

THE OMAHA BEE

DAILY (MORNING) - EVENING - SUNDAY

FOUNDED BY EDWARD ROSEWATER

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Again we are urged to eat substitute for wheat. It is good advice.

If the lawmakers go right to work, they ought to be through by corn-planting time.

Plenty of states are in progress of making, but the voters will look after their breaking.

Enlisting the boys for farm work is a splendid way to encourage them to grow into useful men.

Dutch newspapers are abusing America and England, forgetting it is Germany that depends on the U-boat.

Sammy's are chasing a German spy in their sector at Toul, but they have nothing on the folks at home in this way of sport.

Grand juries come and grand juries go, but "Fee-grabber Bob" seems to think he can go on pocketing those naturalization fees forever.

Having turned the unspeakable and insatiable Turk loose onto the remnant of the Armenians, the kaiser will no doubt again thank God for the privilege.

Japanese statesmen fail to comprehend America's "excessive generosity" to the Russians. For the matter of that, it has a lot of the home folks guessing, too.

German prisoners in France are reported to have marveled at the sight of Secretary Baker. We will show them a lot of other wonders before the end comes.

Trotzky says Germany and Japan have agreed to divide Russia. If the kaiser and the mikado can improve on the job done by Trotzky and Lenin, Russia will resemble hash.

The police pension fund is in the nature of a trust fund for widows and orphans as well as incapacitated police officers and, if anything, ought to be protected against raids even more carefully than other public funds.

Von Bethmann-Holweg admits he wrote the note demanding that France turn over the forts of Toul and Verdun as a guaranty of neutrality, but says that, so long as France did not grant the request, the note did no harm. It is almost as difficult to catch a German diplomat as it is to overtake the elusive flea.

Program for Extra Legislature

Governor Neville has issued the promised call for an extraordinary session of the Nebraska lawmakers, presenting a program of 10 subjects for specific action.

Chief of these, and first named, is that of providing means for collecting the vote of the soldiers. This will involve overcoming some administrative obstacles, chief of which is the communicating with the voters who are with the colors and no longer serving in large groups.

Second, and quite as important as the ballot, is the protection in their civil rights of the men who are in the service. The congress has already passed a law to protect soldiers and sailors in all their civil rights, but additional state legislation may be desirable to make this fully operative.

Laws to define and punish sedition and sabotage naturally belong on a war-time legislative program, while the repeal of the Mockett law and the submission of a constitutional amendment to require full naturalization for voters have generally been demanded. The other points in the program, which refer to leasing of school lands for development as to mineral content, the correction of an error in the Omaha city charter, and appropriation for salaries for two minor state officers, are not of an emergency character.

How long will be required to satisfactorily solve the difficulties of the soldiers voting will probably decide the length of the session.

HOW TO GET THAT LAW TESTED.

Having cajoled the courts into letting him hold onto the naturalization fees which he had been pocketing for nearly 10 years, our district clerk, loath to discontinue his fee-grabbing habit, is asking the county board to test out the new law enacted by the last legislature to make him turn these revenues into the county treasury. He appears to be very apprehensive whether this no-graft law, although duly approved by the governor and incorporated into the statutes, was properly passed in strict conformity with all technical requirements of the constitution. Whether that "fee-grabber Bob" exercised all his resourcefulness to kill off the bill and spent weeks of time, paid for by Douglas county taxpayers, lobbying against it at Lincoln, and if there are graft-greedy loopholes "Bob" is the one responsible for them.

But if our fee-grabbing district clerk is really so eager to have that law tested there are two obvious ways promising speed and decision. A grand jury is just convening. Let the county board at once make a formal demand for the naturalization fees and let "Fee-grabber Bob" refuse on pretext that the money belongs to him and then let the grand jury indict him for embezzlement. The validity of the law can thus be tried out in a criminal case as well as in a civil suit.

Should this way, however, look too much like a prepaid ticket to the penitentiary, the example of the recent Lynch ouster suggests similar proceedings against a defaulting clerk of the district court. The same law that put Lynch in the discard for little things like using the court house basement for a private gymnasium and forgetting to make a liquor selling resort take out a license, must apply to an elective officer who willfully neglects the duty imposed upon him to turn over to the county treasurer all the money coming into his hands in excess of the liberal salary attaching to the position. A former district clerk, as "Fee-grabber Bob" will remember, once brought all sorts of trouble on himself by retaining funds to offset much larger sums which the county owed him. Unless misappropriating naturalization fees is impeachable, what is?

If a test of that stop-the-fee-grabbing law is wanted, by all means let us have it. But why not a test with a real penalty to it?

Waiting on Holland's Word.

Seizure of the Dutch ships by America and Great Britain has been held up, waiting for word from Holland said to be on the way. Intimation has been had that the Dutch are willing to make the concessions demanded by the allies, and without insisting on the terms proposed some months ago for the use of their ships. The objectionable feature of these terms is that Holland asked that its ships be not required to enter the war zone. This was declined by the allies, for the reason that service between America and Europe is imperative at this time. Extension of the war zone by Germany to include all the waters between Africa and the North Pole would have limited the area for operation of vessels flying the Dutch flag to the South Atlantic and American waters. The right of a belligerent to seize and use neutral shipping, making due compensation therefor, is well established, and the United States and Great Britain have been forced to resort to this by the delays of the Dutch government. Heavy pressure has been brought by Germany to prevent the consummation of any agreement that would place the ships needed at the disposal of the allies, but apparently without success. At any rate, Washington expects to receive a proposal from Amsterdam that will bring the situation to an amicable settlement.

Power from the Scrap Yards.

Secretary McAdoo has addressed himself to the railroads, asking that an immediate survey be made of their scrap yards, to determine how many abandoned locomotives are in serviceable condition. He proposes that all available motive power for transportation service be put into use. For the last 20 years railroad practice has been to set aside light machinery long before it had become useless through service, in favor of more powerful apparatus. Nowhere has this been more prevalent than in dealing with locomotives. Efforts at economies, in the way of loads hauled, speed, and for other reasons, have found expression in the abandonment of light engines, not because of wear and tear, but for obsolescence. Hundreds and perhaps thousands of these great machines are idle on side tracks in shop yards, where they have been abandoned, while mightier machines have been pressed into service. Emergency now requires that they be called back to do whatever they may be used for. The suggestion of Mr. McAdoo is that these lighter engines may be put into service on branch lines or smaller roads, releasing heavier equipment now in operation there. To some degree the railroads had anticipated the secretary, and considerable headway has been made in modernizing older locomotives, thus increasing the motive power plants of the systems without going to the big factories for help. War is teaching some better lessons of economy and efficiency than came with peace.

Y. M. C. A. workers who are not mollicoddlers are wanted in France. In fact, workers who are not mollicoddlers are wanted everywhere.

The Law of the Air

By Harry O. Palmer of the Omaha Bee.

[The following article is based upon Mr. Palmer's studies commenced in 1911, when he was an editor of the Harvard Law Review.]

In Three Parts—Part I.

A recent press dispatch from Washington announced that aeroplane postal service between Washington, New York and Philadelphia would be established by the United States government by April 1 of this year, and that one trip each way daily except Sunday would be made, six powerful army machines being used, with two others in reserve. According to the report this service will be maintained for a year by the War department as a part of its training service. All this, if true, lends color to a prediction made some time ago that within a few years the aeroplane would be in common use as the ready vehicle of transportation for passengers and freight. President Edward M. Haker of the Wright company is reported to have received recently a request for estimates on 10 aeroplanes, each of three-ton freight capacity, with which valuable ore in an inaccessible mine might be carried from the mountains to a convenient shipping point. This, together with the part that the aeroplane is playing in the great European war, shows that a wider utilization of the aeroplane in peaceful pursuits will follow, and the law governing these activities in the air becomes at once a subject of great practical importance.

In 1891 Samuel Pierpont Langley asserted that it was possible to construct machines which would give such a velocity to inclined planes or surfaces that bodies indefinitely heavier than air could be sustained upon the air and moved through it with great speed. At that time the general public and the most progressive scientists thought of mechanical flight, that is, otherwise than by balloon, only as a subject for ridicule. To them it was not considered probable that support could be derived from driving planes through the air and depending solely upon the elasticity and inertia of the air. However, in 1896 in May and November successful flights were made by a machine constructed of steel and driven by a steam engine. This was witnessed by Mr. Alexander Graham Bell, who wrote Mr. Langley of his belief in the ultimate success of mechanical flight. The failure of Mr. Langley's machine in 1903 caused wide comment and Mr. Langley's contention was familiarly known as "Langley's Folly." He did not lose heart, however, and in 1916 on Mr. Langley's anniversary Glenn H. Curtis, one of America's foremost builders of biplanes, flew in the Langley aeroplane equipped with a modern engine and demonstrated that Mr. Langley's theories were right and vindicated the position of the pioneer investigator.

We now speak of flying and long continued occupation of the air space above the land in a matter-of-fact way.

Law is of the Land.

According to common law notions as derived from the thought and experience of countries deriving their legal systems from England, a country neither populated nor connected geographically or politically with a populated country may be said to have no law. With the coming of population, that is to say, social beings with an instinct to possess rights and respect the rights of others and to feel the influence of obligation, there comes law. This law may come from the mass of the population as a custom, it may come in the form of a mandate of a king, or the legislative enactment of a deliberative body, but whatever its source, it is felt only where social beings are, and their influence has extended to the world in that time before man entered the air space above the land and conquered it, it may be said, strictly speaking, that there was no law of the air. This is particularly true of English

The Bee's Letter Box

Candidates and Emoluments. Omaha, March 17.—To the Editor of The Bee: Your editorial in today's issue referring to the "tenacious habit of fee-grabbing" is opportune. Probably it might arouse the voters' curiosity at the coming primaries, for some of the candidates are conundrums to those who do not know them. Likewise the cartoon in today's Bee is pertinent, for it represents the avarice of many of the candidates. Rumor has it that some candidates at the coming primaries had the good taste to sacrifice the emoluments attached to the war work being done by them. Now it is only justice to the voters to ascertain if all candidates engaged in patriotic work have done likewise. Has the labor candidate who is delivering orations on patriotism at the Chamber of Commerce banquets and from the platforms of the silk-stocking candidates acquired the pernicious habit of holding fast to the salary he is receiving from the State Council of Defense? The voters of Omaha demand an answer to this question.

Ode to Jim. Omaha, March 18.—To Mayor James C. Dahlman.—Dear Jim: I take my pen in hand to write to you about our city. She's sure the grandest in the land, but, holy cats! her streets are gritty. I'm very proud of our old town, of course, I've lived here over 30, but where's her chance for great renown when all her gutters get so dirty. The other day I walked along, and Jim, as I'm a living sinner, my ears filled up with north wind's song, likewise three sparrow-birds, Monday morn'. Whenever business takes me forth on any street from Jones to Izard, on windy days, east, west, south, north, I buck against a sandstorm blizzard. The other day on Fourteenth street the sand tornado was a lulu; the traffic copper on his beat was plastered like a warrior Zulu. The sand works through the plate glass fronts of all our fine department stores and many, many times, no one's, has worn the paint off big front doors. Now, Jim, the spring has almost come, old winter's reign is disappearing, so here's your chance to get more fame, and Jim—action time is nearing. So do not cuss, and do not strike, if this is published in the paper, but, Jimmy, for the love of Mike, get out the push broom, hose and scraper.

Chicago Man in Omaha Politics. Chicago, March 15.—To the Editor of The Bee: A staff correspondent's article in this morning's Tribune, dated Omaha, March 14, gives rise to what I think of Omaha's wet mayor. Less than two years ago I lived in Omaha. It was my good fortune to hear Mayor Dahlman speak from an automobile near Fourteenth and Douglas streets. His attacks were against prohibition. Nothing was good enough for the wet element and nothing was left unsaid to belittle the dry cause.

Mayor Dahlman is so wet he could not dry out in a year or a little over since he was a staunch supporter of the wets. Therefore I doubt the sincerity of his remarks now. They are only a change of front, and I ask him why he didn't enforce the Sunday closing laws if he didn't want such issues brought up, and his answer to me was that it was taking personal liberty away from the dry element. Now, if it was such injury to men then, why not now?

A wise man changes his mind. Why make a kingdom of the mayor's office in a beautiful city like Omaha? Let Mr. Dahlman go to work. He has rested long enough.

H. C. MAHAN, 5858 South Park avenue, Chicago.

SMILING LINES. She—Father read your book of poems, dear, and wept over every line. Her Affiance—He did? She—Yes. He said he couldn't help but weep to think that such an imbecile was coming into the family.—Boston Transcript.

"My friend, there is really no excuse for you not looking neat and clean." "Sorry, mister," exclaimed Plooding Peter, "but I'm conserving my bit along with 'de rest' of my folks. 'Fore I happened to hit me on my solesday."—Washington Star.

"This new nurse, who was an ex-pugilist, wants to know what special duty in the hospital you have for him." "Let him attend to the insomnia patients. He is just the man to put them to sleep."—Baltimore American.

Auntie—It is a very solemn thing to be married, dearest Ethel. Ethel—It's a great deal more solemn not to be married, darling Auntie.—Cassell's Saturday Journal.

"Can you support my daughter in the style she's been accustomed to?" asked the father of the young man. "Well, I can't do it in the 'movies,' if that's what you mean."—Yonkers Statesman.

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TODAY

One Year Ago Today in the War.

Germany halted their retirement on western front at the Hindenburg line.

Secretary of navy authorized by President Wilson to spend the \$115,000,000 emergency fund appropriated by congress.

The Day We Celebrate.

James G. Martin, live stock commissioner, born 1864.

William J. Bryan, born at Salem, Ill., 68 years ago.

Sir Lomer Gouin for many years prime minister of Quebec, born at Grandons, Quebec, 57 years ago.

Moorfield Storey, former president of the American Bar association, born at Roxbury, Mass., 73 years ago.

Alice French (Octave Thanet) born at Andover, Mass., 68 years ago.

This Day in History.

1742—General Isaac Huger, a distinguished southern commander in the revolution, born at Limerick Plantation, S. C. Died at Charleston, S. C., October 5, 1797.

1741—Cornwallis retreated from Guilford court house, leaving both American and British wounded behind.

1818—General Thomas Posey, soldier of the revolution, senator from Louisiana and governor of Indiana territory, died at Shawneetown, Ill. Born in Virginia in 1759.

1877—First Turkish parliament opened in Constantinople.

Just 30 Years Ago Today

A. M. Hopkins, an accomplished stenographer in the B. & M. general ticket office, has been appointed court reporter under Judge Hopewell, vice Mr. J. B. Haynes, who has resigned.

A beer famine occurred in South Omaha. Several saloonkeepers who

set their supplies from the city ran out of stock and the beer wagons were unable to make their way through the mud.

Dennis Cunningham, one of Omaha's oldest and most substantial citizens, returned from an extended trip through Ireland, Scotland, Wales, England and other foreign countries.

The city base ball league held a meeting at Penrose & Hardin's sporting headquarters. A committee to select grounds and, if possible, to secure the association grounds, was appointed.

E. Rosewater, editor of The Bee, opened a series of talks to the Press club on the subject of the early journalism of Omaha.

Several thousand women are employed in combing the battlefields of France, where everything is salvaged. Every scrap of war material, from metal to wearables, are gathered up and made to do duty again.

One of the romances of the British side of the war has to do with the ups and downs and come back of Colonel Edward Parker.

ad. Loring his commission early in the war, he enlisted as a private, and was in service under General Smuts in South Africa and later participated in the Flanders campaign. While in a London hospital suffering from a shoulder in his former rank by orders of King George.

German land grabbing outclasses profiteering at home only in broader range of operation. The eager reach for a single market town.

Kearney Hub: The Bee states that the canvass of Omaha for a card-index exhibit of the individual participation of Omaha people in the various war activities—Liberty bonds, Red Cross, etc., is arousing discussion and is considered an unwarranted invasion of personal rights.

Whether the objection is well taken or not, a record of the character is unnecessary, and can very easily be productive of mischief.

"Over There"

As a sure means of speeding up shipbuilding Britain released from the army 20,000 skilled shipyard men. Their places at the front were taken by an equal number from the training camps.

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Aimed at Omaha

York News-Times: Omaha is growing so fast it has growing pains.

Harvard Courier: The Omaha Bee is worried about the women wearing pearls. If they wear 'em and if they don't wear 'em, the Bee might as well save its breath.

Blair Pilot: Apparently not all the bohemians of Omaha are in a report of a meeting held in Omaha last Saturday evening. United States Marshal Eberstein refused to let the orators speak in any but the English language, but he ought to have told them that if they were not heart and soul for America and with her in this war all he wanted of them was silence and mighty little of that.

Freeman Herald: That Omaha is the great corn market of the world may be realized when one understands that in the month of February it received 6,146 carloads of the grain, which was greater than the combined receipts of Chicago, Kansas City and Omaha for the entire month of January. The March receipts at Omaha will probably break all known records for a single market town.

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Peppery Points

St. Louis Globe-Democrat: There is nothing astonishing in the rumor that the German-American Alliance opposed prohibition.

St. Louis Globe-Democrat: War food regulation makes it Lent all the year round; and some say it is improving everybody's health.

Minneapolis Journal: With the reported disappearance of dogs in Berlin, the menace of a frankfurter war for the war is sensibly reduced.

Baltimore American: Montenegro has indignantly and contemptuously refused here to accept a German port. It has but little, it is fierce.

Washington Post: Mitch Palmer is making arrangements for all German boats reaching New York after the war to dock at an American port.

New York World: Great Britain cheerfully assumes a debt of \$30,000,000,000, about one-third her total wealth, in uninfated values, before the war. "What all we have and are" is no mere phrase.

Brooklyn Eagle: If a speech of five hours in the senate at Washington costs the country \$4,500, how much more is it costing Russia not to have a Duma where representatives may sit and exhale steam? We are getting off cheap.

Louisville Courier-Journal: What irritates a certain type of married woman more than anything else is to hear through an open kitchen window, above the quarrelling of the kids and the crunch of the clothes on the washboard, a gawky girl at a piano across the street singing "Love Cannot Die."



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