### THE OMAHA DAILY BEL

FOUNDED BY EDWARD ROSEWATER. VICTOR ROSEWATER, EDITOR.

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STATEMENT OF CIRCULATION. STATEMENT OF CIRCULATION.

State of Nebraska, Douglas county, ss:
Charles C. Resewater, general manager
of The Bee Publishing Company, being duly
sworn, says that the actual number of
full and complete copies of The Daily
Morning, Evening and Sunday Hee printed
during the month of September, 1907, was as
follows:

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CHARLES C. ROSEWATER, General Manager, Subscribed in my presence and swora to before me this 30th day of Septem-ber, 1907. ..... M. B. HUNGATE, 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.

A crop failure is reported from Manchuria, showing that human blood is not a good fertilizer.

"It is anybody's pennant," says the Washington Herald, That is, anybody's but Washington's.

Two Bartletts have been nominated for the supreme bench in New York A Bartlett pear, as it were.

'What," asks a subscriber, "is the difference between a cantaloupe and a muskmelon?" About 10 cents.

Sir Thomas Lipton now declares that he will race under any conditions. Probably he needs the advertising.

Mrs. Peary says she will not go to the North Pole. She has no advantage over her husband in that direc-

The Southern Pacific railway has been indicted by a California grand Times change, even in Cali-

"Does automobiling hurt the face?" asks a physician. It does, if it happens to hit you when you are facing

There would be nothing to it but Taft if Tokio had the dominant voice and vote in the republican national the House of Lords far more repre-

Senator Beveridge proposes to "talk to the American people about Russia.' He will find the American people a little deaf on that side.

The failure of Mrs. Rohrer's restaurant was not due to the cooking. It was because the management had to pay rent and buy groceries.

John D. Rockefeiler is said to handle very little actual money. We knew that he must have something in common with the majority of man-

Washington is making a determined effort to secure the old frigate Constitution. Washington is the natural home for everything on the retired and worn-out lists.

An Indiana banker has been fined \$1 for scorching in his automobile. It is only the necessities that have inuries go at the old rating.

Mr. Hearst proposes to organize the Independence league in every state in the union. Mr. Hearst is the most prominent manufacturer of trouble for democratte consumption.

Navigating an airship in Nebraska is attended by almost as much excitement as piloting a steamboat on the Missouri, and neither of these occupations is calculated as a cure for in-

The Iowa Railroad commission has issued an order to compel the railroads to bring their branch lines in that state up to an efficient point. If the Nebraska commission would enforce a similar order it would prove quite centralization of administrative power popular.

. I with a deficit in the cash drasers are the Cincinnati Enquirer. Onlehoma could have no difficulty, with a val house, in remedying the ling to the taxpayers. deficit curdition, unless the other fellow tightens up in the draw

COLLEGE CASH AND ATHLETICS. Entered at Omaha Postoffice as second who died recently in Pittsburg, leaving would never be noticed. That they the will Miss Jeanes bequeathed coal lands and other income-paying prop-Swarthmore on condition that the man- of the two cities for their sober conagement of the college "abandon all participation in intercollegiate sports and games." The storm over the bequest has started already. Some of the staid Quaker supporters of the college are urging the acceptance of the property and the placing of the ban known as the champion pessimist of on all kinds of college athletics. On the nation. He has appeared as the other hand, the students and some of the staunch supporters of the inst!tution, including several members of the faculty, are insisting that the board of management should not seriously consider the acceptance of the property

under the conditions named.

The issue squarely before the board of trustees is: By which can they accomplish the more good, by accepting and spending the money in education, or by rejecting it and by careful su-38.650 pervision of the college athletic system train the bodies as well as the brains of the students? The question is by no means new. It has been before every college board in the country, but not under the conditions imposed by Miss Jeanes. The athletic feature of college life has undoubtedly, in some cases, been overdone, but the best educators now realize that athletics are as essential to the life of a college as are endowments and benefactions. The clergymen, lawyers, professional and business men of the country are recruited from the base ball teams, foot ball elevens and rowing crews of the colleges, the duties of active life, in almost every capacity, demanding sound, trained bodies as well as educated and trained minds. Brawn is almost equally essential with brains in winning the world's battles.

> HOUSE OF LORDS REFORM. The attack made by Sir Henry Campbell - Bannerman, the liberal leader in the British Parliament, for placing the House of Lords on the retired list or abolishing that element of the government altogether, has resulted in an agitation out of which, by way of a compromise measure, may come a marked change in the existing plan of British administrative government. The Lords have decided to adopt the plainsman's tactics by starting a backfire to meet the fight started in the Commons. To that end the Lords have appointed a commission to recommend a plan of reform that might be eracted into legislation. Lord Rosebery has been the most active member of this commission, and he has a plan which it is believed will accomplish the desired result and pacify the opposition of the Commons.

> the Lords more representative than heretofore. He proposes to make the Sectch and Irish peers members of the nobility for the entire kingdom and permit that body to elect peers to sit for life or for a term of years, thus uniting fixity with flexibility and crowding out peers who have outlived their usefulness or whose characters make them undestrable as members of the House of Lords. The next step is to allow boards to elect for life or for a single term of Parliament those who shall sit in the House of Lords, clothed with all the powers of hereditary members. Lord Rosebery's aim is to make sentative of the nation than it is, and above all to preserve the principle of a

second chamber. The English are slow to make or accept changes in the established order of conditions and things and indications are that the Rosebery plan will meet with greater popular favor than the Bannerman proposition to abolish the Lords. The effect of the plan would be to inject something of the representative spirit into the House of Lords and thus meet the demand of the growing democracy of England. The plan appears workable and may serve to rehabilitate the conservatives

in power.

ANNEXATION. The matter of consolidating the city governments of Omaha and South Omaha is now taking on concrete form. Petitions have been circulated under the provision of the law passed by the late legislature and will be presented to the Board of County Comcreased in price in Indians. The fux- missioners with signatures far in excess of the 10 per cent required by law. The alacrity with which these petitions have been signed by citizens of all classes is an evidence of the popularity of the movement.

For many years the general sentiment of the citizens of both communities has favored the consolidation of the two cities. Aside from any sentimental reason that may exist, business administration supports the proposition. More economical and efficient government can be assured through the operation of a single large administration than through the existence of two smaller corporations. Consolidation and co-operation has been the watchword in industrial and commercial pursuits for many years and the has been practiced in all lines of human activity. Economies of adminisphone starts out with a full tration that result from this are so apparent as to require little argument in their support. Any lessening of the cost of administration is a direct sav-

nearly all of a vast fortune to educa- have remained separate for so many business principles. tional institutions. By the terms of years has been an occasion for wonder on the part of all familiar with the facts. The proposition now to consolerty valued at more than \$1,000,000 to | idate is being presented to the voters sideration and it is not at all unlikely that judgment can be easily forecasted.

HILL'S LATEST JEREMIAD.

James J. Hill, president of the Great Northern, apparently elects to be prophet of disaster several times in the last year, but his latest utterance is the bluest thing that has appeared on the horizon since the autumn haze set in. In a recent interview he makes a prediction of complete desolation in the railway field in the country; sees the depletion of our national resources; foretells the loss of our foreign commerce and draws a picture of the nation on the toboggan for the demnition bow-wows and going at a speed which cannot be checked.

According to Mr. Hill, "railroad building in the United States is a thing of the past." He contends that the railroads cannot handle the business offered, and because of their inability to secure money will be unable to make boards. the extensions and improvements absolutely essential. He explains that terminal facilities have become so exservice necessary in large cities. He is convinced, too, that the financial stringency is world-wide, instead of local, and that there is no hope.

All of this might be alarming if Mr. Hill had not talked that way before and if the returns of his railway investments had not refuted his predictions of calamity. The Hill roads, for the year ending with July 30, had net earnings of a little more than \$98,-000,000, an increase of nearly 10 per cent over 1906, which was the most prosperous year in the history of Bryan. American railways. Every station on his lines is packed with goods awaiting shipment, and there is no contention that the rates allowed for the service is not compensatory. His rallroads are in the same boat with all of the big lines of the country. The companies are faced with the problem of putting their roads into condition to meet the demands upon them by the increasing traffic. The problem is the greatest that has ever confronted the transportation companies. Mr. Hill must understand the cause of the conditions. The country does.

In the last five or six years the big railroads of the country have been manipulated by high financiers to the into effect. end that they have paid enough in watered stock, syndicate operations and fancy dividends to have double tracked every line of railroad in the country handling the enormous business that is now offered at profitable rates. Instead of making such provision the railroad managers ate their jam and now find they need it. The situation is not so serious as Mr. Hill would make it. The financial organs of Wall street even admit that money for railroad improvement is becoming easier and that railroads are now able to place bonds and debentures instead of resorting to the short-time notes which they were compelled to issue earlier in the summer at high interest rates. As rapidly as railway managers show a disposition to comply with the laws passed by the congress and the states, regulating railway traffic and corporation affairs, the investors come forward promptly with the funds needed for railroad improvements and extensions. This is the record all along the line. It would appear that Mr. Hill is alone in his refusal to turn his face to the light.

Not the least interesting feature of the parade on Thursday afternoon was the display made by the Omaha fire department. Byen to the citizens of Omaha, who are supposed to be familiar with these affairs, the turn-out was a revelation. A more magnificent array of men, horses and machinery never passed through the streets of Omaha, and Chief Salter and his assistants may well be proud of the efficiency of their department as displayed on dress parade. Their work as firemen has always been up to a high standard.

Not, a little relief will be experienced by the public at the information that the revolting story from Illinois concerning the alleged burning to death of a small boy by a tramp is untrue. It now appears that the distracted mother told the story to shield herself, the death of her son kaving resulted from her own carelessness. While the affair is very deplorable. there is some satisfaction in the fact that as yet no civilized man has sunk to the depth of savagery indicated by the original report.

One of the Omaha-Chicago roads promises to put on another train to care for its increase in business brought about by the operation of the 2-cent fare law. The practical experience with the lower fare is rapidly dispelling the alarming assertions made by the railroad advocates at the time the law was passed and has thoroughly justified the prophesy of increased revenues due to greater travel.

The two Omahas are one in every- fusionists are raising a great hulfathing but name. They have the same | baloo because Auditor Searle allowed | nomination."

interests. The same causes that himself expenses while absent from Swarthmore college, a Quaker insti- brought prosperity to one also brought | the state on official business. No emtution of learning in Pennsylvania, prosperity to the other. Their union, player asks an employe to travel at his faces a peculiar and embarrasing prob- as it stands now, would be brought own expense when attending to the lem in the will of Miss Anna T. Jeanes, about so easily that the transition employer's business, and the state of Nebraska is now being conducted on

The women showed Ak-Sar-Ben that the men have no monopoly on loyalty, ingenalty or energy. The parade of Thursday afternoon was one of the most enjoyable of the series from a spectator's point of view, and the women who designed and executed its arrangement well deserve all the praise that has been given them.

Judge Parker has allowed it to be known that he will make no speeches in the campaign payt year if Mr. Bryan is nominated. We have felt certain that something of that kind would develop to give the Bryan boom its needed impetus.

Dr. Wiley of the Department of Agriculture is organizing a squad of young men to test the effects of soda water on the system. If the doctor knows anything about human nature, why does he not select young women for that squad?

Publicity is still proving effective in restraining the use of railroad passes. Somehow it is no longer looked upon as a mark of distinction to carry one of the cute little paste-

"The position of mayor in the United States is said to be increasing pensive that it is impossible for the in prestige," says the St. Louis Globerailroads to equip themselves for the Democrat. Sure. "Lariat Jim" has prestige roped, tied down and branded.

> A French professor claims to have hatched sea urchins by the use of sugar and alcohol. It is common report that snakes may be produced by the free use of sugar and alcohol.

Cleveland Leader. Nebraska republicans have declared for Taft. The state of corn and politics is determined to show, once more, that it is something more than the home of W. J.

Rival Killer in the Field.

Indianapolis News. The death of a foot ball player at Hanover, N. H., from injuries received in last Saturday's game begins the fatalities so early that it almost looks as if the gridiron sport were going to attempt to compete with the automobile

### Long Range Injunctions.

Minneapolis Journal. The Nebraska State Railroad commissio discovered, through the kind offices of the and Baltic canal. In round figures, the express companies, that when it issued an order in a cream rate case, it did so in de- twenty-nine to thirty-six feet, and the botflance of an injunction which a Chicago tom will measure 144 feet across, instead of she federal judge had issued forbidding all rail- half this width, as at present. In two road and express companies to make any places new cuttings are to be made, in changes in cream rates. All injunctions order to do away with existing curves, ought to be posted in the railroad stations which are regarded as objectionable. Passand state capitols thirty days before going ing places will be provided every six miles

### Power of the West. Wali Street Journal.

Wall street must make new measurements of the wealth and power of the west and equipped it with every facility for The rapid growth of the west, which now holds the balance of political and financial power in this country, is one of the most vital facts in the whole situation.

titude that might be cited which reveals startlingly the wonderful change that has taken place in the west in the last ten years: The Kansas banks and trust con

panies, according to their latest statements, have \$15,000,000 devoted to commercial purposes outside of the state. (Nebraska banks have \$12,000,000 invested

### Tribute to McKinley.

Kansas City Times. President Roosevelt paid a fine tribute President McKinley on the occasion of the dedication of the Mckinley monument at Canton. It was the kind of tribute that ould be given only by one, who knows from similar experiences what the meaning of a great character applied to great more truthfully stated the McKinley nature and the martyred president's close touch with the people of all classes. That relation was intimate, comfortable and affectionate, wholly untouched by imperiousness on the one hand or self-consciousness on the other. It is doubtless true, also, that few other men know so well as Mr. Roosevelt the scope of President Mc-Kinley's constructive statesmanship, although this is much better understood at

### POLITICAL DRIFT.

Representation of the Smith family in ongress has fallen from nine to five. The sporting crowd in Cleveland are offering odds of 10 to 1 on the election of

Tom Johnson. Former Senator William E. Muson is seriously campaigning in Illinois for the United States senatorship now held by Senator Hopkins.

Senator Platt of New York is talking a little for publication. But he does not thrill his constituents because there isn't a resigning note in his voice.

The courage of Governor Hoch of Kansas is away up in G. He suppressed tobacco smoking in his print shop, banished the corncob pipe and bounced a bunch of rebellious printers.

General Corbin's desire to enter congress from the Sixth Ohio district is not in the least concealed under a shy manner or a shrinking exterior. He promises right out to pay his own expense, if the repubcans will nominate him. And, while he does not say so, he might be persuaded to chip in something besides.

consigned to the junkpile portraits of former mayors of the city, which adorned the walls of the city hall. The reason given for the sacrilege is that the work was of picturesque observation of an alderman, "Art is on the bum in Kansas City." Senator La Pollette of Wisconsin, who has been lecturing in Oregon, in response

to the question whether he proposed to permit his name to go before the republowing reply; "Well, the Wisconsin delegation to the national convention will prebably go with that intention unless I do something to stop it. There are also As might have been expected, the neighboring states to Wisconsin that seem little to say relative to the presidential OTHER LANDS THAN OURS.

Secretary Taft's visit to Japan is certain to have a beneficial effect on the relations of the empire with the United States Mutual explanations disposa of misunder standings and serve to allay the ill-feeling provoked by race antagonisms on the Pacific coast. As a means of insuring har nonious relations in the future the Wash ington Herald points a way to which the ost sensitive official of Japan cannot take offense. This way is to grant to Japanese immigrants, of whatever class, precisely the treatment accorded to American immigrants in Japan. "If we should model our treatment of the Japanese in America on the treatment of Americans in Japan, says the Herald, "we should not allow Japanese scholars to attend our schools a all. We should prohibit Japanese from owning real estate in this country; we should forbid them purchasing certain se curities. We should not allow them to leave certain of our ports without permits. and we should make it difficult for these permits to be granted. If we charged cents admission to our theaters, we should raise the price on Japanese desiring to at tend to \$1; and the same scale of advance would be carried out in our hotels and in our shops. In short, an examination of Japan's treatment of Americans residen in their country will show that restrictions are placel on our countrymen that are in distinct violation of treaty obligations." The annual statistical report to the Brit-

ish Board of Trade of railroad accidents in the United Kingdom in 1906 has just beer published. It shows that during the period 1,169 persons were killed and 7,212 were injured by train accidents. The average figures for the previous ten years were 1.144 and 6,631, respectively. Last year was remarkable for the number of deaths of passengers; more, indeed, were killed in this way than in any year since 1889, but fiftysix out of a total of fifty-eight deaths were attributable to three accidents, one collision and two derailments. In the class of accidents caused by the movement of railway vehicles, exclusive of train accidents, 108 passengers were killed and 1,949 injured. The corresponding averages for the previous ten years were 119 and 1.627. respectively. The passenger casualties of this class were much more numerous than those caused by train accidents, and were due largely to the carelessness of the pasand nonfatal accidents to railway men showed an increase, which was partly due to the exceptional activity in goods traffic. and the high pressure at which all railway than one in eighty-one, the proportion for

After much preliminary discussion and a careful scanning of figures and cost, the German government contemplates the widening and improvement of the North Sea depth of the canal is to be increased from and four of these enlargements are to be still further widened to allow vessels to turn around. The new locks will be 1,100 of water being forty-six feet at the ordinary canal level. The alterations are for the purpose of allowing war vessels of the Dreadnought pattern to pass through the canal. This in the present condition of the North Sea and Baltic canal is impossible. When the new canal is finished it will completoly alter the strategic map of Europe, so far, at least, as the countries of the con-

The marching capacity of the soldiers seems to have been put to a very severe test during the recent German army maneuvers. A letter to a Berlin Journal says that the companies which had been brought up to a war strength of 200 men by calling up the reserves suffered most from the forced marches. In the case of one division, which marched continuously with only alight halts from 2 o'clock in the morning until 1 o'clock in the afternoon, many companies had lost more than 20 per cent of their strength by 7 o'clock and by 10 o'clock the number of men who had fallen out was so great that not enough noncommissioned responsibilities is. No other eulogist has officers were left to fulfil the regulations. According to another report of the march, "every device on the part of the officers which relentless severity or the kindlest encouragement could suggest was needed in order to prevent the ditches along the road from becoming filled with laggards in the most alarming manner." Footsoreness was the trouble alleged by the majority of men who fell out. In the case of other troops who were taken into action directly after being detrained many of the reservists had large than it was at the time of McKinley's to be relieved of the equipment and allowed to march in rear of their regiments. Some of the military critics complain that the men were often exposed to a much more physical strain than was necessary.

The interesting question "Are the English Lazy?" is discussed in a recent issue of Harper's Weekly, by Sydney Brooks, its London correspondent. Mr. Brooks says, "That Englishmen are inclined to be lazy, and that England, while democratic in form, is not democratic in spirit. It has not accepted, and does not subscribe to, that gospel of work which lies at the root of the strength, the success, the democracy of the younger nations. Any one who has looked into English trade unionism must have realized how largely it is mixed up with class spirit. The working-man who knows that his employer drives down to the office at 10:30, takes an hour and a half for lunch, is at his club again shortly after 5, spends the week-end in the country and thinks himself somewhat of a 'hustler' if he is content with two months holiday in the year, is not likely to have a keen appreciation of the dignity of labor. From top to bottom there runs the habit of regarding work as an unpalatable interruption of the real husiness of existence; The unfeeling mayor of Kansas City has and nearly all Englishmen work harde on a holiday than in their offices or work

Scotland's birth-rate is decreasing both in town and country, being by far the lowest in the rural districts and the highest in the "large town" districts. The population at the end of 1905, according to the recently published report of the register-general, was 4.676,603, an increase of about 200,000 since 1905, and of 650,000 since 1891. A century ago Scotland had 1,008,420 inhabitants. The increase, in recent years especially, is due entirely to the rapid growth of the large city of Glasgow and one or two other big towns that have been built up by manufacturing and shipping. to favor the same move. However, I have For the rural districts show the same tendency to depopulation that they do h Ireland and England

# DEPRICE'S CREAM Baking Powder Apure, Grape cream of tartar baking powder-Makes Food More Delicious and Wholesome-No Alum-No Phosphates

From the Food Dr. Alonzo Clark: "A substance (alum) which can derange the stomach should not be tolerated in baking powder." Prof. S. W. Johnson, Yale College: "I regard their (alum and soluble alumina salts) introduction into baking powders as most dangerous to health."

Care Must be Taken to Keep Alum

PERIL IN SMOKING CARS.

Like Eggshells in Every Train Wreck.

Springfield Republican. The wreck on the Baltimore & Ohio railroad at Bellaire, O., Saturday, with its large loss of life, calls attention again to the weakness of the smoking car as an integral part of railroad trains. In that accident, as in so many other railroad wrecks, it was the passengers in the smoking car who were killed or injured. The reason for this is not far to seek. The smoking car on the average train is an old-fashioned and not infrequently dilapidated.

It was on a street car in the city of Washington. Two colored women, in cheapily gorgeous splendor, were talking, and one chanced to mention a Mr. "Jinks" in her conversation.

"Excuse me," said the other woman, "but his name is not Jinks," It is 'Mr. Jenks." "Oh, I see," said the other woman complication." "I see dat you put de access on de pronoun."—Lippincott's. sengers themselves. The number of fatal car on the average train is an old-fashioned and not infrequently dilapidated structure, which has been condemned as an ordinary day coach. Economical railroading ordains that in their last days such cars work had to be conducted. Analysis of the shall be used for the conveyance of smokers casualties to railway men from shunting or immigrant passengers. The placing of shows that, out of every 100, fifty-seven so light and ancient a car between more were due to misadventure, thirty-two to substantial coaches insures that in case want of caution or to misconduct on the of a collision the weaker element in the part of the injured persons, and six to line shall be crushed. Baggagee cars are want of caution or breach of rules on the far more strongly constructed, and they part of other employes, leaving five at- frequently emerge from serious wreck with tributable to preventible causes. In 1906 the comparatively little damage to life or propproportion of casualties to the total number of men exposed to danger was one in sev
been crushed like an eggshell. Passengers

Came Wealth. "In me, maiden, you see proportion of casualties to the total number erty in cases where the smoking car has enty-one, which, though slightly better are not obliged to ride in the smoking car, than one in seventy, the average of the ten unless trains be unduly crowded, but the years ended with 1905, was much worse average man is pretty certain to want his smoke and to take the risk. Hence it is high time railroad managers were compelled to give the public substantial cars for those

### WHITTLED TO A POINT.

"She looks young to have a grown daughter."

Yes, she was just telling me—

"I know. That she was married when
she was just barely 15 years old."—Pittsburg

Percy-Yes, it's rather a neat tie. Who gave you the leda.

Cholly-Nobody. I got it out of my own head.

Percy-O! Blocked it out yourself, did you?-Chicago Tribune. "As I understand it," said the visitor

"Well, Pat," said the sympathetic employer, "did you go to your friend's fun-eral?"
"Did I go, is it, sor?" returned Pat, en-thusiastically, "Sure an I did, sor, an' had the toime o' me life, sor. That wake wor a drame!"—Philadelphia Press.

### THE BEST EVER.

Baltimore American. Beauty came wooing in handsomest guise, Said the maid, "Woman's heart is not gained through her eyes." Power came proudly. "The woman, 1 Who consents to be mine, I can make her a queen."
yes," said the maid, "but in this
majesty. "Oh.

I dominate Beauty; I'm

king."
"I agree, said she, "on you the world is intent; If you can claim proudly distinction of birth?" "Oh, birth," said the maiden, "counts much in the strife; But birth capnot fill all the rest of one's Then Social Position came in with maid, can satisfy woman's real

pride."
"I know." said the maid, "if one chooses to roam. But what can you do if one longs for a home?"
"I have nothing to offer," sighed Love, but a heart.

I give all: I ask naught; therein lies my part.
I glory in sasrifice; seek, not shun, pain; Not in self, but in suffering, find my bear.

gain."
"O Love!" cried the maiden, "come quie to my call! "I wouldn't go as far as to say that," For you are the best and the truest answered the American statesman; "but al-

## Saturday Last Day

# Special Ak-Sar-Ben

At A. Hospe Co., 1513 Douglas St.

Many Pianos sold this week. Saturday is clean-up day-visitors and home people have the best opportunity to get high quality piano bargains. Just examine the list, the grades and the prices of a few of the many bargains for Saturday:

### NEW PIANOS

\$250 Boudier Grand Pianos, Saturday ..... \$125 \$275 Bell Pianos, Saturday ......\$145 \$300 Cramer Pianos, Saturday ..... \$190

USED PIANOS

TERMS

### \$200 Heyden & Son Pianos, Saturday ..... \$75 \$275 Marshall & Wendell Pianos, Saturday

Terms-\$10.00 down, \$6.00 per month. Terms-\$15.00 down, \$7 to \$8 per month. Terms-\$25 down, \$10 to \$12 per month. Discount for cash.

Get in on this sale as we expect to make a clean-up of all the bargains in new and second hand pianos this, Saturday, October 5th. Open until 10 o'clock. Immediate delivery. Out-of-town sales boxed and delivered to depot free of charge. Remember we have over 20 bargains in new and second hand organs. Prices range \$10, \$15, \$20 and up on small weekly or monthly payments. Piano Players and Inner Players ranging from \$100 up-easy payments-Saturday only.

> A. Hospe Co., 1513 Douglas St.