

THE OMAHA DAILY BEE

FOUNDED BY EDWARD BOREWATER

VICTOR BOREWATER, EDITOR

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CORRESPONDENCE

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REMITTANCES

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THE BEE PUBLISHING COMPANY

STATEMENT OF CIRCULATION

State of Nebraska, Douglas County, ss.

Charles C. Rosewater, general manager of The Bee Publishing company, being duly sworn, says that the actual number of copies of the Omaha Daily Bee, published during the month of September, 1906, was as follows:

1. Total number of copies printed 34,400

2. Total number of copies distributed 30,300

3. Total number of copies not distributed 4,100

4. Total number of copies sold 27,270

5. Total number of copies not sold 7,130

6. Total number of copies not sold 30,400

7. Total number of copies not sold 30,400

8. Total number of copies not sold 30,400

9. Total number of copies not sold 30,400

10. Total number of copies not sold 30,400

11. Total number of copies not sold 30,400

12. Total number of copies not sold 30,400

13. Total number of copies not sold 30,400

14. Total number of copies not sold 30,400

15. Total number of copies not sold 30,400

Total 34,400

Less unsold copies 3,500

Net total sales 30,900

Daily average 30,900

CHARLES C. ROSEWATER

General Manager

Subscribed in my presence and sworn to before me this 1st day of October, 1906.

(Seal) 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.

Next Thursday, October 18, is the first day of registration in Omaha and South Omaha. Mark it down.

Governor Magoon probably feels that it is better to have no cabinet than to send another body of Cubans on the war path.

Having gotten a taste of the franchise feast, some of the members of the new democratic council do not want to stop.

The Croker libel suit has been settled out of court, showing that British publishers do not fully appreciate the advertising possibilities of a law suit.

The objection of General Wood to a reduction of forces in the Philippines leads to the belief that "sitting on the lid" in the Moro country is no sinecure.

The statement that the cardinals prefer a statesman to a saint, as the successor of the present pope may be only a gentle suggestion to the present pontiff.

Now that it has been decided that the Cubans shall pay the cost of American occupation, the taxpayers of the island may realize the enormity of their disorder.

Russian seal guards seem to be avenging upon Japanese poachers the result of the war, and Uncle Sam is probably willing to recognize this phase of the "yellow peril."

Bakers in one district in France have gone on a strike to enforce a national law. It would be interesting to see how a judge could issue an injunction in such a case as this.

Young Prince von Hohenlohe is not the first man to lose a job because he published state secrets, but this fact may not reconcile him to the loss of the salary unless his book sells well.

The Cuban who discovered that his fellow citizens lack a clear conception of the meaning of liberty may have fully analyzed the present situation, but he has not rendered it any more hopeful.

The fact that an employe of an oil company in the Ohio hearing asked immunity before testifying is conclusive proof that at least one man was not considering the law when earning his salary.

Reports from Warsaw indicate that Polish revolutionists have found dynamite more noisy than effective in warfare on Russian officials. The report that arms are being smuggled across the border may foreshadow more civilized fighting.

That factious fight in Iowa cannot be as bitter as reports would indicate, since Governor Cummins entered no protest when he was joined in the same laudatory remarks with Secretary Shaw by Vice President Fairbanks at Waterloo.

Candidate W. H. Thompson is quoted as declaring that he is greatly encouraged at the prospects of democratic success. Candidate Thompson said the same thing when he was running for attorney general, and again when he was running for congress, and again when he was running for governor, and again when he was running for United States senator—but in every case he was dismally disappointed.

DEMOCRATIC DISCORD

It is becoming plainer every day that the leading democrats of the country are utterly at sea as regards an issue in the present congressional campaign and thoroughly at variance with one another. This is, perhaps, most striking on the single point which Colonel Bryan sought on his return from abroad to make paramount—namely, the government ownership of railroads. No sooner had Colonel Bryan expressed his conviction that all attempt at railroad rate regulation is futile to whet the crying abuses of discrimination and extortion and in favor of acquisition of trunk lines by the federal government and of branches and feeders by the state governments than a shower of protests came from all sides, and especially from the democratic strongholds of the south. John Sharp Williams, who is the duly accredited minority leader in the house, was outspoken against anything in the nature of federal ownership and no doubt voiced the sentiments of a large majority of his democratic associates in the halls of congress.

And now comes Governor Folk of Missouri, not only repudiating the Bryan doctrine, but advocating a still further extension of federal regulation and supervision by the establishment of a government bureau specially charged with checking business and particularly the accounting of interstate railroads after the fashion that national banks are made subject to the comptroller of the currency and his corps of national bank examiners. There is some merit in the Folk proposition, but it is safe to say that it will find its chief obstruction in the extreme states' rights ideas still harbored by democratic statesmen who have not yet reconciled themselves even to the exercise of federal powers in the establishment of the national banking system.

Another element of democratic discord may be found in the refusal of John Sharp Williams to accept Hearst as the democratic standardbearer in New York and to speak for him there, notwithstanding Colonel Bryan's prompt acquiescence in the absorption of the New York democracy by the Hearst political anaconda. Among other reasons for Williams' antagonism to Hearst is the charge that the latter represents still a different view of the railway rate question and when the regulation bills were up in congress refused to stand with the action of the democratic caucus.

Seldom if ever have the democratic leaders gone into a campaign with so little agreement upon the vital questions as in the present congressional contest. They are united neither on a program of construction nor on a program of negotiation, but are simply putting out feelers in all directions in hope of touching a popular chord somewhere by mere chance.

THE PRICE OF SILVER

Silver has just reached the highest price in the world's market since 1896. The decline since 1872, when the price was 122.5 cents an ounce, was practically continuous till in 1903 it reached 43.5 cents, the lowest on record, but a steady rise since then has brought it up to 63.2 cents, which is a little more than one-half the rating at the moment of the so-called "crime," a full generation ago. It is worth noting that the important net advance of 20 cents an ounce within the last three years has been in the face of silver destandardization in Mexico, Japan and a half dozen other smaller countries. At the same time, too, silver production has been actually increasing, so that contrary to the teaching of certain philosophers not long ago very valuable in the land, we have appreciation alongside of abundance. The accepted explanation, however, is the commensurate one of increasing use of silver in a period of generally rising prices for purposes of fractional currency and especially for manufacture and in the arts, due to the extremely low prices that have prevailed.

But in this country at least, where silver was recently the topic of universal interest, the people are now so preoccupied with more important concerns that so great a fluctuation of price attracts hardly passing notice.

SUBTREASURY VS. CENTRAL BANK

The common-sense view expressed by Secretary Shaw in his address at Louisville, Ky., that the subtreasury system had better be accepted as the settled policy of the country, seems to have been put forward at this time as an answer to the elaborate arguments before recent bankers' associations at Baltimore and other eastern cities in favor of the adoption of a great central bank like those of France and Germany, including asset notes and branch banks. Whatever may be said in behalf of the central bank system as developed under European conditions, the fact remains that public sentiment is overwhelmingly opposed to its adoption here.

For present purposes it is hardly to the point to insist that this sentiment represents mere prejudice, which at least is ingrained, intense and dominant, because ours is a popular government, and there has been no shadow of turning from the subtreasury system since its establishment in 1846. Moreover, expert opinion is by no means agreed in favor of substitution of a central bank for the subtreasury, even if it could be made, but is divided on the general principle involved. There is even less agreement when it comes to applying the principle, as has been forcibly illustrated by the divergent and conflicting plans that have been submitted before recent bank association meetings. While many favored the central bank, there were almost as many plans as pro-

ponents, no two of them embracing the same features. It is perfectly useless to press the central bank idea until its champions can agree on a definite form, but such agreement seems almost as hopeless as its subsequent embodiment in law.

There are undeniable defects in the working of the subtreasury, one of the chief of which is the periodic impounding of large amounts of currency at the very times when it is most needed in business, to remedy which requires interference by the secretary of the treasury. But a central bank involves equal discretionary powers, which, however, would not be subject to the legal responsibility and restraints which safeguard against abuse by the government. Our people are set in the way of thinking which leads them to trust such vast powers to the national government rather than to any independent banking authority. It is conceded that our system is susceptible of improvement and financiers will be more fruitfully employed in directing their attention in that direction.

ONE TELEPHONE OR TWO?

With the mayor's signature attached to the franchise ordinance, the question is put up to the people of Omaha whether they want one telephone system or two. By ratifying the ordinance granting the proposed franchise for an independent company they would answer this question affirmatively—by rejecting the franchise they would answer it negatively.

Much is to be said on both sides of this question. It is undeniable that there are advantages and disadvantages to a dual telephone system, just as there are advantages and disadvantages to the present single telephone system. The question resolves itself into which offers the greatest net benefits to the community.

It will be universally conceded that the franchise ordinance as it will be submitted is greatly improved from what it was when first presented to the council, and in its most essential feature this improvement has been brought about by The Bee. The terms of the proposed franchise has been reduced from fifty years, as originally asked, to twenty-five years—in other words, the concession is only half what was at first demanded. In some other respects, too, the franchise has been modified for the protection of the public from what was originally contemplated.

On the other side it is equally undeniable that the experience of other cities where dual systems prevail has not been entirely satisfactory. The fact is that great diversity of opinion exists in these cities as to whether the gains of the double system offset the losses.

The Bee is quite willing that the people of Omaha should decide this question for themselves, provided only that they decide it intelligently and with full realization of what they are doing. They should understand the merits and demerits of two telephones as against one, and we will try to assist them from time to time by a fair presentation of the various points involved.

In the present excitable state of the public mind almost any suggestion of new devices to track criminals receives quick endorsement, without thought as to consequences. The proposed introduction of bloodhounds as an auxiliary to our police facilities will at least bear investigation. The Lincoln Journal, for example, gives us the benefit of Lincoln's experience as follows:

The police of Omaha have been baffled by one of the worst murders ever committed in that city and now talk glibly of keeping bloodhounds and automobiles with which they expect to run down every criminal that appears. Immediately following the worst murder ever committed in Lincoln bloodhounds were on the scene and they worked under circumstances that were as favorable as can ever be obtained in a city, yet their services were worthless and the murderer has never been convicted.

The bloodhound cure at any rate is no infallible remedy for lawless deeds of violence.

The treacherous Williams is trying to explain and defend the record of incompetency which he made as county judge in Pierce county, although with very poor success. The real reason why Williams should be defeated for railway commissioner is that he is untrustworthy and unprincipled and ought not to be put in a position where he could sell out the most vital interests of the people to the rich and powerful railroad corporations. If Williams' record as county judge were absolutely unimpeachable, his Benedict Arnold performance at the last state convention, in which he betrayed his constituents for the price of a place on the republican ticket, should forfeit him the votes of every citizen of Nebraska who sets patriotism above partisanship.

A brother of Pat Crowe has been acquitted at Chicago after a trial on the charge of jury bribing. On second thought the Hon. Joseph Crow should apply to the Hon. Steve Crowe instead of to the Hon. Pat Crowe for information that would be of use to him, so that the former Omaha postmaster's case has been remanded, and another jury will look into the question whether he unduly influenced the federal grand jury by the distribution of free railway passes.

In trying to arrive at the causes which have contributed to the recent outbreak of lawlessness in Omaha, people should not overlook the damage done by the sensational local yellow journals which feed their readers day in and day out with tempting accounts of criminal exploits. These papers have been injecting a steady

flow of Police Gazette poison into the minds of depraved and reckless persons, even into the homes of respectable and law-abiding people, and thus undermining the morals of the community in a greater degree than any other one agency. The yellow journals supply the text books for the school of crime.

Air castle artists down at Lincoln are prolific in plans for new buildings to be erected by legislative appropriation out of the state treasury for the accommodation of the state library, the supreme court, or any other state officers willing to occupy them. Our Lincoln friends must fear that unless they nail the state house down with a few more golden spikes some enterprising Nebraska town near the center of the state may wrest the capitol away from them.

Now that the base ball championship has been settled, the conscientious American citizen may find time for affairs of secondary importance, including the election of state officers and congressmen.

A Surplus for Experience

St. Louis Republic. Cuba has \$25,000,000 in its treasury. That is about enough to pay for its present tuition in the school of experience.

Magoon's Troubles to Come

Washington Post. Mr. Taft lost none of his popularity in Cuba, but it is doubtful if Mr. Magoon will fare so well when the Cuban patriots discover that he will not have offices enough to go around.

Genes of the Pearl

Harper's Weekly. Not necessarily but sorrow is the mother of invention. How little we know when we suffer what will be the outcome of our grief! What is the pearl but the tear-drop of a despondent clam?

He is a Peace-maker

Philadelphia Record. Amnesty is all very well as far as it goes, but the Cuban insurgent general—and pretty nearly every insurgent in a general—will insist on offices as a condition precedent to being pacified.

Division of Cuban Spoils

Boston Transcript. It is now said that of the more than \$50,000,000 which the Cuban congress appropriated for the settlement of the army claims, very little ever reached the men who had fought for Cuba. The warrants were cashed by the recipients at a great discount, as might have been expected of poor men out of money and out of work. A large proportion of these documents passed into the hands of speculators who have absorbed the Cuban claims in their private offices all through the insurrection. Revelations following a recent failure in New York throw much light on the difference between those who fought and those who bought.

UNIFORM FREIGHT SCHEDULES

Simplicity Can Be Had If the Magnates Desire It

Springfield Republican.

President A. B. Stickney of the Chicago Great Western road is performing a valuable public service in urging upon the Interstate Commerce commission the requirement from railroads of short and simple schedules of rates which any shipper can read for himself and understand. He has led the way in preparing for submission to the Minnesota state railroad commission a quarto leaflet of seven pages, which contains the rates for all classes of merchandise for all points in Minnesota on his railroad system—this taking the place of over 150 schedules and amendments now on file with the commission. A copy of the booklet has been sent to this office and it evidently bears out Mr. Stickney's claim of being just as simple as possible, and the schedules, which require an expert to read them, vastly more concise, and at the same time understandable by anyone. Obviously, however, there is here involved somewhat of an abandonment of the common method of rate-making on the basis of charging what the traffic will bear in every case—creating a heterogeneous mass of rates and "criminations" which constituted the chief ground upon which a Chicago university professor rested his opposition to government control of rates. Mr. Stickney does not believe in that sort of rate-making; he believes in rates built up on some principle of rule, and in order. He is also one of the most ardent and able advocates of the Interstate Commerce commission, and he gives the Interstate commission invaluable counsel on difficult questions.

NEBRASKA PRESS COMMENT

Bloomington Advocate. The democratic nominee for governor may not be a railroad man, but we notice the railroads are not fighting him, while they are leaving no stone unturned to defeat the republican nominee.

Schuyler Press Lane (Ind.). There are two men on the republican state ticket a voter of that persuasion can vote for with pleasure, and one is George L. Sheldon for governor and the other Robert Cowell for railroad commissioner.

Teikam Journal. The Omaha Bee and Omaha Postmaster are united officially upon one thing. Both are trying to beat Williams of Pierce county for railroad commissioner. It begins to look as though a good democrat might be preferable to him.

Riald Pilot. The nomination of Williams of Pierce county for railroad commissioner was a great mistake. The fact that Williams played traitor to the republican state convention and went back on his instructions is of itself sufficient to warn republicans against trusting him. That Omaha's best newspaper is a miserable defense of Williams is likewise a miserable defense of us who try to forget the foul traitor.

Kearney Hub. The Omaha Bee declares that if the Union Pacific and Burlington wanted to make the strike in the direction of reinstating their roads in a measure to the benefit of Nebraska, they would dissolve their injunction proceedings in the tax cases and forthwith pay their back taxes like other people. This is all very true. But will they do it? Not likely. The railroad policy admits of neither surrender, concession nor compromise. To do either would mean an acceptance of the people's policy, which stands for regulation of rates, equitable taxation and a system of control which will rob those corporations of the power of mastery. As a "safe and sane" business proposition, a business man in like circumstances with a like issue would concede something and seek safety in compromise. But some form of madness has apparently seized upon the corporation captains, which can be relieved only by the people's hand. The jacket cited by a competent court of last resort.

ROUND ABOUT NEW YORK

Hipples on the Current of Life in the Metropolis

"Ambrose Boulevard" is what the marines call the new Ambrose channel short cut through New York Bay, which the government is dredging. A writer in the Technical World Magazine says it will be a veritable lane of light, which will lead the big thirty-seven-foot draft ocean grey hounds into the harbor of the Metropolis. In 1907, the ocean-traveling stranger approaching New York at night will be treated to a scene of beauty at once striking and startling—a picture which will require but little imagination to place it among the kaleidoscopic eye-feasts of the "Arabian Nights" or Bellamy's dream of "Looking Backward." He will see a bright boulevard formed by red lanterns, buoys and flanked by the harmonious illumination of Coney Island, Manhattan, and other beaches on the right, while to the left an endless stream of lights show the vessels passing between the observer and the row of white lanterns strung out in bold relief from the contrasting gloom at Sandy Hook or the Staten Island shore.

The main ship channel now being used by most vessels at the great gateway of America, is so narrow and tortuous that it is a veritable maze. It is a difficult task for even the most expert pilots to guide their floating charges through in safety, particularly at night. In addition to the dangerous turnings of the old route, the channel is only thirty feet deep, and the Cunarders now being built will draw thirty-seven and one-half feet, so that it would be impossible for them to enter New York's harbor unless this new way, which will be forty feet deep, was provided for them. Thus in making this new path, the government is only relieving a very pressing obligation to marine interests and the country at large.

"Don't talk to me about moonshining in Kentucky," said the internal revenue agent, quoted by the New York Sun. "There's more moonshining going on all the time in little old New York than could be done in ten Kentucky. In the crowded sections of the east and west sides still spring up right along and for a while conduct a flourishing business in the low-grade whisky they manufacture."

"You see, it doesn't take much trouble to equip a still with copper and yeast and start in to make the mash which is finally turned out as a pretty poor sort of whisky. The great difficulty is in getting rid of the peculiar smoke and odor from the stills without exciting suspicion. This is usually accomplished by running the still in connection with a dry-shop of some other chemical enterprise as a blind. We keep watch on all such establishments and have the town well covered by sharp-eyed and sharp-nosed agents besides."

"It's a true saying that the folks in New York do not even know their next door neighbors. One might die here and the other flat dwellers in the same house would be none the wiser. No crane is hung on the outer doors of the apartment houses which the owners has crossed the great divide, because it would be disturbing to the other tenants. And so there are parts of the town which you may traverse and never see a crane. People die here, but it is no longer the custom to place the crane on the roof of the tenements, where it is desired and where it is sanctioned by custom, undertakers place a bit of crane at the outer door, in such cases tying a black ribbon to the bell of the crane, the name of the family in which the death has occurred within, and in the many fine modern apartment houses it is not the custom. The black insignia of death is still used in the old way in various parts of the city given to private dwelling houses; but here, too, the custom is beginning to change. In fact, it is fast into disuse. Flowers with the crane or flowers alone may be seen on such houses and there are fine avenues and streets in which the outward display of any death emblem whatever has been largely if not wholly given up. The undertakers and their friends know; and why should they make their grief public?"

During the automobile races on Staten Island in 1904 a big car, flying at a speed of thirty miles an hour, swerved and ran through a crowd of spectators, killing several of them and injuring many more. The races were held under a special ordinance permitting the contest. Miss Louise Johnson, who was one of the injured, sued the city and secured a verdict for \$500 damages. The court of appeals has set aside this verdict. The court holds that while the ordinance permitted the races to be held, it did not authorize the contestants to exceed the legal rate of speed, and that Miss Johnson, by her presence, consented to the violation of the law. This decision may save the city many thousands of dollars damages in the cases resulting from the disastrous explosion of fireworks with which Congressman William R. Hearst was celebrating his election four years ago. It may also apply to the cases of injuries received during the Vanderbilt cup races on Long Island.

The gigantic smokestack of a manufacturing form that of the sky line serves a double purpose; it not only performs the function of a chimney, but is used as a weather vane by travelers across the East river. Constantly there issues from its throat a broad band of smoke and vapor which is exceedingly sensitive to each change in the direction of the wind. As the upper currents veer it veers, and the weatherwise commuters who make frequent trips across the river cast an anxious eye toward the smokestack as soon as it comes into view and straightaway make their atmospheric prognostications for the next twenty-four hours.

Messenger boys in the financial district of New York went on a strike for 25 cents a message instead of 2 cents. Their leader like some other labor leaders, recognizes the sensitiveness of the political interests of business to the strike. Blackie Nolan, strike leader, climbed on board of a garbage can and haranguing his followers, said: "I choose this time, fellows, for de strike because 'lection is comin' and nobody dast tain down while runnin' de office. He has the makings of a district leader in him."

They are making shoddy leather in New York City now. It is worse than shoddy wool. They buy up all the old boots and shoes and throw them into a machine, which grinds them into a coarse powder. This powder the man, who is entitled to a medal made from his own product, mixes with about 50 per cent of melted India rubber and the mixture is pressed out into under huge rollers, applying a pressure of 1500 pounds to the square foot. The composition is colored afterward and put on the market.

Valuable Hints from Cuba

Taft has informed the Cubans that the United States will withdraw its officials from the island when the people down there can hold a fair election. As soon as the Cubans succeed in doing that they will be qualified to give some valuable hints to the people in the insubstantial sections of this country.

GORDON FURS

FOR dependable service the Gordon Russian Pony Skin Automobile Coat has found instant favor. Not at all heavy, the nature of the fur and the short hide both aid in giving immunity from intense cold, while the fur is impervious to snow or rain.

In a garment of this kind much depends upon the way it is put together. "The Gordon Way" is your surety that your garment is put together as it should be.



Gordon Automobile Garments

The popularity of the Gordon Automobile Garment grows with the growth of automobilizing. Perfect protection is of the first importance in a garment of this sort, and when it is combined with Gordon Quality and Gordon Style, you have the reason for the popularity of these coats.

Made from Russian Pony, Hudson Bay Beaver, Natural Grey or Sable Blended Squirrel, Black Caracal, Russian Otter, and many other suitable furs to meet individual requirements, at a wide range of prices, from \$50 to \$250.

Ask your dealer for GORDON FURS

DEMOCRACY IN CHURCHES

Significant Appeal from the Will of a Methodist Bishop

Minneapolis Journal.

The growth of the democratic idea in the churches was well illustrated in the recent Methodist conference, when one of the charges refused to receive the appointee of the bishop and secured a change. It might be said that this was an ill-judged effort on the part of a bishop to impose his will upon a community and that it had no significance with reference to the general system, but if one church could successfully oppose its strength against the bishop on any account, it must be taken as of some significance. The fact is, the bishop's nomination was withdrawn by having the people of a community arrange an exact copy of the constitution and that it had no significance with reference to the general system, but if one church could successfully oppose its strength against the bishop on any account, it must be taken as of some significance. 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