

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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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 full and complete copies of The Daily Morning, Evening and Sunday Bee printed during the month of June, 1907, was as follows:

Table with 3 columns: Number of copies, Total, and Net total. Rows include various circulation categories like 'Daily average', 'Sundays', etc.

Subscribed in my presence and sworn to before me this 1st day of July, 1907. M. S. 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.

The Coreyans of Pittsburg are being subdued like the Coreyans at Seoul.

There is a suspicion that Colonel Waterson's dark horse is a victim of spavin.

A low tax rate in any city is always a drawing card for capital seeking investment.

The government is advertising for experts on railroad books. What a chance for Mr. Harriman.

Alfred Austin announces a book of his poems will soon be on sale. It is kind of him to give proper warning.

Former Senator Peffer explains that he wears his whiskers to please his wife. Some women are easily pleased.

Up to date the south has not taken Jesse Grant's presidential boom seriously enough to shut it up or lynch it.

Omaha's triumph as a convention city only waits more ample and better hotel facilities to take care of big crowds.

Every inch of human skin contains 3,500 perspiration pores," says the Chicago Journal. And all of them working overtime.

Japan and Korea have made a new treaty. The latest report from the emperor of Korea is that he has become a walking delegate.

This world-wide Theatrical trust may become popular in America if it will only send most of our stage attractions to foreign countries.

Considerable concern is felt over the disappearance of the son of a Pittsburg millionaire and his automobile. The automobile was an expensive one.

Denmark refuses to consider a proposition to sell any of its islands to the United States. This country has some islands it might sell, at reduced prices.

Several inches of snow fell in Sweden last week. King Oscar's appeal for his wandering subjects to return home is being supported by the elements.

Lieutenant Colonel Ayres has been retired from the army, but it was Mrs. Ayres who sassed the commandant at West Point and who shows no symptoms of retiring.

August Belmont says the salaries paid in this country are too small. He must figure that if salaries were larger he would take in more money at the numerous race tracks.

It would be interesting to know what that customs board which ruled that Canadian geese are not birds would decide to be the proper classification for lame ducks.

Mark Twain is home with a new degree and a bunch of relics, but it is hoped he will not spring any English lokes on the country, at least until he weather gets cooler.

Colonel Bryan's admission that "government ownership is not an issue," makes it unanimous again except for Mike Harrington, Edgar Howard and Harry Brome, who constitute the Nebraska Government Ownership League.

STATE OR FEDERAL JURISDICTION.

The clash between the state and federal authorities in North Carolina over jurisdiction for the adjudication of railway laws is so marked by pyrotechnics and personalities that submission to even-handed justice demanded by the merits of the case can only come later. The sharp conflict in North Carolina, however, should emphasize the points at issue so that in the end there will be no escaping a determination of the questions squarely and unequivocally. Whether the state or federal courts are to be paramount is not to be decided either by issuing injunctions or proclamations, or by calling out the militia or the regulars. The dispute in North Carolina is only part of a much larger problem whose solution is being worked out in many other states, as well as where the railroads are seeking refuge in the federal courts to escape or nullify regulation by state authority.

The North Carolina cases spring from state legislation reducing passenger fares to a maximum of 2 1/2 cents a mile and providing penalties for demanding more. A ticket agent of the Southern railway was arrested and sentenced by a state court to imprisonment for violating the law. Judge Jetter C. Pritchard of the federal court issued a writ restraining the state authorities from enforcing the law and also granted an application for habeas corpus, releasing the convicted ticket agent from custody. The state authorities, supported and directed by Governor Glenn, are ignoring the order of the federal courts and arrested the railway officials defying the state law. Connected with this conflict are charges against Judge Pritchard, promises of impeachment proceedings against him and lurid talk about calling out the militia to enforce the orders of the state authorities and the decisions of the state courts.

Under such conditions the danger is that the real issues may be largely lost sight of, which are to define the line of demarcation between the powers of the state and of the nation to regulate railway traffic. Up to this time it has always been assumed that federal jurisdiction is exclusive for interstate commerce and state jurisdiction exclusive for trade between points wholly within the state lines, subject, however, to the guaranty of the federal constitution against confiscation of property.

When congress was discussing the rate regulation law, the railroads played up the duty of the states to regulate, but now that the states have undertaken to exercise their functions in a manner distasteful to the railroads their clever lawyers have concocted a theory that action by congress bars action by the states. If the furore precipitated by the disturbance in North Carolina hastens the proceedings that will give us a final decision by the United States supreme court, it will not be without producing some good.

EFFECT OF PASS ABOLITION.

Atlantic City has been filing a bill of grievances against the people of Pittsburg and a passenger official of the Pennsylvania railroad files a cross bill which throws an illuminating light on the effects of the abolition of the railway pass upon railway passenger traffic, particularly during the summer months. Atlantic City's sustenance comes from the tourist traffic and the observing citizens and officials of the town have called attention to the fact that during the present season less than 1,000 visitors to the seashore resort have registered from Pittsburg, whereas in former years from 20,000 to 30,000 Pittsburgers landed at Atlantic City during the height of the season. Atlantic City wants to know why, and the Pennsylvania railroad official furnishes the answer.

The Pennsylvania runs trains from Pittsburg to Atlantic City. Pittsburg is the home of many stockholders of the road, the home of many of the company's biggest patrons and shippers and the political capital of the western half of the state. In the old days, the Pittsburger who failed to carry an annual pass over the Pennsylvania did not amount to much. The Pennsylvania used to run daily excursion trains from Pittsburg to Atlantic City every hour, during the heated term, for the accommodation of the passholders. With the abolition of the passes this year, the tourists from Pittsburg find plenty of room on the regular trains without crowding. The saving on special excursion trains, which were run without revenue from the passengers, has been a big item and the railroad company has profited, even if the effect has been disastrous on the resort keepers at Atlantic City.

This railroad spokesman admits that the 2-cent fare, established by law in Pennsylvania, looks like a gold mine product compared with what the company used to receive on its business between Pittsburg and the seashore. What the company has lost in the favor of former passholders it has more than made up by the saving of the operation of special trains for the accommodation of deadheads. The railroad companies, as well as the fare-paying patrons, are profiting by the abolition of the free pass system.

With the gates thrown open again to fusion it is the privilege of any candidate for office to seek a nomination on any or all party tickets. Four years ago three republican candidates for district judge in this district played the game so as to get on the democratic ticket on the pretext of "nonpartisan-

SHIP." If the democrats run short of material again they can, no doubt, find republican patriots willing to serve under their banner.

ROGUES' GALLERY RECORDS.

Simple justice to innocent men accused of crime is provided in an act passed by the New York legislature and signed by Governor Hughes, providing for the removal from police records of photographs and Bertillon records of persons acquitted of criminal charges against them. The adoption of the Bertillon system of measurements of persons arrested on criminal charges was due to the claim, long accepted by police officials, that a man once a criminal is always a criminal, and the system has been of wonderful aid to the police authorities of the world in the apprehension and identification of old offenders, of whom detailed descriptions and photographs are supplied to the rogues' galleries of the police departments in all large cities. But the police have gone to the extreme on the theory that a man once charged with crime is always a suspect and have subjected every accused man to measurement by the Bertillon system and to having his photograph taken and filed for future reference. The number of persons charged with crime, however, who are innocent of either crime or criminal intent is naturally very large and there can be no excuse for retaining the photographs and measurements after innocence has been established. There is no good reason why such records should be kept with their possibility of future annoyance of the man or the humiliation of his family. The New York law was passed as the result of an agitation started by Roland B. Molineux, once sentenced to death for murder, but afterwards adjudged wholly innocent. Upon his acquittal he demanded the removal of his record from the books of the police, but was refused, and his persistence led to the passage of the law now in force. As a matter of common justice to innocent men wrongfully accused, a similar law should be placed on the statute books in every state.

THE LAW OF AUTOMOBILES.

Automobilists who have been recently arrested in Omaha for violating the rules of the road are trying with remarkable regularity to beg off on the ground of innocent ignorance of what is required of them. While the drivers of self-propelling machines are presumed to know the law, it may not be amiss to remind them of the conditions upon which they are permitted to run at large by edict of the last Nebraska legislature: 1. Every owner of a motor vehicle must have the same registered with the secretary of state and take out a license costing \$1 per year. 2. The registration number assigned by the secretary of state must be displayed conspicuously on the automobile. 3. Maximum rates of speed are: Ten miles an hour "in the close-built-up portions of the city, town or village;" fifteen miles an hour "elsewhere in a city, town or village;" twenty miles an hour "outside of the city, town or village." 4. Upon approaching or traveling "a crossing of intersecting public highways, or a bridge, or a sharp curve, or a steep descent," the driver must keep his machine under control at a rate of speed less than previously specified. 5. On a signal by putting up the hand from a person riding or driving a restive horse, or other domestic animal, the motor vehicle must be brought immediately to a full stop, and, if traveling in the opposite direction, remain stationary long enough to allow the horse to pass, and, if in the same direction, must use reasonable caution in passing the horse or animal. 6. Every automobile on the public highway must exhibit one or more white lights in front and a red light in the rear "during the period from one hour after sunset to one hour before sunrise." Violation of any of these rules constitutes a misdemeanor punishable for the first offense by a fine not exceeding \$25 and for subsequent offenses by a fine not less than \$25 nor more than \$50, "or imprisonment not exceeding thirty days in the county jail." The wise automobilist will obey the law.

VIOLATION OF ANY OF THESE RULES CONSTITUTES A MISDEMEANOR PUNISHABLE FOR THE FIRST OFFENSE BY A FINE NOT EXCEEDING \$25 AND FOR SUBSEQUENT OFFENSES BY A FINE NOT LESS THAN \$25 NOR MORE THAN \$50, "OR IMPRISONMENT NOT EXCEEDING THIRTY DAYS IN THE COUNTY JAIL."

THE WISE AUTOMOBILIST WILL OBEY THE LAW.

IT IS PLANNED TO TAKE MR. FAIRBANKS FOR AN AUTOMOBILE RIDE DURING HIS VISIT IN LINCOLN, AUGUST 3. But, for goodness sake, keep him off of O street, unless you wish to behold the spectacle of a dizzy, seasick vice president.—Lincoln Star.

SO THERE ARE OTHER CITIES BESIDE OMAHA THAT HAVE STREET PAVEMENTS THAT RESEMBLE MOST THE BILLOWY WAVES OF THE OCEAN.

ACCORDING TO EVIDENCE BEFORE THE NEBRASKA STATE RAILWAY COMMISSION, A PHYSICAL VALUATION OF THE EXPRESS COMPANIES WOULD SHOW WIDE DISCREPANCY BETWEEN MONEY INVESTED IN THE BUSINESS AND STOCK ISSUES FLOATED ON WALL STREET.

THE POOR EXPRESS COMPANIES WHICH SHOULD BE COMPELLED TO SUBMIT TO RATE REDUCTION IN NEBRASKA, MIGHT NOT BE ABLE TO DISTRIBUTE A 200 PER CENT DIVIDEND MORE THAN ONCE IN FOUR OR FIVE YEARS.

"I CONCERN MYSELF VERY LITTLE ABOUT PRESIDENT ROOSEVELT," SAYS GOVERNOR VARDAMAN. "I CONCERN MYSELF NOT AT ALL ABOUT GOVERNOR VARDAMAN," SAYS THE PRESIDENT. Looks like a tie. Better shake again.

EVERY DEPARTMENT OF CITY GOVERNMENT WILL SPEND ALL THE MONEY WHICH THE MAYOR AND COUNCIL MAY PLACE AT ITS

disposal. It is the duty of the mayor and council, however, to impose taxes only for what is really needed, no more and no less, and give the taxpayer the benefit of every doubt.

Now that he has decided that the democratic candidate for supreme judge may bear two party labels, fusion organs may give Judge Sedgwick some credit for determining cases on the law rather than to promote his own personal interests.

The anti-slot machine order of the Board of Fire and Police Commissioners not only stands, but stands with the additional endorsement of two judges of the district court. The slot machine operators had better let it go at that.

The opening of Twenty-fourth street seems to have struck a snag in the form of a technical defect in the ordinance as passed by the council. It is better to find the technical defects now than later.

The Elks must be in training to see how much heat they can stand before the clock strikes eleven. After their Philadelphia experience, they have decided to try Dallas, Tex., next year.

Shifting the Weath.

Portland Oregonian.

Promoting Competition.

Indianapolis News.

Instead of being a combination, of course, that arrangement between the Western Union and the Postal to divide the profits on certain telegraph business may be merely a shrewd scheme, according to modern business ideas, to foster competition.

Boost for the Home Grown.

Chicago Record-Herald.

Looks That Way.

Kansas City Star.

Justice Munger of the United States district court for Nebraska refused to grant an injunction sought by the express companies to enjoin the enforcement of the new law reducing express rates in Nebraska. From this it appears that a court does not have to grant a temporary injunction unless it wants to.

On a Firm Foundation.

New York Herald.

The country is all right. It was going ahead a little too fast, and the halt in speculation and this year's drastic reduction in the market value of those "highly decorated pieces of paper" in Wall street have put on the brakes without interfering with the basilar development in the country's prosperity.

One Question Starts Another.

Springfield Republican.

Justice Brewer of the United States supreme court has put this question in the course of an address the last week: "Suppose through such laws as Missouri passed, the railroads should actually lose money on carrying freight and passengers, will the state make the loss good to them?" That is a searching inquiry, yet not more so perhaps than this: Suppose the railroad should raise rates above the requirements of a fair return upon their capital; will they make good the loss to their patrons?

BRYAN'S LAST DELIVERANCE.

Kept in the Air.

New York Times (ind. dem.)

Where is the Party Now?

Washington Post (ind.).

Some Pertinent Questions.

New York World (dem.).

PERSONAL NOTES.

A New York swindler arrested after a long series of successful operations declares that his city is "dead easy."

A monument has been erected to Anna Hezel in the Schlossgarten at Mannheim, Germany. She is the wife of a carpenter, who, in 1784, saved the poet Schiller from a debtor's prison.

The sultan of Turkey has finally overcome his opposition to the telephone, and has ordered that the ministry of communications work out a project for supplying Constantinople with telephones.

The prince of Wales spends most of his leisure time in reading and pasting stamps in a stamp album. He has one of the finest private collections in Europe, all of which he has classified and pasted himself.

The man who captured Santa Anna's cork, the most interesting relic of the Mexican war, is still living at San Rafael, Cal. His name is Edwin Elvin Elliot, and he was a member of the Fourth regiment of Illinois Infantry.

The people of Clearmont county, Ohio, are forming plans for the erection of a tablet to the memory of George H. Grant, Pt. Pleasant, where he first saw the light of day, April 27, 1822. The grant is to be in connection with the Cincinnati homecoming in September. Pt. Pleasant, the birthplace of Grant, is a little hamlet on the Ohio river, about twenty-five miles above Cincinnati.

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