

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR.

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Table with 3 columns: Copy number, Circulation, Total. Rows 1-16.

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Subscribed in my presence and sworn to before me this 21st day of August, 1906. 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.

Fusion seems as objectionable to some people in life insurance elections as it is in politics.

Filipinos desiring self-government should await the result of the experiment in Cuba before taking to the war path.

In holding preliminary conferences at Havana Secretary Taft is apparently anxious to learn how long the real work will last.

With France and Belgium beginning to squeeze Morocco, the sultan may expect an early return for favors in the Stensland affair.

The disclosure that insurgent troops are for the most part veterans of the Spanish war shows that some Cubans really got what they thought they were fighting for.

If the local telephone company wants to reduce rates and cut out special tolls on conversation between Omaha and South Omaha, we know of nothing to prevent it.

With Cato Sells posing as the champion of radical democracy in Iowa, it must be admitted that the republicans have no corner on surprises sprung in Iowa politics.

The seizure of an American vessel charged with landing smuggled goods in Canada indicates that American devotion to tariff laws does not extend beyond the frontier.

When it comes to prompt and accurate election returns the people have to read The Bee. This fact was never so strikingly enforced as in reporting the result of Tuesday's primary.

Inasmuch as the estimate of dead in the Hong Kong typhoon steadily grows larger, the first reports could not have been sent out by the correspondents who heard "fring at Che Foo."

A Kansas federal official who has been in office twenty-five years has been found short \$1,500 in his accounts. He evidently required a long time to discover the possibilities of his position.

The statement that government contractors dislike the eight-hour law, but will respect the statute, is probably the condition of everyone who is law-abiding merely for fear of the penalty.

One reason why the Union Pacific was so strenuously opposed to including in the rate bill any prohibition upon railroads owning subsidiary coal mines whose product they transport is now plainly apparent.

When the friends of Mr. Bryan undertake to "get the scalps" of southern leaders who oppose his program, the perils may well claim the ownership of the party; but a repetition of the Illinois "stalemate" is not likely.

Another thing no fellow can find out is the reason why nearly 600 voters marked their ballots at the recent Douglas county primaries for a legislative candidate who had publicly announced that he had withdrawn from the race and did not want any of his friends to vote for him.

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REDUCING FREIGHT RATES.

Attention is being called to what seems to be an extraordinary number of applications on the part of the railroads to the Interstate Commerce commission for reduction in published freight rates.

The permissions given in response to these applications, Interstate Commerce Commissioner Lane is quoted as saying, "have probably resulted in more freight rate reductions than have ever before taken place in this country in any period of equal length."

If these rate reductions were real and not merely nominal, the action of the carriers in making them apparently of their own accord would appear in the light of a recognition of the fact that the rates charged at the time of the enactment of the new law were excessive.

The probabilities are, however, that the new schedules filed, ostensibly reducing the tariffs, are in fact simply correcting them to conform to what was actually exacted from shippers, taking into consideration the rebates that were formerly paid.

The railroads had a habit of pretending to favor particular patrons and put them under obligations for which reciprocity could be demanded in business and in politics, when the same favors were regularly granted to all their competitors so that each rebate shipper was being simply deceived into believing he had a better rate than was granted others.

It is fair to assume that when it comes to measuring the returns to the railroads under the newly reduced rates the revenues will be greater or at least no less than they were under the displaced higher rates.

Again, the elaborate expert investigation of tariffs which the Interstate Commerce commission inaugurated several months ago has disclosed a vast number of other illegal rates, many of which the railroad companies are now hastening to correct to head off prosecution.

These rate reductions, therefore, are not to be regarded either as voluntary or as wholly in the direction of reduced carrying charges, but they are none the less to be welcomed as signs of the efficacy of the amended interstate commerce law.

THE KEEP COMMISSION.

The Keep commission, of which little has been heard for six months, has ready now a mass of reports and conclusions which are to be the basis of an important series of executive orders wiping out departmental abuses and red tape, effecting extensive economies and introducing radical changes in methods of conducting public business.

One of the main difficulties encountered by the commission, which was appointed by the president to overcome the inertia and paltering of departmental officials and employes, was not so much to discover necessary changes, but to get them introduced.

For it was soon found that an isolated recommendation at once aroused the aggregate resistance of those involved in the whole system of abuse, whose influence extended not only into congress, but also to all sorts of powerful interests having dealings with the government.

Accordingly the commission has preferred to take the bull by the horns and with the backing of the president will force the issue broadly by wholesale reform, including a comprehensive system of accounts to put the work of the government on a more strictly business basis.

purchase of supplies, telegraph and telephone charges, official correspondence, salaries, promotions and dismissals, concentration of routine processes and a revision of the methods of handling freight transportation now paid by the government and amounting annually to \$15,000,000.

The assertion certainly seems credible that by grouping such reforms the magnitude of the benefit will attract public attention and put obstructive interests at disadvantage.

WINSTON CHURCHILL'S FEAT.

The defeat of Winston Churchill in the extraordinary contest for the republican nomination for governor of New Hampshire was accomplished only under circumstances which really constitute a victory for the cause of railroad control, which he advocated and made the basis of his candidacy.

Without much experience in practical politics, without any of the ordinary alliances and methods which are employed by aspiring politicians and in spite of the combined corporation influences, he appealed directly to the conscience and interest of the people.

While on the decisive ballot he fell short only seventeen votes of the nominating number, he was yet able to defeat the corporation slate and to force a platform declaring for anti-pass, anti-lobby, ballot and primary and railroad regulation reforms.

The notable feature of this accomplishment is that it has been reached in a state in which effort to dislodge or weaken corporation dictation has long seemed hopeless.

New England from the first has been the Gibraltar of those influences, which were hostile originally to regulation and are still today hostile to control of transportation corporations by public authority, and which, indeed, have organized most bitterly and effectively all efforts in other sections as well as in congress to subordinate them to law.

Legislation in New Hampshire has long been notoriously under corporation dictation. The effect of the movement championed by Churchill in the republican convention cannot, therefore, be regarded otherwise than deeply significant of the universal awakening of the people, and it ought to be especially encouraging at this juncture to all those who in other states are striving to overthrow corporation tyranny and undue influence.

SENATOR BAILEY'S POSITION.

Senator Bailey's attitude with respect to public interest in his "corporation connections," according to numerous apparently reliable newspaper interviews, may be inferred from his flat refusal to offer any explanation whatever, except a general affirmation that his relations as a lawyer to affiliated or constituent corporations of the Standard Oil combine have been absolutely legitimate.

"Not only do I intend to use my time," says he, "in the legitimate practice of my profession, but I do not intend to humor what seems to be a morbid state of mind which demands an explanation for everything a man does, no matter how entirely proper it may be."

This attitude, however, would seem necessarily to place him in direct antagonism with Mr. Bryan, who in the most deliberate manner has taken the ground that a man "cannot serve the public while he is seeking to promote the financial interests of the corporation with which he is connected," and upon that ground took the sensational step of peremptorily demanding the resignation of Roger Sullivan as Illinois member of the democratic national committee.

And the Nebraska statesman, assuming the role of party dictator and censor, has broadened the issue, proclaiming that the party organization and representation in government must as a test of sincerity be purged of all who stand in such relation to corporations.

Mr. Bryan's fundamental position, therefore, is that corporation connections are an inherent disqualification for public service. Senator Bailey contemptuously refuses even to humor "a morbid state of mind which demands an explanation" of corporation connections, to say nothing of summarily ostracizing all who have them.

The circumstance that the Texas leader refers to as "proper" and "legitimate" connections is altogether immaterial, because the whole issue is thereby assumed. That would be to relegate the whole matter, without explanation or publicity, to the decision of each individual for himself, as ex-Senator Burton of Oregon undertook to do, and in any event Mr. Bryan's denunciation categorically excludes those having such "corporation connections."

It remains, of course, to be seen whether Mr. Bryan will meet the issue involved in Senator Bailey's position. He cannot maintain consistency in charging full tilt upon Committeeman Roger Sullivan and then pulling rein or turning tail when Senator Joseph W. Bailey stands in the way.

GROWING INDEPENDENCE IN IOWA. The outcome of the direct primaries just held in Douglas county is significant as indicating the growing independence among voters irrespective of political affiliations. The tickets nominated by both republicans and democrats cannot be found complete on any slate or sample ballot made up or distributed at the polls.

The voters seem to have exercised a discrimination of their own and have been controlled chiefly by their information about the men seeking their favor and their supposed qualifications for the positions to which they were aspiring.

IN MEMORIAM.

What He Accomplished. Fremont Herald.

The life of Edward Rosewater was a life of struggle against great odds. In the beginning of his newspaper career poverty was his chiefest foe, but that enemy was vanquished by the indomitable will of the man, and he lived long enough to garner the goods of earth far greater store than falls to average hands.

Many years ago he frankly admitted to friends that the supreme ambition of his soul was to occupy a seat in the nation's senate as the spokesman for the people of his own loved state. In later years that ambition possessed him to the exclusion of the interest he had hitherto shown in other affairs, and it has been charged that his senatorial ambition caused him to change political position sometimes to the annoyance of his closest friends.

Perhaps this is true, but it was only natural. He was a laudable ambition. Under his eye always, in large degree, under his leadership and influence, Nebraska had grown from a sagebrush settlement to one of the grandest among the sisterhood of states. He knew the part he had played in the transformation, and it was natural that he should aspire to the great dignity and honor of speaking for his state in the senate of the nation.

Is Nebraska first among the states in point of education? Then let us pay, as justly is due, our thanks to Edward Rosewater, whose great newspaper has been for a third of a century the consistent and helpful friend of public education. In Nebraska a state where the individual dares assert his own rights in the presence of the great combinations of capital? Then give to Edward Rosewater all the praise, for the record reads that never a political victory was scored by the people against the corporations save when the people followed him as leader.

Is there a spirit of liberality among the people of Nebraska? Then let lovers of liberty bear offerings to the Rosewater tier today, because through all the years he has reached up to the stars the good doctrine of liberality, opposing every attempt at sumptuary laws and every movement to deny to any man the worship of his God in harmony with the dictates of conscience.

Won for the People. Schuyler Free Press. In all his newspaper career he was the foe of the corporations in political affairs and ever stood for the regulation of the railroad companies as to freight and passenger rates and for equal taxation as compared with private property.

He battled for the people, who stood seemingly single-handed and alone in the case, but he lived to see what he had so long fought for, and which did not seem to make much headway, finally became a popular subject and before the people in such a way as to foreshadow the victory for the people. It was Edward Rosewater who stood for the control of the railroads by legislation and against railroad domination of political matters; it was Edward Rosewater who appeared before congressional and legislative committees and argued for railroad regulation and furnished statistics and reasons; it was Edward Rosewater who persistently fought for proper railroad assessment and battled in season and out of season for the cause.

In his death Nebraska loses one of its greatest citizens and the common people their grandest defender. He was a great man for his time, and his indomitable will, in his mind and intellect, in his personal honor and integrity, he was great in the battles of life he fought for the bettering of humanity, he was great in the friends he had and in the enemies he made. Nebraska has suffered a great loss.

Servant of Incessant Toil. Ashland Gazette. The great strength of Mr. Rosewater's character lay in his capacity for hard work, his indomitable will and his marvelous developed mind. He had at ready command a fund of information on almost any theme that was astonishing to those who knew him.

He had a marvellously retentive memory and his grasp of men and of things and of facts was such as placed him in the ranks of the world's geniuses. Rosewater aimed to be the best of his kind. To his family he was kind, to his employees both just and generous, and to his state and the city of his home he was a servant of incessant toil. To promote the welfare of his state, his aim, and he never spared himself in order to advance any cause he had espoused.

Enemies Must Give Him Credit. Beemer Times. In his death Nebraska loses one of its brightest and most noble sons, a man among men, who, though he had many enemies, those enemies must and do give him credit for being honest in his convictions.

State and Nation Mourning Loss. Humphrey Leader. Genuine regret and sorrow is expressed on every hand, state and nation, over the death of Edward Rosewater, the veteran editor, founder and builder of The Omaha Bee. Mr. Rosewater has lived in Omaha for nearly forty years and was the editor of The Bee for thirty-five years.

Political Prayer Text. Pittsburg Dispatch. Colonel Watterston's devout and earnest prayer that Providence would give Mr. Bryan wisdom was speedily followed by Bryan's modification of his government-ownership issue. Will anyone show cause why this should not be accepted as a prayer text?

Take Your Choice. New York Tribune. Cuba's politicians ought to realize that they can't keep their cake as well as eat it. It is a choice between independence with order and order without independence.

A RHYME OF WARNING. John Kendrick Bangs, in New York Herald. I wish I could meet that fellow who'll meet with a watery fate. Because he will rock the rowboat and learn when it is too late.

CHICAGO'S NEW COURT HOUSE.

Some Facts About the Building Rising on the Site of the Old.

With ceremonies befitting the event the cornerstone of the fifth court house built by Cook county in Chicago will be laid by Vice President Fairbanks this afternoon. The new building is rising on the site of the old at Washington and Clark streets.

The claim is made that it will be "the largest court house in the world and the first one in this country designed as an office building especially to meet the requirements of the county government."

Hitherto the city and county government occupied jointly the building on Clark street erected after the great fire of 1871, and regarded in its day a splendid monument to the new Chicago. But it outlived its usefulness long ago.

Two years ago the county decided on a new modern building. The county's half of the joint court house was torn down and the new one started, leaving the city's half of the old building to serve as a darkened background for the modern structure.

Instead of the usual public building with domes and porticos the new court house is arranged to fit exterior elevations. It is dignified in design, impressive in proportions, classic in composition and will cost with furnishings \$5,000,000.

The new court house will have a floor area of fourteen acres and one mile of corridor space. The floor space of the old building was five acres. The offices of the county collector and recorder alone will have 40,000 square feet of floor space, or 20,000 each. There will be eleven stories, with basements and sub-basements in addition.

The lowest floor, where the boilers will rest, will be thirty-eight feet below street level, and the highest point of the roof will be 215 feet above ground. The boiler stack will be 7 feet 9 inches in diameter and 275 feet 2 inches long. It will weigh seventy-five tons.

The general design of the building will be on the lines of a giant letter "E." There will be two large courts to the west of the long side of the "E" will be on Clark street and the ends on Randolph and Washington streets.

The center part of the steel and granite letter will contain the elevators, stairs, main foyer and in brief will be the great artery of ingress and exit. The corridors will run north and south in the main section and east and west in the wings. The rooms and halls are to be light and airy.

The area of glass is to be unusually large—greater, indeed, than that in most of the downtown office buildings.

The three double doors in the main entrance will be separated one from the other by piers. At the right and left of the entrance and between the doors are to be four carved, figured panels in high relief, the work of Herman A. MacNeil, sculptor of New York and Bell and Herman, Chicago sculptors. "Justice" will be depicted in the panel at the right of the entrance, and at the left will be a great panel symbolizing "Law."

On a shield between the figures will be carved the seal of Cook county. Two panels are to be over the piers between the doors and one will represent "Labor on Land" and the second "Labor on Sea."

The two main doorways will be twenty feet high and twelve feet six inches in width. There also are to be entrances on Washington and Randolph streets, but the Clark street approach and lobby will be the most pretentious. The caller, as he goes into the building from Clark street, will find himself in an immense vestibule finished in marble and bronze, with marble and stone paneled floor and curved ceiling of ornamental glass and bronze. The main hall and corridors of the first floor will be finished in Italian marble of a soft buff color.

Entrance from Clark street leads into an immense vestibule finished in marble and bronze, with marble and stone paneled floor and a curved ceiling of ornamental glass and bronze. Beyond this vestibule is a great hall, running completely through the building from east to west. For the present the west end will open into a small court. In the future it will be connected with the new city hall, if so desired. From each side of this main hall, at its western end, run two wide corridors, one to Washington street and one to Randolph street. The great hall and corridor on the first story will be finished in Italian marble of a soft buff color. The walls, arches, groined and vaulted and moulded ceiling will be of this marble and the panels filled with rich mosaic in color, of Italian Renaissance design, similar to the palace of Mantua.

There are to be seven elevators on each side of the main hall and four sets of stairways, two at either side. These are to place every floor to the peak of the structure. In the upper floors the corridors and halls are to be finished in marble and the several departments are to be handsomely treated, but with marked simplicity. The courtrooms are to be given particular attention by the architects, who wish them to be airy and well lighted. The judges' chambers, jury and witness rooms will be adjacent to each courtroom, and also will be pleasant and airy.

O'Donahoe-Redmond-Normile Co. Wish to inform their many friends and customers that they have MOVED into THEIR NEW STORE, SIXTEENTH and HOWARD STREETS, and will be ready for BUSINESS IN A FEW DAYS. See Announcement Later

CHICAGO'S NEW COURT HOUSE. main hall and corridors of the first floor will be finished in Italian marble of a soft buff color. Entrance from Clark street leads into an immense vestibule finished in marble and bronze, with marble and stone paneled floor and a curved ceiling of ornamental glass and bronze. Beyond this vestibule is a great hall, running completely through the building from east to west. For the present the west end will open into a small court. In the future it will be connected with the new city hall, if so desired. From each side of this main hall, at its western end, run two wide corridors, one to Washington street and one to Randolph street. The great hall and corridor on the first story will be finished in Italian marble of a soft buff color. The walls, arches, groined and vaulted and moulded ceiling will be of this marble and the panels filled with rich mosaic in color, of Italian Renaissance design, similar to the palace of Mantua. There are to be seven elevators on each side of the main hall and four sets of stairways, two at either side. These are to place every floor to the peak of the structure. In the upper floors the corridors and halls are to be finished in marble and the several departments are to be handsomely treated, but with marked simplicity. The courtrooms are to be given particular attention by the architects, who wish them to be airy and well lighted. The judges' chambers, jury and witness rooms will be adjacent to each courtroom, and also will be pleasant and airy. There are to be five 30-horse-power boilers mechanically stoked and with patent ash removers and coal feeders. These will distribute 80,000 square feet of direct heating and indirect. The system will be of the direct vacuum description, the direct heat to be seventy and the indirect seventy-two. Fresh air will be pumped through the structure's steel arteries in vast currents. The air first will be washed by running water and then dried by baffles. Ducts leading to fan houses, will exhaust the foul atmosphere. The plan is to finish the courthouse May 1 next, and the general belief is that the contractors can deliver it over to the county on that date. If so a record will be made in building construction. LINES TO A LAUGH. "If I were president, I would never appoint a baldheaded man on a diplomatic mission." "Why not, sir?" "How could a bald-headed man split hairs?"—Baltimore American. "There's a fellow who gives himself dead away every time he starts talking." "You don't say. What's the trouble?" "He makes his living by posing as a deaf and dumb beggar."—Philadelphia Ledger. Dishy Bill-I hesitate to ask you concerning such a matter, but a glance will show you the state of my trousers at the knees; and, madam, if you have an old pair—Angeline Antidote (acidly)—Miss, if you please. Dishy Bill—Ah, yes; excuse me—an old prayer rug, which you have discarded, it would be thankfully received.—Puck. "Now, my friends," said the orator, taking a bundle of clippings from his pocket, "let us read the record of the system of the country's wonderful prosperity." "At this point pandemonium broke loose. It was an audience of calamity howlers and they thought he was in earnest.—Chicago Tribune. "Now, I think," said the plodder, "that every man should be satisfied to leave well enough alone." "Nothing to it!" replied the hustler. "No man who feels that way ever reaches well enough."—Philadelphia Press.

Browning, King & Co. ORIGINATORS AND SOLE MAKERS OF HALF SIZES IN CLOTHING. Our Misses' Tailor-Made Coats.. For Fall and Winter are now ready for your inspection. They are made in sizes 8 to 16 years. Out long, and full flannel lined. They come in popular shades of greys and navy. Prices \$10 and up to \$16.50. Fifteenth and Douglas Sts. OMAHA NEB. Broadway at 23rd Street NEW YORK Factory, Cooper Square