steamships look alike to the land lubbers.

Will it go down in history as a Titanic tragedy or a Titanic crime?

Anna Held insists there is no scandal in divorce. Probably not for Anna.

George Washington Perkins has evidently been turned back as a poor drawing card.

Never mind, it will all be finally threshed out in the big conventions in Chicago and Baltimore.

And the postoffice and the printer-man also profit when the people are getting lessons in how to rule.

Harry Thaw's persistent eagerness to leave Matteawan is not very good advertising for the resort.

When the school board tabulation is made we may have another test of how badly women want votes.

The man who tells you he rode all night in a day coach purely from choice has held back something on you.

Reports from the Dardanelles indicate that Italy is meeting some difficulty in keeping up the Turkey trot.

The proverbial locking the stable door after the horse is stolen will now be again exemplified by that steamship company.

In the case of Emil Brandeis, as so often happens, the community wakes up to a realization of his real value after he is lost.

Mrs. Betty Green's desertion of New York for Hoboken does not seem to have precipitated any great regrets in that direction.

When the water works really comes into possession of the city, wonder what sort of an issue the Water board fakirs will invent.

One of our enterprising magazines is out with the story of why Blumark resigned. As a matter of fact it is hardly worth an extra.

Berlin advertises for a mayor. China elects its president for ten years, with no re-election. When will our own United States catch up?

The question still confronts both Mr. Bryan and Mr. Hitchcock whether "a question of honesty" as between them can be settled by popular vote.

Governor Wilson's sentence was finally found with the name scraped off. That is the way Colonel Bryan will probably find his old political gripack some day.

Were those three men who called on the then president in the dead of night for permission to seize the Tennessee Coal and Iron company standpatters or progressives?

The White Star line had enough in the actual tragedy of the Titanic to explain without imposing on itself the further burden of refusing to give out what information it could.

A dispatch to the Kansas City Star says many Kansas farmers spent last Sunday at the plow, being too busy to observe the Sabbath. It must have been some other state; it could not have been Kansas.

Don't be impatient over election returns. Nebraska is a big state, with approximately 1,800 voting districts, many of them miles from railroads, and some of them even detached from telephone lines.

The Nations Must Step In. Human progress is built on human experience. Out of great disasters comes improvement, if the lesson be properly applied. The lesson of the Titanic is very plain, although its application is not so easy of accomplishment. Out of all the smothered of fact and conjecture that surrounds the awful disaster that has so profoundly shocked the entire world, one thing stands out clearly and alone. That is that the regulations governing the passing of ships to and fro across the seas of the world are still in the hands of the owners of the vessels. It is profitless at this time to talk of responsibility, or to hurl charges of greed, cupidity and carelessness.

What must be done is the formulation by the governments of the world of a code to control the movement of ocean shipping which will, as far as is humanly possible, eliminate the dangers to which vessels are now exposed because of the ambition for records or for profits. Such regulations need not work hardship, but may be made on reasonable grounds, to the end that the safety of lives and property for the time entrusted to the care of the shipping owners will be made as certain as foreign can accomplish.

Such an understanding among the nations of the world will have an effect much broader than its immediate aim. Every such convention has the effect of drawing the nations of the world closer together, and promoting a better feeling and a deeper sense of common interest and responsibility. If the laws of nations governing shipping can be worked into an harmonious whole to safeguard adequately oceanic transportation, it will be a long step forward. From agreement to safeguard human life on the seas to agreement to protect humanity against destruction in war is not far, and the hope of world peace through arbitration and disarmament will eventually triumph.

Socialism in Milwaukee. It transpires that the tide of socialism did not recede as much in Milwaukee as the recent defeat of Mayor Seidel and his ticket seemed to indicate. In fact, while the socialists lost in the election, they gained in votes. The Chicago Record-Herald recently printed the following figures, which show that since 1898 the non-socialist vote in Milwaukee has diminished and the socialists have made steady gains:

Table with 3 columns: Year, Socialist, Non-Socialist, Total. Rows for years 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912.

It is also pointed out that the socialists lost the recent city election only by the combining of the other forces. These figures show that Seidel and his crowd polled 2,664 votes more this year than they did in 1910. On this basis the socialists are quite safe in claiming that Milwaukee is more socialist today than ever. Milwaukee's total vote has gone on increasing in these fourteen years, but the non-socialist vote has not. There is the serious aspect of the situation for those who believe the best interests of the country demand a repression of socialism. Indeed, there is much food for thought in this array of figures. Of course, socialism may be defeated every year in Milwaukee so long as the other parties continue to find common ground on which to oppose it, but that alone is an unsafe contingency on which to depend.

Criminal Speed Mania. The latest accounts of the Titanic's calamity, indicating that one of the owners of the vessel, who was aboard, was punning the great ship to its utmost capacity of travel to make new speed records for the sea on this, its initial trip, furnish an ominous reminder of the appalling penalty we are paying for this speed mania on land and water, this criminal folly of sacrificing safety for novelty and luxury, and our gruesome habit of laughing defiance in the face of death and the very teeth of the law designed to protect human life and define criminal negligence.

No wonder the Carpathia held back the truth as long as it could. For the truth was a terrible anathema upon those responsible for the mistakes in this appalling disaster and to society which countenanced and condoned such havoc. First, in the case of the Titanic, it was inadequately equipped with life-saving apparatus. Second, it was warned of the deadly icebergs in its path. It did not slacken its speed; under orders of its masters to break all records it unbolted the dynamo of its powers and thundered into death under a full head of steam. Mr. Ismay, the owner aboard, alas, is saved, while 1,600 of his passengers are trapped like so many rats in the pit of a fathomless sea. What perfidious infidelity of a sacred trust!

No need to go to London to read what its Board of Trade says on the requirements of lifeboats. Here is a provision from section 448 of the Revised Statutes of the United States amply clear on the subject: Every steamer navigating the ocean, or any lake, bay or sound of the United States, shall be provided with such number of lifeboats, boats, rafts, life preservers, life carrying projectiles and the means of propelling them, as will best secure the safety of all persons on board such vessel in case of disaster.

Troquois, the Triangular shirtwaist factory, General Slocum, the Titanic and many other grim monsters of death rise before us now to haunt our criminal negligence and we cannot excuse ourselves with the willing plea of "human infirmity." The same law that says, "Thou shalt not kill," just as pungently points out to steamships, to theaters, to large industrial institutions—wherever human life may be placed in jeopardy—ways and means of fortifying and protecting it. But the catastrophe comes, hundreds of lives perish, we weep emotionally and then when someone goes to reckon up the cost and fix the blame, a maudlin public sentiment rushes out a flimsy palliation for the living responsible ones, with a pious smirk explaining that punishment would not bring back the irresponsible dead. And who shall attempt to condone this craving, who neglect of the law's penalty? Who shall say it is not very largely to blame for the thing that can consistently be termed criminal negligence?

Looking Backward This Day in Omaha COMPILED FROM BEE FILES April 20.

Thirty Years Ago—The completion of the Missouri Pacific yesterday to the junction of the Union Pacific near Fapillon was followed this afternoon by the arrival of the first through train over the extension, carrying these distinguished passengers: Jay Gould, president of the Missouri Pacific, accompanied by his wife and daughter, Captain R. E. Hayes, vice president; A. A. Talmadge, general manager; M. L. Sargent, general freight agent; J. E. Houston, chief engineer; Mr. Harting, assistant superintendent of the Nebraska division, and J. N. Eddy, superintendent of the Kansas and Texas division. The Gould party were to leave early in the morning over the Wabash. Mr. Gould and the officers of the road agreed to accept an invitation for a banquet to be given in about four weeks to celebrate this completion of the Missouri Pacific into this city.

The case against the eight defendants charged with stealing a house on Ninth and Dodge was dismissed, it being shown that the house was moved into the street and there left standing; that it was rotten and somebody knocked against it and it was carried off piecemeal by children in the neighborhood.

The steamer Red Cloud of the R. G. Baker Company line, arrived this morning one month and four days out from St. Louis. An correspondent calls attention to an important work inaugurated by Messrs. Frank McCormick, John Kenard, Levi Kennard, P. L. Perrine, S. H. H. Clark and Mrs. Wilson in planting out double rows of trees on the north side of Dodge, between Eighteenth and Twentieth.

Breakfast as tough as old rubber sells for 15 cents a pound in Omaha. Mr. W. J. Mount, the Capital Hill man, celebrated his forty-seventh birthday yesterday. Little Ida May Carney, aged 14, died at the home of her aunt, Mrs. Lizette Blatchley, 56 Nineteenth street. General Crook, commander of the Department of the Platte, and his staff, were photographed by Eaton in full uniform.

The Standard club closed its season with a called ball last night. Mr. Julius Meyer, vice president, ordered two elegantly hand painted programs to be presented to the best dressed ladies in the fabric described, and they went to Mrs. George Stratman and Mrs. M. Hellman. Police Judge Bencke had three weddings to commit today.

The barber shop at the corner of Sixteenth and Webster, under Roeder's drug store, has been opened by H. L. Mead. Twenty Years Ago—Dennis Patrick Maher, 18 years of age, died at the family residence, 1418 South Fifteenth street.

Dispatches received from New York announced that Captain Charles Somers Hayes would be elected president of the Union Pacific, at the suggestion of General Grenville M. Dodge, to succeed Sidney Dillon. Jay Gould and Russell Sage were to be dropped from the board of directors and Mr. Dillon retained only in concession to his long services for the company. These changes were said to have the approbation of Mr. J. Pierpont Morgan.

The Board of Education met and authorized the superintendent of buildings to have the plank walk at Kellom school finished as per plans. The board also authorized the renting of an additional room for Pacific school at \$2 a month. J. H. Royce and Miss Nellie Morgan of Chadron were guests of F. P. Righley at the Delmon.

Mrs. Stella Smith of Texarkana was visiting at the home of J. J. Mercer, 291 Hickory street. H. H. Hare of the Episcopal church at Sioux Falls, S. D., was at the Paxton hotel. A pedestrian happened to pass Cady & Braden's store, 1817 St. Mary's avenue, about midnight when two burglars within about to crack the safe, took flight at the person and dived out the rear windows.

Ten Years Ago—J. M. Day, Jr., died at the home of his daughter, Mrs. Driscoll. "Woman is the center of the home and holds the key to success or failure," declared Rev. E. H. Jenks in a sermon at First Presbyterian church. Local implement dealers expressed fears of inability to secure enough steam-powered implements with which to supply their orders. The steel mills were running full blast trying to keep up with general demands of this kind and the western farmers were suffering.

When a man attempted to whip his wife while the two were visiting at the home of another woman on Hickory street, the hostess whipped out a revolver and did a little chatting on her own account. She fired the revolver nine times, aiming at the man and hit him twice. He was hauled off to the Clarkson hospital for repairs. W. J. C. Kenyon, general manager of the South Omaha Stock Yards returned from Miles City, Mont., where he attended the Montana Stock Growers' association.

In Other Lands Billions for Armaments. Germany replies to the British program of naval development announced by Winston Churchill's month ago by drafting a bill for the increase of both the army and navy. If the Reichstag approves the bill the peace footing of the German army will be raised to 500,000 officers and men, and there will be an equally rapid increase both in the fleet and its personnel. Last year Germany appropriated \$218,440,000 for the army and navy and Great Britain \$241,320,000. Enlargements for the current budget year will add \$25,000,000 to the former and \$20,000,000 to the latter total.

The intense rivalry of these leading nations accelerates the military pace of all European nations, each striving to produce more resources to increase and maintain army camps in times of peace. How long can the taxpayers of Europe carry the load? The cost of militarism is increasing faster than population and wealth. The civilized world today spends about \$2,500,000,000 annually on armaments and navies, of which amount Great Britain and Europe contribute \$1,700,000,000. The ten military nations—which include Austria-Hungary, France, Germany, Great Britain, Italy, Japan, Rumania, Spain, Turkey and the United States—expend more than \$1,900,000,000 a year, maintaining 4,300,000 men under arms at an average cost per man of \$25. Omitting Japan, Spain and Turkey from the computation, it is found that the remaining seven nations, thirty years ago, spent for armies and navies about \$650,000,000; their present annual expenditure is about \$1,510,000,000, an excess of \$860,000,000, or 132 per cent. All this, it must be remembered, was not for war expenses, but for the maintenance of armaments on a peace basis.

Protection of Labor Leader. Tom Mann, the British labor leader, arrested on the charge of seditious utterance during the coal miners' strike, ordinarily is a mild mannered Englishman of medium size, with flashing dark eyes, thick black mustache and bronzed skin. Initiated into labor troubles in the dock strike of twenty years ago, he developed qualities of leadership that brought him to the front. In each subsequent struggle with which he has been identified, in Australia and in England, his radicalism expanded, and his every plan of industrial war that promised success, found in him a ready pupil. Radicalism transplanted from Mann and his class, and is gradually superseding the conservative principles of trades' unions. The offense which provoked Mann's arrest was an "open letter to British soldiers," which appeared in the Syndicalist with these sentiments: "When we go on strike to better our lot, which is the lot of your fathers, mothers, brothers and sisters, you are called upon by your officers to murder us. Don't do it. . . . Boys, don't do it. 'Thou shalt not kill,' says the Book. Don't forget that. It does not say—unless you have a uniform on. No; murder is murder, whether committed in the heat of anger on one who wronged a loved one, or by pipe-layed Tommies with rifles." If these printed words justify the charge of seditious utterance, the declarations and speeches of Ulster Orangemen against the government's home rule policy warrants prosecution for treason.

France in Morocco. Within the last week the French-Moroccan treaty was signed at Fez. The document is a reproduction of the treaty of the Bardo of 1881, by which the bey of Tunis accepted French supremacy in his realm. By it France obtains instant and complete control of the government and the sultan became a pensioner figurehead. France can now proceed to repeat in the Shereefian empire the achievement in Tunis. Biting among the mountain tribes, isolated revolts in various provinces, are inevitable, but by this treaty and its physical consequences France avoids the danger that the native ruler in his office might become the rallying point if not the leader in a national uprising of a Moroccan holy war. Actual progress in Morocco will probably wait upon the final partition of territories between France and Spain, which will open the way for railroads. But even this delay cannot be long now, and the treaty of Fez removes the possibility that France might have to conquer its sphere after it had been marked.

France Josef and Hungary. The clash between Emperor Franz Josef of Austria and the Hungarian cabinet on the question of taking away from the crown the right to call out the reservists at will and his threat to resign if his wishes were not complied with, precepts the aged monarch in a dramatic position for one of his years. His stand forced the cabinet to yield. His stand the dual empire is a man of 82 years, made a widower by the assassination of the empress many years ago, loved by his people and with a fine record of national progress to justify that love, who, despite his age and growing weakness, is able to make an aggressive stand for the essential powers of sovereignty and win what he is contending for. With the crowning of Franz Josef king of Hungary forty-five years ago Hungary became a constitutional monarchy on the basis of the past. Today the 21,000,000 people of the kingdom are perhaps as prosperous as any people in Europe, and though only a quarter of the male subjects over 21 years have the right to vote, the parliamentary lower house is fairly representative of the popular will.

A Waste of Time. New York World. If congress were to cause the arrest of every blatherkite who said congressmen were crooks, it would have no time to spare for public business. There are always people with personal grievances who are best silenced by being ignored. To take them seriously is a waste of time.

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People Talked About Congressman John Dalsell is the nestor of lame ducks in Pennsylvania. A Kansas City judge dismissed a woman charged with assault, giving as a reason the dictum that women cannot throw straight. Evidently the jurist never experienced the thrill of colliding with a woman's "mittens."

Prince Henry of Prussia holds the patent of an invention for preventing the clouding of wind screens on motor cars, and his nephew, the crown prince, has patented a special form of sleeve link. The kaiser is credited with the invention of a brake for automobiles, but up to the present this has not been patented.

When the winter blizzards rage in the corn belt, covering and shelter-seeking victims exhaust hot wrath in vain indignation against Medicine Hat and Calgary, supposed barometers of snow gales. Possibly old Medicine Hat is in the frigid ring, but Calgary is hot enough to call for apologies. The Calgary Albertian of February 28, in honor of its tenth anniversary, put out eighty pages of booster material as warm as any hot stuff produced by a town of 50,000 people. The anniversary Albertian truly is a warm member and deserves a salute from the corn belt.

Shrinkage Noticeable Now. St. Paul Dispatch. The secretary of the treasury wants the size of our currency reduced about one-third. If he will be patient, the trusts and middlemen will do what they can to see that it buys less and thus make it seem smaller.

Variations in the Big Noise. New York Post. "Uncle Joe" carried his congressional district by two to one. In the same district Roosevelt won by a large majority, on the platform of opposition to all that "Uncle Joe" stands for. Sometimes the trumpet of the people gives an uncertain sound.

Measure of Democratic Bliss. Houston Post. We read with much sorrow that a democratic official in the Bronx dropped dead just after receiving his pay. Our view of an ideal death is for a democrat to hold office for sixty-six years and fall asleep about the day before pay day when anticipative bliss is at full tide.

Are Canucks Daily Scared? St. Louis Globe-Democrat. As the Champ Clark shadow grows and spreads over the land as that of the coming man for a presidential nomination, will the Canucks mothers frighten their naughty children by telling them Champ Clark is coming across the border to take them into Yankeland? Or will the Canucks themselves begin throwing up fortifications along the frontier?

Clara Barton. In plain and fragile woman's form she held a soul of power. A mind of might, a heart ever warm, with energy her power. The thought of human suffering sole motive was to start her, in her was triple bearding of angel, soldier, martyr.

There was man prayed God for aid in terrible disaster. There was she, calm and unafraid, no matter where it cast her. She dressed the wounds of mangled men. With sweet, divinity pity; She roused the sounded call of hope again. O'er battlefield or city. She soothed the women's weeping woe. And roused them from their sorrow; She saved the children from fate's blow. To greet a happier mornow.

She faced the fire, she dared the flood. She followed on field bloody; Where help was called, she dauntless went. For suffering was her study. She gave her life to other's need; She gave her ease to aid them; She gave life's pleasures for their need. Her sacrifices stayed them. She poured her all in freest flow. Nor ever her step did falter; Her womanhood, all it could know, she laid on duty's altar.

No monument could tell her worth. Or nobler woman prove her; The Red Cross thanks God for her birth. Perpetual standing o'er her. Promoters Plunged for Falsehood. Wall Street Journal. New York court of appeals holds promoters liable for selling securities on a fraudulent prospectus. If this is judged law, let us have some more of it. It is the vital principle of the English companies act.

Chicago Inter-Ocean: "Women and children first." That is our patent nobility as a race. And whatever and wherever may have been the blame for the tragedy of the Titanic, let us not forget that in the hour of death its man approved themselves men, and sent across the dark waves the mighty word of honor: "Women and children first."

Triumph of the Sea. Kansas City Star: The Carpathia is the ship of shattered lovers of vanished hopes, of broken hearts. Did ever any vessel in history bear such a burden of misery into port?

Chicago Record-Herald: The heart of humanity will thrill over the spirit that sent women and children into the boats first. That has been the law of disasters at sea since manly men sailed it, and it should always be the law. Honor to the dead who perished that others might live.

New York Tribune: The invasion of the sea lanes by floating fields and mountains of ice from the Arctic glaciers can never be prevented, and the security of vessels must depend upon improved methods of detecting the approach of the peril and of avoiding it, and, of course, of resisting the impact as well as possible when it cannot be averted.

Chicinnati Enquirer: Is there any lesson in the disaster? Were 1,800 souls sacrificed because of modern demands for speed and quick transit across the Atlantic? Was it due to the size of the great vessel which, according to reports, had trouble in leaving its berth in Europe? Is an express service across the Atlantic a necessity?

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