

BEVERIDGE ON THE ISSUES

Indiana Senator Opens Republican National Campaign in Chicago.

GOVERNMENT CONTROL OF RAILROADS

State Ownership of Business Affairs is the European, Not the American System—Future of Island of Cuba.

CHICAGO, Sept. 23.—Senator Albert J. Beveridge of Indiana last night opened the republican congressional campaign in the middle west, by delivering an address in the auditorium under the auspices of the Hamilton club of this city.

The hall was packed to the doors by the members of the club and their friends, and the senator was given an enthusiastic reception.

A short address by President Watten of the club preceded the speech of Senator Beveridge. A large number of republican politicians were on the platform during the meeting, among them being United States senators Hopkins of Illinois and Hemenway of Indiana, and the following congressmen:

Campbell, of Kansas; Townsend, Hamilton and Smith of Michigan; O'Brien of Wisconsin, and Madden, Wilson and McKinley of Illinois.

The speech of Senator Beveridge was in part, as follows:

The government should do no business; the people's government should own no business; that the people can better own themselves.

But the people's government should control and regulate industry owned by some of the people that are so great as to affect the welfare of all of the people.

The people's government should not permit some of them to practice business methods that will be unjust to all of them.

Government ownership of national business is the European theory of industry. Government regulation of national business is the American theory of industry.

Government control of railways, but not government ownership of railways, is the American theory of industry.

Nothing but great combinations of capital could answer the enormous needs of the masses.

And because one man was no longer dealing with another man, but corporations were dealing with millions of men, these corporations became no longer private concerns, but public servants.

Their managers became no longer private business men, but public business men. Every manager of every great industry which touches all the people is no longer an individual dealing with another individual.

He is a statesman of affairs dealing with a nation. He is no longer an exclusive owner managing a private business for his exclusive gain alone; he is a trustee managing a great business for the people's welfare as well as his own welfare.

Regulation Not Stringent. Government regulation will never be felt by the managers of great business enterprises who do not believe that they are not the people, just as a criminal law is not felt by the citizen who attends to his duties of citizenship.

Liberty is realized by him who obeys these common rules of action called laws, by which alone liberty lives.

Just as the old methods of private business would be utterly inadequate in the new conditions, so the old methods of arbitrary private management is utterly inadequate in the new methods.

Criminal laws for corrupting railroad lobbyists, private railway agents in primaries and conventions; private laws for railway representatives who try to influence the nomination and election of senator, congressman, judge or any other public officer—that is the way to stop them.

But those laws and prosecutions should never be written or instituted in malice. The damage to the nation is done by a drunkard handling dynamite. The man who arouses hatred among his fellowmen and then scours the country to satisfy the fury he has caused is a traitor to free institutions and an enemy of the state.

Because the government should regulate the packing industries of the country it should not force the packing industry of the country. Will any man say that the government should force the packing industry of the country? And yet if not, then why should it go into the railway business?

Future of Cuba. Personally, I believe that if the situation in Cuba should untangle under the diplomacy of that great young man whom conservative opinion has proved to be the ablest conservative of them all—Theodore Roosevelt—it will appear again with the tangles infinitely multiplied.

But let me not be deceived as to what intervention means. It does not mean proclamations. It means soldiers. Fifty thousand men for decades has had no firm hold on Cuban soil. After this has been accomplished, American administration will run smoothly without any soldiers at all.

But when we have done more than that, we will have made a mistake once; we will not make that mistake again. We will not make that mistake again. We will not make that mistake again. We will not make that mistake again.

It will return again to the traditional American doctrine that whoever that flag is raised it never shall be lowered.

TRIBUTE TO VETERAN EDITOR

Contemporary Pays Substantial Tribute to Work of John S. Dewar.

Father of James R. Dewar.

The London Advertiser of London, Ont., of September 17, contains an interesting two-column account of the recent death and life of John S. Dewar of that city, an old newspaper man and father of James R. Dewar, chief clerk at Union station, Miss George Victor and Mrs. Theodore Grodman of Omaha. These three children, with the remainder of the family were with their father when he died. In its sketch the Advertiser says:

John Stuart Dewar was a native of Scotland, and in his 63rd year. When but a few years old he was brought to Canada by his parents to settle near Sarnia. Early in the sixties he came to London and entered the Free Press office, in the employ of which he remained for many years.

His position on the Free Press brought Jack Dewar (as his friends called him) and as he himself preferred to be known, he came into contact with all sorts and conditions of men, and his true, kindly character endeared him to all.

He possessed a thorough knowledge of municipal affairs, and the faculty for discussing them in a masterly manner. He took a fatherly interest in the ambitious young reporter, and there are living today more successful journalists who owe much to Mr. Dewar's training. He was well known to the journalistic fraternity of the Dominion, and greatly esteemed by his conferees. He possessed a remarkable memory and was a veritable encyclopedia on London affairs of the past forty-five years.

The Advertiser says Mr. Dewar was the best known man in the Dominion. It was in the affairs of London that he was most prominent, outside of his newspaper work. He was an officer in the Presbyterian church. He eschewed political office, though the paper says:

A conservative all through life, the devoted friend of his party, but not a party friend through politics, and it is significant that at once time it was a common belief among his friends that he would have been the only conservative who could successfully contest an election in South London.

When a young man he joined the volunteers, and as sergeant, accompanied the local battalion to Sarnia at the time of the Fenian trouble. About the same time he was a member of the city volunteer fire brigade. Mr. Dewar was among those recently appointed justices of the peace by the Ontario government.

Of the personal side of his life the Advertiser says:

Mr. Dewar was a true friend, and as a friend he will be greatly missed. He numbered his friends by the hundreds and to have his friendship was to possess something that is prized. With him, meant more than a mere name. It means a whole-hearted interest in your affairs, a sympathy in your joys, a true sympathizer with you in your sorrows. To do a good turn for a friend no matter how insignificant, or how slight, was to him a pleasure. But he was a deceiver of sham, which no one could detect.

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COOPER IS IN ST. LOUIS

Unique Character Said to Be Worth Millions Reaches Mound City.

HE GIVES THOUSANDS FOR CHARITY

Has Proved Sensation in Eastern Cities—Created Much Notoriety—Leading Dallas Say He Made Deaf Hear.

ST. LOUIS, Sept. 23.—L. T. Cooper, the man who has created a sensation throughout the east and who is rapidly acquiring a national reputation, arrived in St. Louis yesterday.

Cooper is president of the Cooper Medicine company of Dayton, O., and has made a fortune within the past few years, estimated at several millions, by the sale of two preparations, which are claimed to be of unusual and which are said to accomplish remarkable results in deafness.

Cooper spends his time travelling from city to city, introducing these remedies, and in this manner he has acquired the fortune he now possesses.

Cooper is said to be a very remarkable character and a man with eccentric ideas; one of his beliefs is that deafness is a part of his income should be devoted to charitable work and he is said to give thousands of dollars to the poor in each city that he visits.

His charitable work is original, as he is continually devising new methods of making money give the most pleasure and relief possible.

The most remarkable feature of Cooper's work is what is known as his "three-minute removal of deafness." In cities visited by him within the past year he has appeared nightly before large audiences and offered to make anyone hear within less than three minutes if they would come upon the stage. Reports from Pittsburg, Cincinnati, Detroit, Cleveland and Louisville and other cities seem to indicate that Cooper actually did as he claimed.

Each night he is said to have removed, before thousands of people, cases of deafness in about three minutes' time with one of his preparations. The accounts of his work appeared in all of the leading "dailies" of the east and people have flocked to him from all parts of the country.

No Delay in Paving. J. J. Breen, the president of the East Side Improvement club, a man who has the pavement of Missouri avenue at heart perhaps more deeply than any other, yesterday made investigation of the recent alarm that the pavement was to cease, with the satisfactory result that the work is not yet under way.

Small Fire in Murphy Block. A fire broke out in the Murphy block yesterday morning at about 9 a. m. and caused about \$100 worth of damage. This block is situated at Twenty-fourth and Q streets. The fire originated in the second story. It came in a trap, near a stove. It soon broke through the floor and destroyed a bed, a dresser and some chairs in an upper room. The departments arrived in the meantime and the chemical was used. The family in the block had attached a garden hose to the hydrant and had the flames about conquered before the firemen took charge. The loss will not exceed \$100.

South Omaha Home. \$2,700 for 813 North Twenty-second street, South Omaha, eight rooms, modern except heat, nice lawn and shade trees, large lot, owner obliged to sell on account of sick child. For particulars apply to J. J. Breen, 1016 Farnam street. George & Co., 1601 Farnam.

Witnesses in Clement Case. Chief Briggs, together with Mr. Patrick, was scouring the vicinity of Twenty-seventh street on the county line for witnesses who are to appear at the trial of the Clement family in Sarpy county next week. The family is accused of attacking Lew Goldie a month or more ago after a quarrel over a cow in which Goldie appeared to have taken sides with the neighbors against the Clements. They shot him, it is said, while he was in his own home, firing the fatal shot through the window. Frits Clement is said to have a rifle of 28-caliber and his boys were armed with revolvers. All are charged with shooting.

Y. M. C. A. Notes. The opening of the Sunday afternoon meetings has been deferred for one week. The first meeting will be September 30. The program for the evening will be on the topic, "A Plan for the World." Six hundred members by the first of November will be the slogan of the membership committee. The new rooms will accommodate 700 as easily as the old did 450.

The gymnasium has never been started for regular classes until after the first of October until the school is free of lack of interest. Classes have been running for two weeks and the attendance is so large that one of them must be divided. The regular class for young men will therefore be opened Monday evening.

There are 100 per cent more inquiries for night school work, than there were last year at this time.

The association has every reason to anticipate a full sale of tickets to the entertainment course this year. Frank M. Robinson, the Boston Temple Quartet, John B. Demore and the Carriage Rideaway are among the well known local attractions of the country. Gilbert and redge is a new man in the west, but comes highly recommended from a number of sources. Season tickets will go on sale about the first of October.

Magie City Gossip. Jetter's Gold Top Beer delivered to all parts of the city. Telephone No. 1. Frank and Wilber Jones are to spend the year in school in the Capital city. Mrs. Frits and daughter of Clinton, Ia., are the guests of Mr. and Mrs. George Smith.

There will be no meeting of the council on Friday owing to the absence of the mayor. Magie City King's Daughters will meet this week Wednesday with Mrs. W. C. Lambert.

Mr. and Mrs. J. J. Freitag have gone for a two weeks' visit to Atlantic and Audubon, Ia.

The Sunflower club will meet at its hall on Friday evening at 8 o'clock Tuesday evening, September 25.

Rev. H. H. Millard will occupy the pulpit of the Methodist church this morning. Dr. F. M. Rosen will preach in the evening.

The Women's auxiliary of St. Martin's will meet next Wednesday afternoon at the home of Mrs. W. P. Adams, 1100 North Twenty-second street.

Helms Freitag left yesterday morning for Lincoln, Neb., to attend the State Normal school. He will live with Harry Nelson, who is also to attend the university.

The funeral of Martin Jensen will be held Sunday afternoon at 3 o'clock from the Baptist church in South Omaha. Mr. Jensen lived at Thirty-third and J streets, South Omaha.

H. R. Fiebigly left yesterday morning for Kearney, Neb., to deliver a speech with Mr. Shallenberger, but a telegram was received at his office just after he left telling him the rally had been postponed. He is to speak at Fremont Monday.

Make an offer on the northwest corner of 13th and Missouri streets, nearly new house, east front, and best cottage, south front, two new lots. Room for two more houses. Write to J. J. Breen, 1016 Farnam street. N. W. N. P. Dodge & Co., 177 Farnam.

The funeral of Mrs. William Montgomery will be held at 1 p. m. today from the residence of Mrs. W. C. Lambert.

People never get as much enjoyment out of their wickedness as they get out of their goodness. Many a man has his leg pulled because of his anxiety to put his best foot forward.

DEALERS DENY BELONGING TO COAL COMBINE

Other News of Current Interest.

Following the injunction issued against the coal dealers in Omaha and South Omaha, an investigation was made to discover, if possible, who were the members of the coal exchange in this city. No firm was found which would admit that it was a member of the organization referred to or that the member knew of any parties who ever did belong to such an organization. The conversation of one or two would possibly give the impression that some kind of an organization existed; but even these denied that it would in any way come under the scope of the injunction. The list of defendants attached to the injunction, however, names nearly every coal firm in South Omaha.

Outside of the coal dealers themselves there are not wanting many who hold the opinion that there is and has been a combination on the price of coal for the past six years at least. That they could not sell except under the iron rule of the coal exchange. Only one man was found who said he knew as a positive fact and could give testimony in proof that there was such an agreement among the coal men. He said he knew that at least three dealers had suggested the scheme of coal exchange quotations on the price of coal every week from the Omaha Coal exchange and abided by its rules. H. M. Christie declared that he knew of such a combine in Omaha but made the positive assertion that there was no such combine in South Omaha. He said he had run into competition with the Omaha combine when he tried to sell in Omaha and he said he had quite a trade near the South Omaha line. There he said he felt the effect of certain discriminating within the radius which he could reach with his wagons.

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GOOD LUCK FOR ONE SAILOR

Former Comrade Saves Him from Reporting Late and Consequent Punishment.

John Doyle, veteran man-of-war's man, off on a furlough, tired, hungry, sleepy, dead broke, landed in Omaha Friday noon in an empty cattle car from the east. Four hours later, with beef and pie and beer under his belt, he was speeding westward on Union Pacific train No. 5, with a through ticket to San Francisco in the pocket of his blue overalls. He was in a trap, he went out with the spirit of a true American tar that he was, bent on reporting for duty at Mare Island navy yard.

A miracle? No. He had met a fellow tar, now out of the navy and a citizen of Omaha. Nothing was too good for one of his furloughs, and in a tramping, he met the mind of the Omaha tar, and though the latter was poor he almost moved heaven and earth to get transportation for the sailor. He succeeded. How? "No matter how."

"I rides into Omaha on the hog train, lookin' for a hog train to go out on, but here I rides off on the cushions," says Jack Doyle. "Fare was no more than even get off this train at Cheyenne to get a drink. An' Jack, lad, maybe I'll never get to you a good turn fer this, but I'll pass it on to some other poor devil."

Mr. Doyle considered himself a very lucky man indeed. He had only a week left of his furlough, and it was for him to beat his way from Chicago to San Francisco and not very likely he could reach the Mare Island navy yard in one week. That would mean that he was a deserter, but that he was absent over time. He would get a month or so in iron. He had been in iron several times before, and on bread and water at the once for himself killing a negro sailor who abused a boy, once for staying on shore in Boston twenty-four hours when he had only twelve hours' leave, and once in China, when he stayed away six weeks on being granted thirty days' furlough. Other times he had been punished were numerous to mention.

"Nice way fer me to ride in," in his uniform, with five enlistment stripes on it," said Jack Doyle, referring to the manner of his arrival in Omaha. "A jackie on a hog train, huh."

"An' the way I've been treated up to date ain't no credit to the American people, which I protect. In any way, if a man in uniform don't pay no money to ride on the trains, he don't pay nothin' at the theaters, he don't pay nothin' at the restaurants. Nothin' too good for a tar on shore. In yer own country, the more glorious they are on the face of the earth, yer no better than a dog."

"Born in Troy, New York; seventeen years in the American navy; looked after Uncle Sam's interests in China on the torpedo boat Truxton; fought with fightin' Bob Evans on the Iowa in the battle of Santiago, and a dirty, thievyn' pirate of a freight conductor over here at Hone ain't goin' to let me ride in a hog train."

"An' yet they's about 27,000 women in this here country wants to send their tender young sons off to be heroes. An' for what? Answer—look at Jack Doyle crawlin' out of a hog car."

As to how John Doyle came to be in that car, he tells it for himself.

"I was on the Texas, what ain't no good, and nobody wants to serve on her. The Texas goes out of commission at Boston, an' I has a thirty days' furlough. I'm tired of the Atlantic sea, and I thinks I'll report at 'Prisco at the end of my furlough so's to get detailed on the Pacific. I draws \$50 from the ship's bank. I stops at towns along the way and I has a good time, an' gets into Chicago last Saturday with \$8. Takin' a cruise around through the jungles in that port, someboddy touches me for \$20, an' I ain't got nothin'. It takes me four weeks to sell this far, an' my uniform don't help me a damn."

Mr. Doyle told of his last furlough, which was in China. He took \$200 and went 300 miles to the interior, bringing up a place where no white man lived and the natives could not talk English. When he was ready to return he was met by train 300 miles in the wrong direction, started to walk from one railroad to another, and was lost in the jungles. He reached his ship two weeks late, and, of course, took the usual punishment.

"I've thirtyn' years to serve, an' I'll be retired on half pay," he said. "It's next thing to hell, the navy, an' it's next thing to heaven. Jack wasn't born for the land, but he may have to die there."

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The Story of the White Heart

It's Easy to Figure the economy of Pillsbury's Best Breakfast Food-VITOS

PILLSBURY'S

The quality question is easily disposed of when you know it's Pillsbury's. The blackboard diagram below tells the economy story. A two pound package of Pillsbury's Best Breakfast Cereal makes 19 pounds when served. A package of the ordinary cooked kinds usually contains 7 1/2 of a pound and costs ten cents—a pound would cost about 11 cents, 19 pounds \$1.82. \$1.82 minus 15 cents, the cost of 12 pounds of Pillsbury's Vitos, equals \$1.17. How much is this saving worth to you in a year? Pillsbury's Cereal Food never gets sticky or lumpy. Good in summer or winter.

Two Honest Pounds 15c

Ask Your Grocer \$1.32

cost—1.54

Saving—1.17