

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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WHEN OUT OF TOWN. Subscribers leaving the city temporarily should advise the office so as to mail to them. Address will be changed as often as requested.

Nebraska democracy has stated its position—outside the pasture and exceedingly hungry.

Chairman Shonts is playing safe when he says he will be governed by the wishes of President Roosevelt.

Senator Scott has maintained the traditions of West Virginia, but the life of those traditions may be cut short before very long.

In all probability the frontier axiom that "dead men tell no tales," had something to do with the return of Andrew Hamilton.

New York boasts 12,000 policemen. And yet even they could not prevent a boy from being Crowe-naped in mid-day and held for a \$20,000 ransom.

The czar is evidently of the opinion that although he will let the people chirp at the horses he must confine to drive the team to save it from destruction.

Great Britain wants equal treatment with Germany in the matter of trade with the United States, but as it has little more to give it is hard to make a trade.

Wyoming is complaining of the increase of predatory animals. It was supposed the Nebraska wolf bounty had lured them all over to our side of the boundary.

Senator Dolliver's remark, "Every Iowa man has done his duty," is one that would also sound well for the Nebraska congressional delegation when it is put in the balance.

The proposition to employ as chief of the Moroccan police force an army officer from neither France nor Germany may give an opportunity to some American who wants his star to shine under tropic skies.

The Grain exchange has made a remarkable showing of business for its second year. If it can keep up this pace it will have all the others distanced before it celebrates many more anniversaries.

The Omaha factories should take out a patent for increasing their circulation by a systematic process of Blow! Blow! BLOW! It is so easy to count four pages for a paper and double chalk mark the tally.

We are told by the senior Omaha fakery that during the month of February it beat its own record in lung expansion and circulation padding by 3,000 inches. That beats the census padder of 1800 out of sight.

With a Georgia man selected to lead the democratic congressional campaign, the country may expect a revival of state's rights doctrines as opposed to certain popular demands—but not in the north until after the votes are counted.

The last time he applied to nomination, the local democratic organ bolted Tom Hoctor in advance and said he was not entitled to the support of any true democrat. Wonder what it will do now that he has corralled the democratic nomination for mayor of South Omaha?

The New York grand jury which asked advice of a judge regarding the wisdom of returning indictments against certain persons presented to them by the district attorney showed a disposition to be fair, but grand juries have responsibilities which they cannot unload on the court.

RIGHT OF WAY FOR THE RATE BILL.

What can be accomplished by the pressure of public opinion is again seen in the fact that the rate bill has practically been given right-of-way over the senatorial trunk line to which it was transferred after emerging from the house of representatives.

There is no question but that the original plan of the railroad engineers was to sidetrack the measure and to break down its running schedule by sending it over roundabout routes in hope that it would be stalled on the sidings and never reach the destination terminal. The railway conductors in the senate, however, have not been able to execute their orders, but, on the contrary, have been compelled to come out in the open and attempt to flag the rate bill on the main track.

The result is that the other measures pending before the senate, although many of them are of great public importance, will have to be waved aside until the rate bill controversy is disposed of one way or the other. When it comes to a showdown, unless conditions change materially in the interval, the rate bill special will go right through without stopping more than once or twice for water or throwing out any considerable amount of ballast.

PROGRESS OF PRIMARY REFORM.

The discussions of reform of the primary and election laws at the second annual conference under the auspices of the National Civic federation have been instructive. President Oscar S. Straus, in his opening remarks, George Fred Rush of Chicago, who drafted the first primary law of Illinois, and the speaker Lenroot of the Wisconsin assembly in carefully prepared addresses gave forceful and chiefing accounts of progress in the movement to make government more directly responsive to the people by getting rid of election and nominating methods which are so notoriously abused by the manipulations of party bosses and representatives of special interests.

The important fact stands out in these accounts that experience under the direct primary, so far as it has gone in Wisconsin, Illinois and elsewhere, is encouraging to those who have led in the arduous struggle with the forces fighting to keep the direction of public affairs as far as possible from the hands of the people. The very adoption of the primary reform by local mandate has been a signal defeat of those corrupting forces, for they have invariably resisted it with all the formidable powers at their command. It is not surprising that the evidence of the necessity of the change thus furnished by its enemies should be reinforced by the testimony of its friends as to its beneficial results.

Such conferences cannot fail to accelerate the movement for free and cleansed primaries which is going forward so rapidly in many of the states which have not yet embodied the reform in law. It is noteworthy that already there is nowhere a community which has not been stirred by the agitation for primary reform and very few indeed in which the question has not yet become a live political issue.

STATE AFTER INTERSTATE.

The action of the lower house of the Ohio legislature, which by an overwhelming vote has passed a measure creating a state railroad rate commission clothed with plenary powers to deal with the whole subject, only anticipates by a short time what will be done under one form or another by many other states in the union. Some states, indeed, have already long since made much progress in actual control of transportation rates within their several jurisdictions and in the correction thereof of wrongful discriminations and other abuses, but in point of fact most of the early state commissioner laws and laws purporting to regulate rates, although accomplishing some good, have not gone to the root of the matter.

The difference between these earlier attempts and the state rate legislation which is sure as fate now to follow is that the public will no longer be satisfied with anything short of veritable and absolutely enforceable control of the carrier tolls exacted from the earning capacity of the whole community. The day has gone by when the mere legal form or promise of control without substantial effect will suffice. The measures passed by the Ohio house undertake to reach, with reference to state hauls and rates, the same ends which the champions of public control have in view with reference to interstate commerce. Obviously the nation-wide struggle to reduce transportation corporations to subordination would prove in large part futile if it should stop with the enactment of the most stringent measure which is likely to pass congress, and if it were not supplemented by bringing the full power of the several states to bear on railroad freight and other charges within their exclusive jurisdiction—especially of states like Nebraska where such arbitrary overcharges and discriminations on local hauls are extorted now, as they have been from the beginning, and where anything looking toward public control has been uniformly impotent and farcical.

One of the most effective weapons heretofore of the corporations for fighting separate state effort to regulate local charges is falling from their hands. For with national control established the corporations cannot effectually publish a state by arbitrarily raising interstate charges on the commodities in which it may be vitally interested, as they were formerly wont to threaten and do with great effect. And with the states following in the wake of the great movement now bearing its crisis at Washington it will be impossible to concentrate as effectively as formerly

THE CORPORATION POWERS OF RESISTANCE IN ANY ONE STATE.

WHAT'S THE MATTER WITH OMAHA?

While Omaha has made greater strides in commercial and industrial growth during the past two years than during any period of its history, and while more buildings of every description are being erected in Omaha within the past year than in any other city of its population in the country, there is an undercurrent of dissatisfaction with existing conditions in this community that should be probed.

The recent murderous assault upon Frank N. Clarke in the very heart of the city by highwaymen strongly confirms the prevailing impression that Omaha is badly policed, just as periodic losses by fire have created the impression that Omaha's fire department is lacking in efficiency. There is a chronic complaint that the streets of Omaha are not as clean as those of other cities, and complaints are frequently heard that Omaha streets are not as well lighted as those of other cities.

That there is a great deal more truth than poetry in these complaints must be conceded by all who are familiar with existing conditions. The question is, Who is to blame and where is the remedy? Conceding that other cities must better policed than Omaha are infested by highwaymen and their people likewise subjected to murderous assaults, it is true nevertheless that Omaha is lamentably lacking in police protection. For example, New York has one policeman to every 500 inhabitants; Chicago one policeman to every 703 inhabitants, while Omaha has but one policeman to every 1,250 inhabitants. The same disproportion exists between the fire department of Omaha and those of other American cities.

Why cannot Omaha increase its police force? Why can't it increase its fire fighting force? Simply because it does not raise a sufficient amount of taxes to meet these demands. Why can't Omaha raise more taxes? Because its property owners are already bearing their full proportion of taxes, and, lastly, because the railroads refuse to pay their due proportion of the burden of municipal taxes.

If the railroads were made to pay the same proportion of taxes in Omaha that are levied against other property of equal value, Omaha could add 100 more men to its police force and still have \$100,000 left in its treasury for other purposes. If the railroads paid their just proportion of taxes in Omaha, Omaha could increase its police force 100 and its fire force 100 and still have \$40,000 to spare for street cleaning.

This is the unvarnished truth. Conceding that the railroads have done much toward the upbuilding of Omaha there is no good reason why they should not pay their just share of the expense of maintaining police protection, fire protection, street cleaning and street lighting.

Governor Mickey is now at the head of the Methodist Hospital association, but he keeps discreetly mum about the campaign now being conducted by his police commissioner, with headquarters in the vilest of Omaha's dram shops, while the police are using their clubs to make converts. Possibly this is because the Broatch campaign is expected to furnish a goodly number of patients for the hospital.

Jim Dahlman, the prospective candidate for mayor of Omaha, was the shining light of Nebraska democracy at the Lincoln jamboree which fired off the keynote of opposition to corporation and railroad rate. That was enough to make a horse laugh, let alone Jim Dahlman's groomers, Lee Spratlen and Walter Moise, those rock-rooted, copper-bottomed, granite-butressed anti-railroad democrats.

Four hundred of the party leaders of Nebraska democracy have stated their position in the irrepressible conflict of 1906. Their keynote is opposition to corporation and railroad rule in the political affairs that interest the people. That suggests an impertinent query: How many of the "400" really paid their railroad fares to Lincoln in hard cash?

Omaha is looking for all the new industries it can get, but it has already built too many air castles on paper. Every legitimate enterprise whose promoters mean business will have respectful consideration, but the hot-air artists will do us a favor by giving Omaha a wide berth.

South Omaha seems to have polled nearly 3,000 votes at its municipal primary under the new direct nomination law. This is a pretty good percentage. If Omaha scores as well at its coming primary it will poll between 9,000 and 10,000 votes.

Those Hungarian miners who are returning to their native land to avoid trouble during the prospective strike in Pennsylvania may be jumping from the frying pan into the fire, unless reports from Budapest exaggerate the situation. President Stiekney was a potential factor in the establishment of the Omaha Grain exchange, but those promised cereal and flour mills have not yet materialized, probably because the mills of the gods grind slowly.

Insinuating Trouble. Washington Post.

MINOR SCENES AND INCIDENTS SKETCHED ON THE SPOT.

An Ohio minister, Rev. Willbur P. Crafts, seeking a wider field for his skill as a reformer, blossomed out in Washington a year ago as superintendent of "The First Christian Lobby" ever established at the national capital. The nature of his graft was not apparent at the time. Later, however, it became so conspicuous that the Protestant department assigned to reform the reformer. The crafty Crafts was discovered using the congressional frank in forwarding literature through the mails and the authorities stopped the game with a heavy hand.

Mr. Crafts had been a familiar figure around committee rooms at the capitol, and succeeded in having printed in committee hearings no end of matter exploiting his own works and views. The book was made up by reprinting these hearings, together with extracts from speeches and congressional documents. The volumes were sent out under Representative Gillette's frank, which marked "part of the congressional record."

To every person to whom the book was sent was also sent a letter under regular postage stating that if the recipient chose to keep the book he might send 3c cents "for the good of the cause" to the International Reform bureau. Otherwise the recipient should return the book under the frank which was enclosed with it. The book was about half an inch thick. The postage, if paid, would have been considerable.

The Washington Times proposes ex-Governor Larrabee of Iowa as a member of the new Interstate Commerce commission, on account of his activities in securing the passage in Iowa of a model law on which much of the celebrated granger legislation of several decades ago was patterned. Without commenting on Governor Larrabee's fitness for the job, for this post, it is interesting to note that he is a one-eyed man, and so is Mr. Tillman, the titular leader in the rate fight on the floor of the senate. The prominence of two men thus afflicted in the present controversy, suggests the old saying that among the blind the one-eyed man is king. But it has always been said that Larrabee by his friends in Iowa that he could see a great many things with his solitary eye.

The senate in Washington had just come out of executive session the other evening and several members were seen to be smoking. Among them Mr. La Follette of Wisconsin. Senator La Follette, who had just stepped up to him and said: "My dear boy, I am the oldest senator in years, as you are the youngest in service." "That's nicely said, senator," replied La Follette, smiling. "Yes, well, now, let me tell you something," replied La Follette. "You are revealing the secrets of the executive session when you think that clear after the doors are opened." Both laughed heartily. "One thing more," continued the old man. "I don't let out any secrets that way, because I take my tobacco another way. See?" and shifting a lump from his right to his left cheek he stalked into the cloak room.

The most entertaining places in Washington are the galleries of the senate and house, where the uninitiated public are allowed to sit, drinking in wisdom as rapidly as it is distilled by the law makers. If the correspondents in the press galleries could penetrate as deeply into the heart and mind of the statesman, and could read as readily the deep significance of their most trivial actions on the floor as the acute intelligence of the great uncombed, the newspapers of the land would be filled each day with highly entertaining disclosures on matters of state. This is not an accurate and sometimes tedious record of what really takes place. On a day when the senate was waiting for the railway rate bill and had nothing to do of any moment, it was killing time through the operation of certain minor routine legislative processes. Only a few senators were on the floor, barely enough to give life to the fiction that the august body was in deliberative session. One drowsy correspondent sat above the vice president's chair, dreamily making wretched caricatures of Eugene Hale. The whole place was peaceful and quiet, and so content as a barnyard on a midsummer afternoon.

While traveling in a Pullman car not long ago Congressman Hardwick of Georgia, the smallest man in the house, found himself fellow passenger with a well-dressed, quiet-looking negro. This was not agreeable to the Georgian, who was further riled on seeing the colored man in the dining car. He and the darky returned to the Pullman about the same time and then Mr. Hardwick went to the conductor and asked that the negro be put out of the car. "We can't do that, sir," the conductor answered. "Well, if that fresh nigger gets near me I'm going to wipe up the car with him," declared the Georgian. "I won't have him around me. Who is the black rascal?" "That's Joe Gans, champion light weight pugilist," answered the conductor, and Mr. Hardwick concluded not to "wipe up the car" with his quiet looking fellow passenger.

While discussion of a military bill was progressing in the national house of representatives the members were trying to understand what was meant by "the control of field artillery." Several army captains were in the gallery. One member frankly asked what was meant by "fire control" and Congressman Parker of the committee on military affairs said he would explain, but he had seen it work a few days before. "The signal corps men," he said, "lay a little telegraph line in the field which operates by telephone. Then they have a little bit of a spyglass up at the top of the hill which they level like a transit. They take a sight on the enemy and then take another on a church steeple in the rear and then they know the distance. So the gunner shoots over the hill and hits his mark without seeing it." Then the army officers retired in disgust.

Some congressional visitors at the White House asked President Roosevelt whether it was true that President Baer of the Reading road was coming to Washington to consult him about the proposed coal strike. "Not that I know of," said the president. "I think it is most unlikely. Although Baer is a brother of mine in the Dutch Reformed church, I think he always crossed himself whenever he thinks of me or hears my name mentioned."

Good Work of a Novice. Philadelphia Record.

"LaFollette is a fearful, resourceful man, who needs watching," said Senator Aldrich at the close of Friday's debate on the bill relating to the five civilized Indian tribes; and there was truth in the remark. The senator from Wisconsin has broken through the time-honored custom, which dooms novices to a period of impotent silence. He has jumped into the senatorial forum armed cap-a-pie and is making his individuality felt. He did not succeed in writing into the bill a prohibition of the ownership of coal mines by railroad companies or their stockholders, but he did prevent the adoption of an amendment to the bill which would have sanctioned continuation of the policy of selling coal lands in the Indian Territory to transportation companies. A pretty good day's work for a novice.

A DIMPLE MAKER. Find a child with dimples and chubby arms and legs and you find a healthy child. Find one with drawn face and poor, thin body and you see one that needs Scott's Emulsion. Your doctor will no doubt tell you the child is fat-starved—its food is not nourishing it. Nothing helps these thin, pale children like Scott's Emulsion. It contains the very element of fat they need. It supplies them with a perfect and quickly digested nourishment. Scott's Emulsion brings dimples and rounded limbs.

SCOTT & BOWNE, 109 Pearl Street, New York.

SPELLING REFORM.

The National Educational association is in session at Louisville. In the course of an informal discussion of spelling reform a resolution was adopted requesting the association to order the following twelve phonetic words used hereafter in all its publications:

"Business" for business, "senif" for census, "measur" for measure, "pleasur" for pleasure, "rest" for read, "truf" for rough, "trauf" for trough, "folt" for fold, "tuf" for tough, "tunge" for tongue, "yung" for young.

There is no question of the plain logic of the spelling reform proposition. It appeals to the reason. Its advocates can not let silence anyone who undertakes to defend the present arbitrary, unsystematic code of symbols on the ground of science. Yet when all is said and done, the opponent of the reform has only to say that the thing cannot be done by law or resolution, and that ends the debate. Custom is the determining factor. If the National Educational association adopts these twelve phonetic spellings and sticks to them, and then if the text book publishers agree to adopt them, and if the teachers strictly follow the books and the children are not corrected at home, and if there is no prohibition of the process by statute, the next generation will probably write somewhat as follows:

Business over for the day, the yung woman set forth for pleasur. She put on a hat with a red fether and measured her way to the country, most of us are now able to visualize John D. Rockefeller with a wig instead of a bald pate. But in this matter of spelling reform it is always to be said that the adoption of the plain and simple combinations of common sense will, at one fell swoop, destroy the lines which now divide the great and the small, the noble and the ignominious, the good and the bad. No longer can the good spellers lift their eyebrows in mute scorn of the poor spellers, casting them into outer darkness. No more will misspelled letters be joyfully read aloud in newspaper offices as a diversion from the weary grind of the day's work. Great reforms are always costly.

THE RAILROAD CONTENTION. Significance of the Struggle for Judicial Review. The controversy rages now around that provision of the Hepburn bill which limits the courts to passing upon the law and does not include an invitation to roam over the whole field of facts in determining whether the commission did right. If the bill is passed as it stands, there might be many rates fixed by the commission which the courts will not interfere with, because they are not at all confiscatory, and the proceedings have been regularly taken. As a matter of fact, however, the commission would, in this realm of discretion, make very few rates. The railroads knowing that the commission had the power to make and enforce reasonable rates, would save their face by making the reasonable rates themselves. On the other hand, if the senate succeeds in emasculating the bill so as to provide that every rate made by the commission shall start a new lawsuit, the railroads will have no incentive to make reasonable rates. They will make unreasonable or discriminating rates, as they choose, and figure on reaping the reward of their industry while their lawyers are carrying suits through the courts. To guard this feature of the review business, Mr. Spooner has suggested an amendment which provides that in case of an appeal by the railroad from a commission rate, the railroad shall put up in court for each shipper the difference between its rate and the commission rate, to be turned back to the shipper or the railroad when the case is finally adjudicated. The weakness of this scheme is that the complications would be endless, and the rates that would be beyond human ingenuity to fathom. The significance of all these amendments is that the railroads seem to prefer some sort of court to pass upon their matters than the commission. Perhaps this is because, with the commission, it would be a sharp, unyielding decision, while in a court many subsidiary questions could be haggled in to prolong the interesting proceedings and make the shipper wish he had never gone to law.

Under the court-review plan, it is the shipper who makes the rate by making the legal fight. Under the Hepburn bill, it is the commission which makes the rate by making it. The railroads seem determined to shift the burden to the shippers because they know how to handle them. The essential injustice of the government pretending to regulate rates and then shunting the whole burden upon the already-drooping shoulders of the shippers, is what sticks out in all these so-called court-review amendments.

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WALTHAM WATCHES. Mechanical skill and knowledge have made them the best in the world.

The "Riverside" movement is particularly recommended—made in all sizes.

PERSONAL NOTES. Having tried palmistry, crystal gazing, Christian Science, bridge and party politics, London society is about to study Plato. Mrs. Hanna has decided to sell Glenmere, the beautiful country home of the late Senator Hanna, near Cleveland, O. She will live in New York with her son. Jan Kubelik, when in New York, lives in a private car at One Hundred and Sixty-eighth street, preferring to do so rather than live at one of the best New York hotels.

Prof. L. Gaurigge, a prominent French physician, who has made recently some important discoveries in the treatment of tuberculosis, is soon to be a visitor in New York. Poon Chook, a naturalized Chinaman in Mexico, is said to be a millionaire. He went to Mexico from California twenty years ago to work as a cook for a railway construction company. Baron Sonnino, the new Italian premier, has always been said to be of Jewish extraction, and his mother was an English Protestant. The baron's writings on agrarian questions have attracted much attention. He was the founder of the "Giornale d'Italia."

A SCANDALOUS SUGGESTION. Opponents of the Square Deal Shuffle a Short Deck. Pittsburgh Dispatch. It is reported in Washington that senators opposed to the president's rate regulation policy have made a proposition to him that if he will accept their amendments to the rate bill they will see that the Dominican treaty and Philippine tariff bill, now sidetracked and practically doomed to defeat, are extricated and passed. It is also reported that the president has indignantly spurned the scandalous suggestion. One reason for discrediting this story is the improbability that any senator would care to incur the vigorous denunciation which the president would be likely to let loose upon the proposer of such a dishonorable compromise. There would be also the possibility that, as in the beef case and some others, the president might make the whole story public, placing the traders in a most unpleasant predicament. But aside from that it is only too humiliatingly probable that the report may be correct. Deals and trades have not been unknown in the senate. The public is familiar with the use to which the statehood bill and others have been put to obstruct legislation objectionable to the dominant element. This offer to pass bills that have been held up and the implied threat to kill them if the president does not accept the deal are in keeping with the record of managing senators. If such an offer has been made the president will perform a service by making public the contents of the attempted deal. Men who would thus misuse public measures for the furtherance of personal ends should suffer the reprobation they deserve.

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Browning, King & Co. ORIGINALS AND SOLE MAKERS OF HALF SIZES IN CLOTHING. TOP COATS. The first need of spring is the light weight Top Coat, and spring is scheduled to arrive this month. New styles in sack suits are ready here, too. AND HATS. "It is never too early in the season," said Beau Brummel, "to spruce up."

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