

NEW BOOKS AND MAGAZINES

Notes Made by Thomas Jefferson on His Personal Experiences.

CRIME IN RELATION TO SOCIAL PROGRESS

Several Works of Fiction Worthy of Consideration—Bishop Potter Discusses Relation of Citizen to the Industrial Problem.

"The Annals of Thomas Jefferson," edited by Franklin B. Sawvel (The Round Table Press), is a work unique in the year and one which, more than any other book possibly could, throws light upon the character and thoughts of the man credited with framing the declaration of independence.

"Crime in its Relations to Social Progress" by Arthur Cleveland Hall, fellow sociologist, Columbia, 1904-05. (The Columbia University Press). This book is volume XIII in "Studies in History, Economics and Public Law," edited by the faculty of political science of Columbia university.

"Romance," a novel by Joseph Conrad and F. M. Huefner (McClure, Phillips & Company), tells of the experiences of an English youth who in a spirit of adventure goes, under a cloud, to the West Indies when they are under the absolute control of Spain.

"The Hayfield Mower,"—Anon, published by The Hayfield Mower press, Boston, 1904. purports to represent a "genuine country newspaper, edited with aggressive horse sense and homely fearlessness.... the writer sincerely hopes that some will not agree with him."

The author of "Pitfalls of Mining Finance," Harry J. Newton, for some years managing editor of the Daily Mining Record, has rendered a great service both to mining investors and the mining industry.

A second edition of a magazine in mid-summer is one of the unheard-of things in magazine-making. But the publishers of "Everybody's Magazine" have broken all records in many notable instances, and as the August edition of this copy has proved to be insufficient, they announce a second edition.

The Scott-Thaw company has published a new novel by William Sage, entitled "Frenchy; the Story of a Gentleman." Mr. Sage was well known to the reading public by his successes with his previous novels, "Robert Tourney" and "The Claybourne."

"The Magnetic North," a novel by Elizabeth Robind (Frederick A. Stokes company), is one of the many stories made out of the material to be found in the Polar land of gold, with its long nights and yet longer frosts; its warm hearts and frozen seas.

"Police Constant," a novel by William C. Sprague, L. L. B. (Frederick A. Stokes company) is one of the timely novels of the year, being a tale of the winning of the Northwest territory by Clark, who has been the theme of many writers this year and last.

"The Jessies Letters," anonymous, (G. P. Putnam's Sons), is called an editor's romance. In these days when writers run out of material they turn to the grind of their ordinary work for subjects and throwing over it a glow of the unreal give peculiar ideas to the uninitiated of the work, and play of the editorial sanctum, and as such the Jessies letters, with the alleged experience of a fair contributor and a man who "reads copy" are above the average.

"Frederick the Great and the Rise of Prussia," by W. F. Reddaway, (G. P. Putnam's Sons), is primarily a biography of the German ruler, but it gives much interesting to the general reader from an historical standpoint.

"Stony Lonesome," by Arthur J. Russell (Rand, McNally & Co.), is a boys' book which it will pay grown-ups to read for every one of its 120 pages is full of youthful philosophy and told just as the boys tell it.

WARREN GIVES HIS POSITION

President of Nebraska Bitulithite Company Talks on Paving Specifications Controversy.

BOSTON, Aug. 27, 1904.—To the Editor of The Bee: My attention has been called to an article in The Bee, under date of August 17, which puts City Attorney Wright in the position of quoting me as follows: "Mr. Warren said, 'You are absolutely right. No man can bid under the bitulithite pavement and going over the specifications with him. In view of the fact that I was very busy at the time, and we did not have as much opportunity to go into the details as either Mr. Wright or myself desired, I think it is fair to say that I did not make the statement attributed to me in the words in which I am quoted, but in effect I made the following statement, and Mr. Wright must acknowledge that I did not say that he was right in his past contentions with the board. I did state and insist that the specifications which he advocated, those submitted by the city engineer, were the most illegal and unjust specifications which I had ever read; they specified nothing definitely in the way of bituminous material and were absolutely illegal. I acknowledged that some of the clauses in the specifications adopted by the board were ambiguous, but not nearly as ambiguous as the specifications which the board rejected and as recommended by the city engineer. I pointed out, in detail, that the specifications for bituminous concrete paving, which were submitted by the city engineer, and which were drawn for the purpose of evading the patents of Warren Brothers company on the bitulithite pavement, were illegal and the worst specifications which I had ever read."

In building from the general form of specifications which has previously been in vogue in the city of Omaha, and all of which specifications contain certain clauses, which, I believe, are contrary to law, in that they delegate to the city engineer authority which should never exist in any person, I believe that the board has stepped itself and placed in the discretion of the board matters which should be specified in detail, but in the specifications or asphalt paving adopted by the board they have not gone to the extreme, and the specifications can be more easily justified than the specifications which were submitted by the city engineer.

I made the general statement, in effect, that no specifications for asphalt paving in the city of Omaha were, in my judgment, strictly legal, and that the reason for their illegality was that they delegated to the board certain matters which should be determined in advance. The specifications specified nothing as definitely as they should, and I said that there had never been any specifications during the last two years, under which any responsible contractor could afford to bid, unless he felt that the Board of Public Works, and especially the engineer, were his friends, and it had been my personal policy, in view of the fact that the engineer was unfriendly, that with such specifications a contractor could not afford to bid on asphalt paving.

I can hardly conceive that Mr. Wright intended to put me in the position of criticizing the present specifications of the Board of Public Works as compared with other specifications which they have before them for consideration, for I was very emphatic in the opinion that the present specifications, as adopted by the Board of Public Works, were more nearly legal than any specifications which had been investigated by any other sources.

My principal objections to the Rosewater specifications were that they permit good and worthless asphalt to compete against each other. They permit experienced and inexperienced contractors to bid on the same basis, and they delegate to the engineer or the board the power to discriminate after the bids are in as to whether a material is suitable or not. The law contemplates that specifications shall be so specifically in detail before bids are asked that they specify only good materials.

Take the Rosewater specifications for bituminous concrete paving. They are more specific than a specification would be for a house which said that it should be forty feet in dimensions. Every bituminous material, whether coal tar, oil, asphalt, material made from sulphur and oil or otherwise can be used. It is no more a specification for a particular thing than a specification for a pavement which specified brick, wood, dirt and clay. Any material of a bituminous nature which is known to be good, bad or worthless would come within the limits of the specification. The power delegates to the board to determine after bids are in what they will use and such a specification would be absolutely illegal and a property owner could successfully contest the assessment. There is no more competition with coal tar under a given specification than there is for specifying brick in competition with wood. Every point in the present Omaha specifications which could possibly be declared illegal is among those which have been copied from the Rosewater specifications. The city engineer of Omaha naturally is inclined to set himself up as an expert and assume the right to pass on all technical matters for the board, and in effect that Rosewater specifications are inclined to delegate to the city engineer arbitrary functions which should be denied anyone. It is not possible for me to believe the Rosewater specifications could possibly stand the attack of a property owner's suit. If experts were put on the stand to prove the truth, I have explained this view of the matter to Mr. Rosewater in person, and while I have no reason to question anyone's motive in the matter, I feel that prejudice is largely responsible for the conditions which exist.

The city attorney apparently agreed with me in the proposition that the specifications of the city engineer were indefinite and illegal and cannot believe that he quotes me as criticizing the legality of the specifications of the Board of Public Works to the same extent that I criticized the legality of the specifications recommended by the city engineer.

STOCKMEN FIGHT FOR RIGHTS

Rangers of West Wage Campaign for Fair Treatment by Railroads.

RATES RISE AS COST OF HAULING FALLS

Frank Barry, Secretary of Interstate Commerce Law Convention, Talks of Evils Which Are to Be Corrected.

A strong campaign is being waged by the cattlemen of the western states to secure a correction of wrongs which they claim have been suffered at the hands of the railroads for several years in spite of the efforts which have been put forth by those interested in the various branches of this industry. One of the evils complained of is in the matter of the increasing and excessive cost of transportation. Among the other troubles complained of is faulty service, lack of shipping facilities and general negligence. To correct the first named fault a bill now is before congress.

Only Congress Can Regulate.

"Only congress has the right to regulate these rates and it does so through this committee, which makes its investigation and reports to the legislature. The discrimination against the shippers of live stock has been more unfair than with the other shippers. Appeals are made to the railroads, but the relief obtained is only temporary, while the conditions have been growing constantly worse, but the present law is futile against the abuses. The property and growth of the railroads are essentially the country's welfare and the interests of shipper and carrier are too intimately related for one to seek the injury of the other. The shipper, however, has inalienable rights which he must protect and encroachments upon those rights must be restrained by the federal government.

One of the most significant facts brought out by the Interstate Commerce committee in its annual report for 1903 is the steady advance in the cost of transportation by rail. There is today no way these advances can be stopped.

Rates Rise and Cost of Hauling Falls.

"While rates are increasing the cost of transportation is constantly decreasing. Grades and curves are being deepened and facilities of carrying are improved. An engine today hauls double the weight it did fifteen years ago, without a corresponding increase in the cost of operating the train. The net earnings of the last fifteen years have increased 54 per cent. In sending his cattle to market the shipper has no voice in the matter. There is no bargain. The company fixes the rate. It gets its share of the proceeds first, and always in cash. The fact that the lines fight for this traffic looks as if it must be profitable. Take the rates from Winnemucca, Nev., to Omaha, of 110 per cent standard car. The Southern Pacific deducts \$2.25 to Ogden. The Denver & Rio Grande gets \$2.70 on the 79-mile haul from Ogden to Denver and the line east of Denver gets the rate of 73 cents per car mile, while the Grand Junction to Pueblo shipment is at the rate of 23 cents per mile.

Says Rebates Are Paid.

"The fact is indisputable that rebates have been paid by the lines east of the Winemucca to Omaha rate. Wherever combinations have been formed by the railroads for agreement upon certain rates for certain territories it has been held that such combination formed by making an agreement on rates was to insure reasonable tariffs, but the courts have ruled that it destroyed competition and that the agreements were unlawful. "The pressure which has been brought to bear upon the legislature for the enactment of needed legislation to correct the evils of exorbitant rates from which the public in all sections of the country is suffering is tremendous and the sentiment in favor of the enactment of protective laws is growing."

AFTERMATH STIRS SLEEPERS

Guest with a Hangover Raises Other Occupants and Police Force with His Yells.

The occupants of the Paxton hotel annex were aroused from their slumbers at 3:15 a. m. Tuesday by a series of the most unearthly howls that ever disturbed the sweet dreams of early dawn. Rushing pell-mell from their beds, they found Edward Arthur Johns of Pittsburg, Pa., on the landing of the fourth floor, yelling to the saints to save him from being killed.

Johns, the hotel employe said, had been drinking hard since his arrival at the hotel, and this, they believe, was the cause of the man losing his mind. On the arrival of the police some highly excited men, clad in their night shirts, were found around Johns, standing near him for fear he would harm himself, but who dared not approach him for fear he might harm them. One fat man in a very small night gown slipped about with an ugly looking 44-caliber revolver and the others were constantly doing so as to get out of the way of the gun in case the fat man pulled the trigger. Johns was trying to get a long, lean man to open a tin of tooth powder, telling him there was pure gold inside. But from the look on the long man's face he would not have believed that tin if the treasure of King Solomon's mine were to be had by so doing.

When the police got hold of him Johns wanted to pray and earnestly desired a reporter, whom he took for a minister, to read the second chapter of Genesis to the assembled strangers in their pajamas. Johns refused to put on his clothes until this had been done, and as the reporter steadfastly objected to "scabbing" on a minister, the demented man was bundled into the patrol wagon wrapped up in a sheet.

station until his relatives at Pittsburg shall have been heard from. It has been learned that his mother resides at 2448 Boquet avenue and a brother at 428 Smithfield street, Pittsburg. When further questioned, he gave his occupation as that of a "boose fighter and a winner of the fair sex."

LOW RATES.

St. Louis and Return. Coach excursion tickets at very low rate of \$5.50 from Omaha to St. Louis and return on the Missouri Pacific will be on sale for all trains arriving in St. Louis September 4 and up to noon September 5. This in addition to every Tuesday and Thursday during August and September.

Commissioner E. J. McVann of the Commerce club here Monday night in Chicago. As Mr. McVann has expressed himself as dissatisfied with the concessions made to Omaha regarding coal rates, it is thought quite likely that he will call on Darius Miller, traffic manager of the Burlington, and other railroad officials in an effort to secure an absolute restoration of the old coal rates to Omaha. Mr. McVann is not expected to return to Omaha until Friday.

On September 6, 13, 20 and 27 the Missouri Pacific will sell round trip tickets at very low rates to points in Iowa, Illinois, Indiana and Ohio, located on and west of line drawn through Sandusky, Columbus, Washington, D. C., Wilmington, Cincinnati, O., and to Louisville, Ky., and intermediate points. For further information call on or address any agent of company, or Thomas F. Godfrey, P. T. A., southeast corner Fourteenth and Douglas streets, Omaha, Neb.

HOME VISITORS' EXCURSIONS

To Indiana and Ohio. On September 6, 13, 20 and 27 the Missouri Pacific will sell round trip tickets at very low rates to points in Indiana, Ohio, Washington, D. C., Wilmington, Cincinnati, O., and to Louisville, Ky., and intermediate points. For further information call on or address any agent of company, or Thomas F. Godfrey, P. T. A., southeast corner Fourteenth and Douglas streets, Omaha, Neb.

Special Summer Tourist Rates to Kentucky, Tennessee, North Carolina and Virginia. The Chicago Great Western Railway will sell special round trip tickets at very low rates to Crestwood, Ky.; Middleborough, Ky.; Tate Springs, Conn.; Olive Springs, Tenn.; Asheville, N. C.; Hot Springs, N. C.; Roanoke, Va.; Glade Springs, Va.; Radford, Va., and other points. Tickets on sale daily, good to return until October 31. For further information apply to S. D. PARKHURST, General Agent, 1513 Farnam street, Omaha, Neb.

New York and Philadelphia cannot be more pleasantly or conveniently reached than by the Grand Trunk-Lehigh Valley Route. Solid through trains, magnificent scenery, all trains run via Niagara Falls.

Descriptive literature sent free on application to Advertising Department, Grand Trunk Railway System, 115 Adams St., Chicago, Geo. W. Vaux, A. G. P. & T. A.

Nebraska State Fair at Lincoln. For above occasion Rock Island System will sell excursion tickets daily August 29 to September 1 from all stations in Nebraska on basis of one fare for round trip. Tickets limited return September 3. Trains leave Omaha 7:30 a. m., 1:30 p. m., 5:35 p. m. Inquire Rock Island agents for further information.

SPECIAL SUMMER TOURIST RATES TO POINTS IN ILLINOIS, WISCONSIN AND MICHIGAN

The Chicago Great Western Railway will sell special round trip tickets at very low rates to points in Illinois, Wisconsin and Michigan. Tickets limited to October 31. For further information apply to S. D. Parkhurst, General Agent, 1513 Farnam street, Omaha, Neb.

Home-seekers' Rates to North Dakota. Every Tuesday until October 25 the Chicago Great Western Railway will sell round trip tickets to points in the above named state at a great reduction from the usual fare. For further information apply to Geo. F. Thomas, general agent, 1513 Farnam street, Omaha, Neb.

Special Summer Tourist Rates to Detroit, Mich. The Chicago Great Western railway will sell round trip tickets at one fare plus \$2.00. Tickets on sale daily. Good returning until October 31. For further information apply to S. D. Parkhurst, General Agent, 1513 Farnam street, Omaha, Neb.

\$20.00 to Chicago. The Chicago Great Western Railway will sell special round trip tickets to Chicago at \$20.00. Tickets good for return until October 31. For further information apply to S. D. Parkhurst, general agent, 1513 Farnam street, Omaha, Neb.

Don't fail to see the Oriental Dancing Girls Dance Carnival at Courtland Beach all this week.

You will regret it if you fail to see Gaiety at the W. O. W. Carnival at Courtland Beach all this week.

Colfax Purox Water, bottled at the springs, Gladstone Bros., 1208-1210 Douglas street.

"Nebraska State fair, Lincoln, August 29 to September 2."

MARRIAGE LICENSES.

The following marriage licenses were issued up to noon August 30:

Name and Address. Age. Sarah Wallenberg, Omaha, 21. John M. Brown, Omaha, 25. Alma B. Kitchen, Moberly, Mo., 25.

Is K. Wedding Rings, Edholm, jeweler.

LOCAL BREVITIES.

E. H. Martin, 2312 Poppleton avenue, has notified the city that he will hold it responsible for damages sustained by reason of an accident causing personal injuries to himself, which occurred in front of his residence on August 12. He does not specify the nature of his hurt.

Drake's Palmotto Wine. This wonderful tonic medicine will immediately give you absolute cure for every ailment of the system. It is a blood purifier and offers a trial bottle of Drake's Palmotto Wine free. One tablespoonful once a day relieves and absolutely cures indigestion, flatulence, constipation, Catarrh of the Mucous Membrane, Discharge of Liver or Gallbladder, Indigestion of Bladder to stay cured. It is a wonderful tonic for the appetite, nervous system and blood, and restores and maintains health and vigor.

The September Metropolitan contains readable things on War Business Animals Romance Nature Letters Marriage Art Love Poetry Beauty Motoring and Kipling's New "Soldier" Story For Sale by All Newsdealers A 35-cent Magazine for 15 cents

\$8.50 ONLY \$8.50 COACH EXCURSIONS TO ST. LOUIS, MO., Tuesdays and Thursdays, During August and September. Sixty Day Tickets - \$15.35 Fifteen Day Tickets - \$13.80

Nettleton and Walk-Over Men's Shoes The Best in the World at any price and the Best in the World for the price. 500 and 350 They both have the style, character, fit and wear, and we carry these two lines exclusively in all the shapes and weights that men wear nowadays. Decatur Shoe Co. 1521 Farnam Street. Frank Wilcox, Mgr. The Only Sellers of Nettletons and Walk-Overs.

FRISCO SYSTEM OPENING -OF A- NEW AND THOROUGHLY EQUIPPED LINE -BETWEEN- ST. LOUIS AND CHICAGO. SUNDAY, JULY 31, 1904. Thoroughly Equipped trains leave St. Louis and Chicago nightly (after arrival of incoming trains), arriving either city the following morning. Equipment entirely new; lavish in design, elaborate in furnishings. Ask your Ticket Agent, or address. PASSENGER TRAFFIC DEPARTMENT. Omaha is Beautifully Illustrated in My New Book. Fifty Cents.

MELLIN'S FOOD FOR INFANTS AND INVALIDS Pale babies become rosy and pretty babies when fed on Mellin's Food. Mellin's Food strengthens.

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