

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR.

Entered at Omaha Postoffice as second class matter.

TERMS OF SUBSCRIPTION. Daily Bee (without Sunday), one year, \$4.00. Daily Bee and Sunday, one year, \$5.00. Saturday Bee, one year, \$2.50. DELIVERED BY CARRIER.

OFFICES. Omaha—The Bee Building, South Omaha—City Hall Building, Council Bluffs—10 Pearl Street, Chicago—160 Unity Building, New York—105 Home Life Ins. Building, Washington—614 Fourteenth Street.

CORRESPONDENCE. Communications relating to news and editorial matter should be addressed: Omaha Bee, Editorial Department.

REMITTANCES. Remit by draft, express or postal order payable to The Bee Publishing Company. Only 2-cent stamps received in payment of mail accounts. Personal checks, except on Omaha or eastern exchanges, not accepted.

STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, 1905. C. C. Rosewater, general manager of The Bee Publishing Company, being duly sworn, says that the actual number of copies of the Daily Bee, published during the month of July, 1906, was as follows:

Table with 3 columns: Number, Circulation, Total. Rows include 1-16 with values ranging from 30,140 to 39,900.

Total 97,980. Less unsold copies 10,605. Net total sales 87,375. Daily average 31,515.

C. C. ROSEWATER, General Manager. Subscribed in my presence and sworn to before me this 27th day of July, 1906. M. 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.

Evidently Col. Bryan will have to hunt for the "enemy's country" this year.

The milk in the dairymen's cocoanut is said to be too far above the I-scream point.

The study of the railroad traffic managers will be how to make the new law odious.

The correspondent who heard firing off the Windward Islands has evidently moved upon Havana.

Philadelphia banking corporations may expect their directors to direct for a few days at least.

A second assistant city electrician has been pointed out at a salary of \$100 per month. What for?

Bank depositors should look askance at a combination of speculation and too strenuous religious profession.

Mayor Dahlman has been engaged to lass Governor Warfield, and break the Maryland bronco in for a running mate with Bryan.

Now that Georgia populists have declared in a way for Hoke Smith, Mr. Cleveland's day of canalization cannot be far away.

The demurrer of the Omaha jobbers to the new demurrage rules indicates a healthy reaction against voluntary railroad serfdom.

The council has balked on the initiative and referendum and the friends of that reform quite naturally balk against the council.

Walter Wellman may put in the next six months seeing that the laurels are prepared for his victorious return from the pole some other time.

That Russian diplomat arrested in France for grand larceny made the mistake of carrying the bureaucracy's methods beyond the Russian border.

Now that a Cuban congressman has taken the leadership of a band of insurgents there can be no doubt that the issue turns on spoils of office.

The truth of Edgar Howard's alleged remark that Nebraska demagogues hate "reformers" is certainly borne out by an inspection of the state ticket.

In demanding a law to protect mining investors the American mining congress runs a big chance of reducing its membership in an appreciable degree.

Having certified to the immaculate nature of Iowa packing houses, Secretary Wilson, as one cabinet officer, should be able to draw approval from that state.

The "Platt amendment" may be the real cause of the present trouble in Cuba, as without promise of American appreciation the sugar men would hardly invest in a revolution.

Perhaps those Cuban insurgents believe the offer of amnesty can be had at any time and are willing to try their luck on the battlefield before accepting the terms of President Palma.

When those farmers shall have perfected their national co-operative society, the Standard Oil company will look like a second class combination by comparison—but as yet its luster is undimmed.

MAKING THE LAW ODIOUS.

Every measure designed to curb the arbitrary or unreasonable exactions of public carriers has always been met by attempts to make the law odious. The first practical railway regulation measure in Nebraska was the law framed by Judge George W. Doane, stigmatized by the railroad managers as the "Doane Tub Law."

The Doane law in its general provisions was drawn in conformity with the state constitution, which made it obligatory on the legislature to enact laws prohibiting unjust discrimination between the patrons of railroads. It provided that for a like shipment over a like distance a like rate should be charged, and prohibited a higher charge for hauling freight over a shorter distance than was charged for a longer one over the same line.

The traffic managers denounced this law as inoperative, unjust and extravagant, but they promised to live up to it to the letter, and they lived up to it with a vengeance. In order to make the law odious they refused to carry exhibits to county and state fairs without exacting the same tolls that were charged to ordinary shippers for the same class of commodities. They also announced that no more excursion rates would thereafter be granted in Nebraska under any circumstances.

There was nothing in the Doane law that prevented a railroad from making a separate classification for the transportation of freight to fairs and expositions, and there was nothing in it either to prohibit excursion rates, providing that the same rate would be charged to one set of excursionists that would be charged to another set of excursionists.

To make the Doane law still more odious, the railroads raised their freight rates in western Nebraska on the plea that in carrying out the provision that prohibited a higher charge for a shorter distance than for a longer one they could not transport commodities at the old rates. It was to have been expected that the tactics pursued twenty years ago in Nebraska would be repeated in this as well as in all the other states to make the new interstate commerce law odious.

The first step toward making the new law odious was taken promptly by the new demurrage regulations, against which Omaha jobbers and heavy shippers have entered an earnest remonstrance. The new law granting to the Interstate Commerce commission the power to declare a rate unreasonable and to substitute a reasonable rate, subject to approval by the federal courts, cannot be considered as requiring a change of demurrage rules any more than the law prohibiting passes can be construed into a prohibition of the issuance of mileage books to commercial travelers at lower rates than are charged to ordinary passengers.

The compulsory discontinuance of rebates and drawbacks is not due to the new interstate commerce law, but to the fear that the law prohibiting rebates and drawbacks enacted several years ago would be enforced by the federal courts. Instead of increasing demurrage charges and imposing heavier burdens upon jobbers and heavy shippers, the railroads should by rights have reduced the demurrage rates, because they will save millions of dollars heretofore paid in rebates and drawbacks to the same class of patrons. But a reduction or amelioration of conditions would make the new law popular, while the railroads are bent upon making it odious.

SAFE AND UNSAFE BANKING. The collapse of a big Philadelphia trust company doing a large banking business, following so closely upon the wrecking of a big Chicago bank, is sure to start discussion again of safe and unsafe banking. The Philadelphia bank failure discloses a dissipation of funds by extension of credits based upon worthless collateral and the juggling of records and books for the purpose of deceiving examiners and directors. In the Philadelphia bank, as in the Chicago bank, the arch culprit seems to have been the long-trusted president of the institution, although the Philadelphia bank president has saved himself from pursuit by committing suicide when exposure could no longer be deferred.

The demand is imperative that something be done to make our banks and trust companies more safe for the depositor and creditor and this intervention must come through the public authorities. For the insurance of savings accumulated in small sums, the establishment of the postal savings banks seems to be the only feasible and promising solution, and movements are already on foot to reinforce those who have been pressing in congress for such legislation.

To make commercial banking safer, several remedies may be necessary. An enlargement of the powers and functions of bank examiners by which inspection will actually go beneath the surface and uncover reckless carelessness or wilful crookedness, is being called for on every side, and both congress and the various state legislatures will undoubtedly endeavor to strengthen our laws in this direction at the first opportunity.

Still another desirable reform is the stricter enforcement of directors' responsibility. The directors are supposed to be in constant and personal touch with the affairs of the bank, but in altogether too many cases their supervision is merely perfunctory. A recent observer, who is familiar with all features of banking, declared that the very best and safest banking on earth is the private co-partnership bank where each one who has ownership in it is held responsible to the extent of all his property and not protected by legal limitations against full

ROUND ABOUT NEW YORK.

Ripples on the Current of Life in the Metropolis. The fact that the Nebraskans were quiet last night after their arrival here, says the New York Times of Monday morning, "does not argue that they will not whoop things up during the rest of their stay; in fact, they announced that they would make New Yorkers sit up and take notice before they left town." The Times man is entitled to pose as a prophet. Bright and early the boys were up and there was something doing just as soon as their baggage was stowed to fit. As a bit of preliminary exercise the boss of the band wagon drove a harpoon into the political boom of William Randolph Hearst. It seems the latter is sulking in his tent and isn't boosting for Bryan with the enthusiasm and abandon of a true patriot. The news was carried to the Nebraskans and a war dance followed. "We shall have nothing whatever to do with Hearst while we are in New York," said James C. Dahlman, mayor of Omaha (that's our Jim), who is now here as president of the war dance. "We are a long way from New York and the Hearst newspapers and we had supposed he was for Mr. Bryan. It didn't take long to find out that he isn't, and we took fitting action."

"We wouldn't go near him. He couldn't get a delegate in Nebraska or anywhere else in the west. We have heard of him out there, but never as a candidate for anything like the presidency. It's hard to believe. We're for Bryan 'first, last and always,' and so is the whole west."

Later in the day some patriots of uncertain antecedents attempted to butt into the first section of the procession reserved exclusively for Nebraskans. Our Jim was Johnny on the spot. So were the rest of the boys. An indignation meeting was held and the statement given out that the Nebraskans would not let him out of their sight until they land him in Lincoln. "We didn't come 3,000 miles to meet Mr. Bryan in a crowd of 30,000 other folk, did we, boys?" demanded Mayor Dahlman at the meeting; "we came here to meet the man of the boat and stick to him till we landed him at home in Lincoln, didn't we?" "We did!" yelled the Nebraskans. "Well, when that big steamship gets in," continued the mayor, "I propose that we bring along Lake Mr. Bryan off and bring him right up here to the Nebraska headquarters, those are his home folks and this is his home in New York, isn't it? Now, are you with me?"

"We are," yelled the Nebraskans, and all the bell boys in the hotel rushed upstairs shouting, "Coming, sir!"

It cost over \$3,000 to make the automobile record from San Francisco to New York, and the end is not yet. The car that made the wonderful 4,300-mile trip across the country, in 15 days, 2 hours and 12 minutes, is still to try to cut ten hours off the best time heretofore made in the world, and before it has completed its 4,000-mile run nearly \$10,000 will have been expended for the mere purpose of developing the efficacy of the automobile and the general improvement of the sport and the trade.

L. L. Whelan, who drove the automobile from New York to Chicago for such a trip \$2,500, a part of which is dependent on success. C. B. Carris, who assisted him and was almost as important a factor in the success, received a little over half that sum. There were four mechanics engaged by a private party they would command a great deal more. To equip the car was no small part of the expense, running beyond \$4,000, in addition to these salaries. The transportation of the relays from point to point by rail required a considerable outlay. Only two men made the trip from coast to coast.

It is the fashion in the modern hotels of New York to write off \$10,000 a year as the loss for silverware and china taken by guests in the course of twelve months. Many persons have soured for their visits to New York and take spoons, knives, forks and any sort of small ware they can slip into their pockets. The craze has grown so that the big hotel men now purchase cheap hardware for the use of transient guests, but the figures of loss run up in three of the city hotels to the \$20,000 mark. The women are blamed for this sort of theft and the proof seems to be against them. A well known hotel man in the city said: "We know it is the women who take the stuff and many of them are New Yorkers. When there is a big dinner in this hotel, attended by women as well as men, we use a special set of spoons and other tableware made at little cost and stamped with the name of our hotel. We lose one-third of the lot, but the cost of late years is figured in the dinner as no such per plate. The spoons cost us 6 cents each and are not much to look at after one night's use. The knives and forks are worth less than 15 cents. When we have a dinner exclusively for men we put good plate on the table and don't lose 2 per cent of it. This good table service is cut out at the mixed dinners."

In sight of 3,000 people, Captain Tom Riley, armed with a broadsword, fought a battle with a huge twelve-foot man-eating shark in the water off the iron pier at Coney Island. The shark was badly cut during the fight, and was at seen heading in the direction of Long Branch. Captain Riley runs a bath house at Balmer's Beach, and is considered an expert with the broadsword. When a swarm of bathers were in the water a school of bluefish stood in toward the end of the iron pier about 15 yards from the shore, when the dorsal fin of a shark was seen above the water, just behind them. Captain Riley grabbed his broadsword, a trophy which he keeps in the bath house, and he and his two lifeguards tumbled into a rowboat and started to the rescue. When the rowboat was within thirty feet of the fish Riley jumped overboard. Diving, he came up under the shark and managed to inflict a gaping wound in its stomach. The fish made several quick dashes, and then, apparently having enough of it, swam away, just as Riley brought the sword down behind his dorsal fin.

Twenty thousand children were the guests of County Clerk Peter J. Dooning, the Tammany leader of the Ninth assembly district, Manhattan, at the Manhattan Casino Monday night. All kinds of games were there for the lots to enjoy themselves in, including carousels, the cave of the winds, "saldoo," or how to get home; ball games, "Punch and Judy," doll games, while the amount of refreshments for the little ones was practically unlimited. Two hundred and fifty cans of milk, 10,000 quarts of ice cream, ten barrels of root beer, sixteen barrels of lemonade and cake in quantities uncalculable were provided for the county clerk's little guests, who were all brought from the Casino to their homes free, arrangements having been made for their transportation from the scene of the festivities to their residences by the committee of arrangements.

Old Boys Will Play. Chicago News. We trust that the harvest is over and the threshing is done in Nebraska, otherwise we do not see how so many able-bodied Nebraskans can justify their action in going all the way to New York to meet Mr. Bryan, who could not possibly be less than if not one of them shook hands with him at the dock.

EASY MARKS MULTIPLY.

Many People with Money Worked by the Promoter. Chicago Chronicle. It is a vulgar but expressive maxim among swindlers that "a fresh sucker" is born every minute. The maxim is grounded upon fact. Tempted by the fact of holding out the hope of unearned money and he loses his reasoning faculties and falls a prey to the confidence man.

It is only a few days since the postoffice inspectors and the local police raided a swindling concern which advertised to pay enormous dividends from Mexican rubber and coffee plantations. The managers of the concern bid their dupes to the extent of almost \$1,000,000 and the newspapers are still filled with the details of the swindle.

Yet, though it seems incredible, it is evident that people will read on one page of the operations of the Mexican plantation gang and they will turn to the next page and accept as gospel truth the wild and lurid advertisements of other enterprises which make promises even more preposterous than those of the Mexican confidence operators.

The people do accept these extravagant offers as genuine is shown by the fact that the advertisements continue to appear. If the "suckers" were not biting it would be impossible to pay for the advertisements. That the advertising continues is conclusive proof that great numbers of people really believe that the advertising philanthropists will sell dividend-paying stock at about one-twentieth of its value.

That is what they agree to do. There is no promise too extravagant for them to give. "Come in and get rich quick!" they shout. "Ten-dollar gold pieces for 3 cents. Get in on the ground floor. Come early and avoid the crowd." It is, as we have said, beyond belief that Americans, who pride themselves on their astuteness, should hand their money over to "shellworkers" of this type, yet there are the facts. The expensive advertisements continue to appear. The money to pay for them can come from but one source and that source is the "sucker" who is produced at the rate of sixty or 800 per hour.

PERSONAL NOTES. A statue will be erected in Peeth to Kaval Kovates, a shoemaker who invented the merchaum pipe. He died in 1764. The original pipe is still preserved in the Peeth museum. Whitman Cross, geologist of the United States geological survey, is making a real survey in the San Juan district, Colorado. He is assisted by Messrs. Albert Johnsen and L. R. Woolsey. An inmate of the Home for Needy Confederate Women, in Richmond, Va., is Captain Sally L. Tompkins, the only woman who received a commission from President Davis of the confederacy. She was a captain of cavalry. One princely family of Germany, having the franking privilege, sent through the mails the material for a stone house. Nobody expected the congressman franking his humble laundry would ever be so severely outshamed.

Mark Twain has purchased the old Noah Sherwood home in the village of West Redding, Conn., and will reconstruct it. The house will occupy the crest of an elevation which commands a view in every direction. It will be of stone and will cost \$30,000. The princess of Monaco is the first Hebrew woman to reign in any land in Europe. She was related to the great German poet Heine and is half American by birth. At the splendid old castle in the principality she entertains in brilliant style and is one of the most popular hostesses on the continent. Baron Komura, who succeeds Viscount Hayashi as Japanese minister to London and who represented his country in the peace conference at Portsmouth, has had a long and brilliant diplomatic career. He has been minister at Washington and St. Petersburg, charge d'affaires at Peking, civil administrator at Fort Arthur and occupied the position of foreign minister at Tokio when the Russo-Japanese war broke out.

Legal "Jokers" Are Short-Lived. Pittsburg Dispatch. If there is any truth in that report of a Standard Oil "joker" in the rate bill an amendment will fix it. Also, any other "jokers" that may be discovered. The country is in earnest about rate regulation this time.

THE STORY OF THE WHITE HEART.

\$1.17 IN EVERY PACKAGE. We do not mean that \$1.17 in currency is actually enclosed in each package of Pillsbury's Best Breakfast Food. But we do mean it saves you that much over the ready-to-eat kind. Besides you get "Pillsbury" quality, and that's always the best. A package containing two full pounds costs 15 cents. When prepared, it makes 12 pounds. The ready-to-serve kind, containing about 1/2 of a pound to the package cost 10 cents. A full pound would cost about 11 cents, 12 pounds would cost \$1.32. So the difference between 15 cents and \$1.32 indicates the saving when Vitos is used—\$1.17. Use Vitos regularly. Put \$1.17 in the bank every time you buy a package. Vitos is a delicious food, it is the "White heart of the Wheat" berry—The very life of the grain.

Pillsbury's Best Breakfast Food. WHEAT FOOD. BURNING THE EVIDENCE. Suspicious Activity in the Railroad Crematories. Philadelphia Press. Frequent news dispatches from the west during the last thirty days have described how carload after carload of railroad books and papers have been taken to isolated points and there destroyed by fire by trusted employees of these corporations. The inference has been that the documentary evidence thus made way with was of a dangerous character and liable to conviction of the interested company of unlawful discrimination should the books ever be produced in court.

The inference is no doubt the correct one. In view of the approaching enforcement of the rate bill passed by the last congress. The necessity of destroying incriminating books and papers, particularly those which have to do with rebates and preferential rates favored shippers, can be understood when taken in connection with this provision from the new rate bill: "And the attorney general of the United States is authorized and directed, whenever he has reasonable grounds to believe that any such person, corporation or company has knowingly received or accepted from any such common carrier any sum of money or other valuable consideration as a rebate or offset as aforesaid, to institute in any court of the United States of competent jurisdiction a civil action to collect the said sum or sums so forfeited as aforesaid; and in the trial of said action all such rebates or other considerations so received or accepted for a period of six years prior to the commencement of the action may be included therein, and the amount recovered shall be three times the total amount of money, or three times the total value of such consideration so received or accepted, or both, as the case may be."

In other words, where a suit for a rebate against any railroad is commenced under the new act, and judgment is obtained, not only shall three times the amount of money involved be recovered, but all the rebates for six years previous shall be included therein. No wonder railroads are destroying books and papers, particularly if the corporations have been rebating with the freedom that recent court trials have demonstrated.

Legal "Jokers" Are Short-Lived. Pittsburg Dispatch. If there is any truth in that report of a Standard Oil "joker" in the rate bill an amendment will fix it. Also, any other "jokers" that may be discovered. The country is in earnest about rate regulation this time.

SMILING LINES. "After all, the old saying, 'There's always room at the top,' doesn't mean anything." "Unless," replied the traveling man, "it means that the lower berths in the sleeper are usually taken before you get there." Philadelphia Press. "Don't you hate anybody that slops over?" said the caller. "Don't!" exclaimed Mrs. Flathead, her eyes suddenly blazing with wrath. "That's what the people on the floor above do with their!"—Chicago Tribune. "Here is a long editorial on the debt we owe posterity." "I don't read it. The debt we owe posterity is one of the debts I am always willing to pay."—Cleveland Plain Dealer. "I am going to give you a tip on automobile." "And just then the machine turned them both over neatly into a ditch."—Baltimore American. Trumbull—You look relieved. Bralley—I am. I've just paid all my debts. Trumbull—How did you manage it? Bralley—Oh, I borrowed \$1,800.—Somerville Journal. Goodman Groggins—Wake up, pard! Wot ye groggin' about? Tufford Knutt (rubbing his eyes)—Gosh, but I've had a rough night. I thought I'd got a job 'n' work 'n' was doin' the manufur' fur a octopus.—Chicago Tribune. "How about Miss Sneering?" inquired the returned traveler. "I suppose you are still friends?" "No, indeed," replied Snarley. "Why, we've been carried over a year."—Philadelphia Ledger. "Under what circumstances," asked the chief examiner, "would you call in another physician for a consultation?" "When I didn't want the patient to die on my own hands," promptly answered the medical student.—Chicago News. THE TIRED FEELING. Chicago News. When the sun gets to cheerfully shining. When the weather is settled to fair. It is then I feel most like reclining. Out of doors on the porch in a chair. Or the cover is mighty attractive. And a hammock is good in the shade. I don't feel so especially alive. When the weather is fine, I'm afraid. When it's cold and a drizzle is falling. When the skies are all gloomy and murky. Then the thought of hard toil is appalling. But to time and to place, I am bound. With a seat by a fire, bright and snappy. And a book and the pipe that's my pet. I can loaf all the day and be happy. But I never can work when it's wet. When it's summer I'm languid and weary. And I can't go to work with a zest. In the winter it's chilly and dreary. It's his mighty good weather to rest. I can't give you an adequate reason. But to time and to place, I am bound. And it's seldom I find there's a season. When I don't enjoy loafing around.

Advertisement for Pillsbury's Best Breakfast Food, featuring a large illustration of a cereal box and the text "\$1.17 IN EVERY PACKAGE".

Advertisement for Lord & Thomas, featuring the headline "How Much 'Dead Wood' Have You in Your Advertising?" and detailed text about advertising effectiveness.

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