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Table with 3 columns: Copies, Total, and Percentage. Rows include Daily, Sunday, and Total circulation figures.

WHEN OUT OF TOWN. Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Harry Orchard makes Ananias look like an amateur. Politicians will be slow to agree with Dr. Wiley that pie is injurious.

Cut Off Lake park begins to loom up on the horizon and may yet get on the map under the romantic name of "Nokomis."

Another dollar gas ordinance has gone glimmering. That democratic platform pledge may yet serve for another campaign.

The undertakers are warming things up in Omaha just now. They are a live bunch and they know a live town when they see it.

When the reports from the county assessor's office are filed at Lincoln the increase in railroad valuation is likely to look mighty small.

The trade boosters need take no credit for themselves for making rain in Oregon. Up there they welcome the man who makes sunshine.

"The time will come," says the London Post, "when we will all quit taking medicine." Sure, after the undertaker has finished his work.

It has been a long time since Gus Humphrey's name has appeared in public print, but it occasions no surprise to find him listed as a railroad passerholder.

Bernard Shaw declares that the poor are suffering from poverty. This spoils the impression that the poor are suffering from worry over what to do with their money.

Representative Sherman has declared himself in favor of another term for President Roosevelt. Mr. Sherman does not love Mr. Roosevelt more, but Taft less.

Mr. Bryan says if he is elected president he will not seek a re-election, but will retire to private life. That's the best thing Mr. Bryan has said in support of his presidential boom.

Steve Adams, the second witness in the trial at Boise, will have to hump himself if he makes good on the claim of his friends that he is a more desperate man than Harry Orchard.

THE RAILROADS AND THE PUBLIC.

Another move in the great effort to clear up the railroad situation is getting well under way. The various companies concerned are taking active and apparently well considered steps to test in the court the restrictive and remedial legislation adopted by the several state legislatures during the last winter.

Herein lies one of the greatest evils against which complaint has been made. The railroads have gone to court with such absolute confidence of having their requests granted that the people have almost despaired of being able to secure relief.

If the proposed rate hearings will only go deep enough into the issues at stake little doubt surrounds the outcome. One of the anomalies of our prosperity has been that while the railroads have been overwhelmed by the mass of business offered to them, both freight and passenger traffic being congested for many months, we are told that it is impossible to lower the rates for transportation because of the fact that the cost of doing business is greatly increased.

With the fatuity that has marked their course from the beginning, the railroads are undertaking to make the situation as onerous for the public as possible. Trains have been reduced in number, time schedules have been lengthened and everything in the way of favors to the public has been withdrawn.

This course is not one calculated to conciliate the people or secure for the companies any greater consideration. No matter how blindly the railroad attorney may pursue the theory that the corporation has privileges which exceed the rights of the public, the fact remains that in the end the people must control.

Herbert Knox Smith, commissioner of corporations and a member of the Inland Waterways commission recently appointed by the president, paints a most gloomy report of the decadence of river commerce in a report he has just made to the president of the result of a visit of inspection of the Mississippi river from St. Louis to the gulf.

The condition presented is interesting and peculiar. In the early days of railroad building in the west the railroads made special effort to secure and divert traffic from river ports, and they succeeded so effectually that now, with the railroads unable to handle the traffic offered, merchandise lies rotting on the wharves at former busy steamboat centers because there are no boats to take care of even the surplus.

Members of the Inland Waterways commission believe that the time is ripe for a revival of river traffic on the Mississippi and other western rivers. Even preliminary investigation of conditions has convinced them that the surplus traffic, above what it is possible for the railroads to carry, however much they may improve their facilities, is sufficient to warrant investment in river transportation facilities on a large scale.

One of the directors of the Steel trust says he has made a canvass of the board of directors and is satisfied that President Corey will soon tender his resignation. Corey may be stubborn, but he ought to take a delicate hint like that.

equipment, for years to come, to meet the demand that is growing marvelously each year. The public generally has a keen interest in the problem before the Inland Waterways commission and will give cordial support to any movement looking to a solution of it.

DEATH OF SENATOR MORGAN.

John Tyler Morgan, United States senator from Alabama, whose death occurred at Washington on Tuesday night, was one of the few remaining men in public life who typified the democracy of the old south.

As a member of the senate committee on interoceanic canals, Senator Morgan was the champion of the Nicaragua route and, even after the Panama site had been chosen, waged relentless war upon William Nelson Cromwell and others who had been instrumental in effecting the coup by which the Republic of Panama was born out of a Colombian revolution.

When Senator Morgan, fresh, clean-shaven, alert and vigorous, there was light in his smiling eye. He showed not a sign of those nights of study and days of speaking against the Panama route for an isthmian canal.

Mr. Bryan says the dollar of today is at least 30 per cent less in purchasing power than it was in 1896. The other difference is that the workman has the dollar today and did not have it in 1896.

Philander C. Knox, rendered nearly breathless by the news from Harrisburg, can only whisper that, if nominated, he will accept. This was the climax of sensation.

Col. Watterston cries "Enough." Come, boys, time's up! Enough is enough, whilst too much is a surfeit! Break away for a little from the "dark horse" and forget the big "mustache." You have had lots of fun. So have we. Ancient history is barred from daily journalism.

Peril of Changing Steeds. The irony of fate is seldom more noticeable than in the death of Henry Hamlin, who was thrown from his automobile and instantly killed at Buffalo Monday.

Weak Point in Jap Story. Folly of American Japanese Encouraging Trouble. Minneapolis Tribune. Whatever may be the truth about the plans of the progressive party in Japan to ride into power on the crest of an anti-American wave, it would seem to be the height of folly for the Japanese in America to play with the dangerous game of invoking a war scare for political purposes.

It is at just this point that the story is "welly" for the Japanese who are already established in America are doing too well to yearn for trouble. Their cue is to pour oil on troubled waters—and the Japanese, wherever found, usually knows his cue reasonably well.

commenced against the trust, therefore, are probably based upon its violation of the Sherman law, its manipulation of prices and violations of the interstate commerce law.

The Steel trust announces that it is going to return to old methods of making steel rails according to specifications instead of robbing the railroads and endangering the lives of passengers by skimping on material and turning out defective rails.

The Union Pacific annual pass list very easily discloses the secret spring that animated some eminent gentlemen during the session of the Nebraska legislature. They certainly worked hard enough during that time in opposition to laws demanded by the people to earn several passes.

Rear Admiral Coghlan says there will be no war between the United States and Japan for the next twenty years. Perhaps not, but there will be plenty of talk about it as soon as the appropriation for an increased navy is presented to the consideration of congress.

A showman at Coney Island complains of the shortage in the supply of wild men. He might corral some of the members of the American Protective Tariff league who have been reading Mr. Taft's declaration in favor of tariff revision.

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Death of the Battling Senator at Four-score and Three. "Obey the laws of God and the country and follow the guidance of a honest conscience," was the fixed rule of life of Senator John T. Morgan of Alabama, whose death at Washington at the age of 81 is announced.

Senator Morgan was best known for his activities in the United States senate. He shone brightly there, often the danger signal to the majority party, almost the last active figure of the old school. Not the last, of course, for there remains Allico and Cullom of Illinois. Mr. Morgan lined up with this gray-haired phalanx in forensic ability, earnestness and persistency and surpassed them in long distance oratory.

Four years ago, just as the fifty-seventh congress was passing into history, he made the long distance speaking record, forced an extraordinary session of the senate and killed the anti-currency bill, beloved of Aldrich, who in these last hours of congress shared the leadership with the astute Hale.

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Drive Straight for Zu Zu with a nickel and get a package of happiness. There's no other Ginger Snap so crisp and enticing. NATIONAL BISCUIT COMPANY. Includes image of a child and a box of Zu Zu biscuits.

SMILING REMARKS. So, and it was the wish of his mother that he should enter the ministry. "I found that I was hardly good enough for that," said he afterward, "so I became a lawyer."

PERSONAL NOTES. So far, at least, 1907 has produced no opportunity for the boys who asks, "Is it warm enough for you?" Attorney General Jackson of New York has rendered a legal opinion to the effect that oysters are wild animals.

Bryan's Adroit Manoeuvre. Springfield (Mass.) Republican. Is there any legislature in the United States that William J. Bryan has failed to address. He talked in Albany yesterday. It is an astonishing spectacle. In there any other man in the country, outside of the White house, for whom legislature after legislature would put by its business in order to be talked to? The wonder grows whether legislatures succumb of their own motion, or are solicited by advance agents after a carefully formulated plan of campaign.

Letters Carried on the Level. Boston Globe. The postoffice department has ruled that letter carriers are not obliged to mount stairways to deliver letters beyond the ground floor in apartment or tenement houses, or the first floor in business blocks. People who want to see letter carriers on the top floor therefore will have to put in an elevator.

Three of a Kind. THREE big specials in our Children's Department. LOT 1—We have made up in our own factory several lines of light tweed suits with knickerbocker trousers that would regularly sell for \$6.50 and \$7—size 8 to 16 years—Special price \$5.00.

NO. 2—We have taken several lines of suits with the straight trousers that sold up to \$7.50 and made the Special price \$5.00.

NO. 3—Sailor Blouse and Russian Suits that sold for \$6.50 and \$7.00—broken lines—Special price \$5.00.

We are showing a beautiful line of wash suits from \$1.25 up to \$3.50 in a bewildering array of styles and colors. Boys' and Children's Straw Hats from 50c to \$3.00. Complete assortments of blouse waists, shirts, etc. Browning, King & Co. R. S. WILCOX, Manager.