

## THE OMAHA DAILY BEE.

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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George B. Tschuck, treasurer 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 August, 1907, was as follows:

1.	36,750	17.	36,640
2.	36,640	18.	36,640
3.	37,040	19.	37,120
4.	36,900	20.	37,000
5.	37,440	21.	36,840
6.	36,820	22.	36,820
7.	36,700	23.	36,900
8.	36,560	24.	36,920
9.	36,600	25.	36,600
10.	36,820	26.	36,780
11.	36,550	27.	36,550
12.	37,840	28.	36,480
13.	37,110	29.	36,500
14.	36,700	30.	36,540
15.	36,770	31.	36,140
16.	36,850		
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Daily average, 36,324

GEO. B. TSCHUCK, Treasurer.

Subscribed in my presence and sworn to before me this 12th day of August, 1907.

(Seal) M. B. HUNTER, 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.

Even the hay fever crop is reported a little short this year.

A fuel trust has been discovered in San Francisco. It's a burning shame.

The end seat hog is dreaming of the day when he will move up next to the stove.

The more Colonel Bryan thinks about Secretary Taft's speeches the less he likes them.

Somehow the country is bearing up remarkably well under the reported famine of Teddy bears.

Kermit Roosevelt complains that he is being pestered to death by the girls. Kermit will outgrow that.

Dramatic critics are already making light of Mr. Hackett's stage production of "The House of a Thousand Candles."

Physicians attending that Baltimore man who swallowed a live frog express fears that he is liable to croak at any minute.

"The tide of democracy is setting on strong," says Colonel Bryan. Too early. It will be sure to ebb before election day.

It is practically settled that Chicago will have to worry along with but one base ball championship for the next year.

J. Edward Addicks is talking about running for governor of Delaware. The report that he was bankrupt was evidently exaggerated.

"How can we get good official service?" asks the New York World. One way, never tried in New York, is to put better men in office.

Colonel Bryan calls Secretary Taft "The Great Postponer." The secretary might retort that Colonel Bryan is "The Great Postponed."

An Italian poet who won \$10,000 in a lottery promises to quit writing verse. That's the best argument yet advanced in favor of the lottery.

J. Edward Addicks of Delaware is booming Secretary Cortelyou for the presidency. Mr. Cortelyou has done nothing to merit that kind of luck.

The chestnut crop is reported a failure this year. Still the consoling thought is left that when you don't eat chestnuts you don't eat worms.

American yachts are winning victories in Spain. American boats got the habit of showing their superiority over Spanish ships nearly ten years ago.

Ex-Governor Taylor intimates that if it is all the same to Kentucky he would rather use the long-distance telephone in testifying in the Caleb Powers case.

A poll of republican editors in Kansas shows 159 for Taft, nineteen for LaFollette, six for Cannon, four for Fairbanks and two for Root. The Knox boom has been delayed in transit.

The resumption of prize fighting at San Francisco will cast a suspicion on the character of the reform achieved in its municipal government by the ousting of the grafters. If San Francisco wants to keep a good name it will have to cut prize fighting out.

## COAL TRUST EXTORTION.

The Anthracite Coal trust has started trouble in Pennsylvania by raising the price to consumers in Philadelphia to \$7.25 a ton, which in former years has usually ranged from \$5.50 to \$6. The commercial bodies of the City of Brotherly Love have taken a hand and the courts are to be asked to grant relief, the petitioners asserting that the increase is due to a combination of mine operators, railroads and retail dealers to rob the public. The coal operators make little argument in support of the increased price, except that they own the anthracite, the supply of which is growing rapidly less each year and that they are not anxious to dispose of the product, even at the high price asked.

The investigation of conditions in Philadelphia has produced some information interesting to western buyers of anthracite. The price paid for anthracite at the mines is fixed, as it has been for some years, at \$3 a ton, and the difference between \$3 and the retail price is the amount paid to the railroads and the dealers. In Omaha, Pennsylvania anthracite retails at \$10.50 a ton, a margin of \$7.50 a ton between the cost at the mines and the cost to the consumer. It requires some hardihood on the part of the railroads to deny that this is not an exorbitant freight charge, but the companies have been successful, up to date, in maintaining whatever prices they have decided to establish.

The coal roads of Pennsylvania own and operate the anthracite mines of the state. This was established clearly in the hearings before the commission appointed by President Roosevelt to settle the coal strike three years ago.

Under the federal rate law passed by the last congress, such companies were given until May, 1908, to dispose of these holdings, after which date railroads must confine themselves to the transportation business, carrying only such commodities of their own as are intended for their own use. This means that the railroads shall not hereafter engage in mining, lumbering or any other business in competition with other concerns. The hope for a reduction of the price of anthracite lies in the breaking up of the combination by which the railroads which own the mines maintain a monopoly of the anthracite trade by controlling every means of taking the coal to market.

## SPEAKER CANNON ON GUARD.

Some close friends of the president are disposed to see a veiled threat in Speaker Cannon's recent utterances about what the course of congress should be at the coming session. In a number of interviews, apparently given for a purpose, Speaker Cannon has insisted that congress must take no action to "upset business conditions" on the eve of a presidential campaign. He has made it plain that he is in favor of a "go slow" policy on new legislation and he has been quoted as declaring that if he is re-elected speaker he will see to it that no tariff bill is enacted or provided for at the coming session.

It is well known that the president will propose a mass of important legislation for congress next winter. His recommendations will go into the subject of over-capitalization of railroads, valuation of railway property, national incorporation for concerns doing an interstate business, and other legislation looking to the increase of the federal power in corporation affairs, with more severe penalties for law violators. The speaker, on the other hand, has not hesitated to say that he is against some of the more important features of the president's anti-trust program and that, so far as possible, he will endeavor to confine congressional activities to consideration of appropriation bills and other routine matters, deferring action on the president's further railway and corporation legislative propositions.

The secret of Mr. Cannon's attitude probably lies in his desire to be prepared to meet the president, should the latter make any tariff revision recommendations in his message to congress. It is well known that President Roosevelt and Speaker Cannon have never been in real harmony on this issue. It is generally understood that the president, who is admittedly in favor of tariff revision, has withheld recommendations to that end because he considered railway and trust legislation as more important. He has had the support of Speaker Cannon in all this important legislation, it is believed, in return for holding tariff revision in abeyance. This strained harmony between the president and the speaker has embraced a lot of important matters, but an open rupture is predicted if the president takes any decisive steps at the coming session looking to a revision of the tariff. Speaker Cannon will hardly take action until the president's message has been submitted to congress, but if that document demands the appointment of a tariff commission, or an early consideration of the tariff schedules, it is predicted that the speaker will use his large powers to block various measures upon which the president is determined.

The new congress will be largely republican and composed of members elected upon Mr. Roosevelt's platform, so the speaker, if he decides to oppose any of the important policies of the president, will have a big job on his hands. Still, he is something of a fighter himself and knows how far he can go in opposing the president. The speaker has an inexorable machine and few members care to get in the way of it. Mr. Cannon has never lost absolute control of the house, in any fight, and never a control that was fairly effective or lasting. Still, he would find himself confronted with

a new condition should he try to prevent legislation favored by the president, especially if the people generally asserted themselves for the Roosevelt program.

## MORE NEW SECURITIES.

While some capitalists of industry in the east have been complaining bitterly about an alleged stringency in the money market, the records show an output of new securities from January 1 to date aggregating about \$500,000,000 in excess of the same period of last year. The total to September 10 amounted to \$1,657,168,500, compared with \$1,150,971,214 for last year. Of course, all these securities have not been placed, the record showing that \$1,000,000,000 of the new issues have been placed upon the market, thus constituting an enormous demand against the available supply of capital in the country. It is significant that the securities offered amounted in face value to just about what Secretary Wilson predicts will be the gain in the value of American farm products over last year.

The railroads have been the greatest producers of new securities, the total authorized by them to September 10 being \$1,284,346,600, as compared with \$372,821,900 issued by the industrial organizations. The exhibit is rather remarkable, refuting, as it does, the claim that railroads are not able to secure funds needed for betterments. The fact that about 80 per cent of the new issues have been placed and that the market is improving should tend to relieve apprehension about the extent of the financial reaction so loudly proclaimed by the speculators.

## INVITING MORE TROUBLE.

The appeal of the allied railroads of Nebraska to the federal courts for an injunction to prevent the State Railway commission from issuing orders for reduced rates on grain transportation is in line with the well known policy of the railroads to concede nothing to the public, except under compulsion.

The Nebraska law defining the powers and duties of the State Railway commission provides procedure by which the railroads could have a hearing before the board and any action at which they might be aggrieved could be brought before the state courts by way of appeal. The railroad lawyers, however, figure the federal courts to be more friendly to their point of view and are determined not to submit to state authority until after trying every possible means of escape from it.

The railroad managers and their lawyers may have convinced themselves that this method of dealing with the public is the correct one, but we believe they will find themselves mistaken before they are through. They are simply inviting more trouble and instead of trying to get together with the representatives of the people they are defying them and endeavoring to precipitate a conflict between state and federal governments. But there will be no serious conflict, although the solution of the problem may be delayed because the federal government can and will be made to respond to the popular demand in these matters just as it was made to respond to the popular demand for the federal rate law a year ago.

## SAME OLD GRAFT.

An editorial article in the Chicago Tribune indicates that other places are getting ready to follow the lead set here by The Bee in stopping sheriff's jail-feeding graft worked as a perquisite of office. Over in Cook county the game has evidently been played to the limit. "It is the custom of sheriffs," we are told, "to insist that the county board shall contract to pay them a specified daily sum for each prisoner. Whenever the county board suggests that the sheriff should render bills giving the exact cost of food provided he demands. After the board has been forced to allow him so many cents a day for feeding each prisoner he sets his mind to feeding his boarders as cheaply as he can, so that there may be the largest possible margin of profit. When the sheriff buys groceries for jail use from a firm in which he is interested he makes an additional profit out of his boarding house. Where there are from 500 to 600 people to be fed a small daily profit on each of them amounts to a good deal at the end of the year. A sheriff who is not satisfied with that can increase the sum by farming out the privilege of selling to prisoners tobacco and other articles."

With a few minor corrections this description would fit Douglas county exactly, as the jail feeding was conducted previous to the enactment of a new law by the last legislature. It is gratifying to know that we have been doing some pioneering in reform here in Omaha. The solution reached here is to let the jail feeding by contract, thus giving the sheriff no advantage over any other competitor, the specifications for quantity and quality of food furnished being made by the county board and incorporated into the contract. The Nebraska law putting an end to the jail-feeding graft is the result of agitation and personal effort on the part of The Bee and its editor.

The appointment by Governor Sheldon of Charles B. Anderson to fill a vacancy in the Board of University Regents left by the resignation of Judge Calkins in his transfer to the supreme court commission is apt to create complications. The difficulty arises from the fact that the filling of this vacancy was included in the proclamation enumerating the offices

for which nominations were to be made at the direct primary and a socialist candidate filed and secured an unopposed nomination, which nomination would ordinarily be equivalent to an election. Should anyone other than Mr. Anderson poll a majority of the votes for this office in November he would be entitled to a certificate of election immediately after the canvass of the returns, which would dispossess the new appointee until the regular term beginning in January.

Omaha entertained the big circus with all its crowds and camp followers with complete freedom from the pocket-picking and petty thieving which usually follows in the wake of the big show. People are too apt to take this as a matter of course when, in fact, it is to be credited to the efficient police protection. The same circus showing in Lincoln the preceding Saturday was followed by a perfect shower of complaints of missing pocketbooks and valuables.

A lot of county clerks scattered throughout Nebraska must be decidedly indifferent to their official duties or flagrantly incompetent. That is the only explanation that can be given for the unusual delay in completing the canvass of the primary election held a week ago. The secretary of state should make a memorandum of the delinquents and give them special instructions between now and the November election.

Members of political and social clubs may expect to have their dues raised when the police board edict requiring liquor licenses for club buffets goes into effect. Clubs that take out licenses will have to raise \$1,000 and clubs that do not take out licenses will have to make good the loss of revenue due to withdrawals of those who belong simply for the sideboard privileges.

An inferior court in Philadelphia has given the Pennsylvania railroad a decision to the effect that enforced 2-cent fares are confiscatory and unconstitutional. The decision will cut no figure in any other state or jurisdiction. It is notorious that the Pennsylvania railroad has only to ask a Philadelphia court for anything it wants to get it delivered, charges prepaid.

Nebraska corn is sized up by the statisticians of the Department of Agriculture at Washington as well above the ten-year average for condition on September 1, although quite a little lower than that of last year. With prices at present level, however, the Nebraska farmer will cash in ahead of his average.

The Panama canal is about one-third finished, at a cost of \$130,000,000. Nearly \$1,000,000 of that amount, however, was spent in sanitation, buildings and preliminary work, but there is little hope that the enterprise will be completed within the original estimate of \$250,000,000.

"We are now asking for the regulation of the railroads," said Mr. Bryan in a speech at Cincinnati. Mr. Bryan must have been too busy to read the papers or he would not be asking for something already in hand.

Although the identity of the fusion candidate for supreme judge has not yet been definitely disclosed, the local democratic organ has started out to play safe by pummeling the republican nominee.

English clergymen refuse to marry a man to his deceased wife's sister, regardless of the act of Parliament authorizing it. The deceased wife's sister is still a live subject.

Governor Hughes is still making his tour of the county fairs in New York state, appearing between the judging of the prize Herefords and the 2:16 trotting race.

## Petter from the Pot.

Why should Mr. Bryan give at Secretary Taft as the "Great Postponer?" when after playing the itinerant teacher of government ownership of railroads he tries to save his face by explaining that it is not an immediate but an ultimate issue?

## Unworthy of the Times.

The latest form of corporate imposition is the proposal that has aroused sleepy Philadelphia. The people are protesting against a reduction in car fares on the ground that it would necessitate carrying pennies in these days of nickel-plated prosperity.

## America's Vanishing Forests.

Lumbermen from various parts of the United States gather in Philadelphia. A man from Georgia speaks. If he tells the truth, a great national disaster is impending. "At present there is a shortage in the supply of lumber," he says, "but the worst is to come. Unless some miracle happens and forests spring up over night, the lumber supply of this country will be exhausted within ten years."

## Better Business Conditions.

It is becoming clearer every day that the campaign against corporation dishonesty is having excellent effects. The efforts of the Wall Street speculators to create general panicky conditions have failed. The people know that the foundation of the country's prosperity are solid. They also know that the speculators had boomed many corporation stocks to points above their full value. These stocks have now fallen to nearly what they are worth. The people are only waiting to see whether the corporation magnates are really in future going to obey the law, and when they are convinced that they are doing so they will again be ready to invest. Meanwhile the tide of wild speculation which would in the end have carried business ruin has been checked and the age of the trusts and financiers is a good thing and means greater and more substantial prosperity in the not distant future.

## BLUE RIBBON OF THE SEA.

Importance of the Maiden Voyage of the New Ocean Flyer.

Should the hopes of its builders and the predictions of admirers be realized, the new Cunard Lusitania should pass Sandy Hook at the entrance of New York harbor, early Friday morning. Five days from Queenstown to Sandy Hook is the maximum time of the trip predicted by the builders. The Lusitania sailed from Queenstown at 12:11 p. m. Sunday. Allowing for the difference in time between Queenstown and New York, as computed by the Cunard line, the new ocean greyhound must pass Sandy Hook not later than 7 a. m. Friday to fulfill the prophecy of a five days' trip. Any gain over that time means all the more credit for the builders and owners, some of whom predict a four days' voyage when the steamship machinery is tuned up by use.

The maiden trip of the latest triumph of marine architecture excites keen international interest. Longer, broader and deeper than any ship yet built, and with vastly greater power, the performance of the Lusitania is of deep concern to Great Britain, which has been overshadowed by the prospect of a German shipyard. Accompanied by the Lusitania, the same line considered a dozen years ago the limit in size and speed of ocean-going steamships, the Lusitania is expected to distance its consort and make a new record of ocean speed. To the engineering world the trip is of even greater interest, inasmuch as it comprehends a test of the turbine system of steam power, applied for the first time on large steamers. The engines and boilers are capable of producing 70,000 horsepower and have driven the Lusitania to a speed of twenty-five and one-half knots an hour during the builders' trial. To develop its full power requires 1,000 tons of coal per day. On the present trip the Lusitania carries nearly 2,000 passengers, a crew of 688 and several thousand tons of supplies.

The Cunard company took a firm grip on transatlantic supremacy in 1858, when it brought out the famous Etruria, which is still plying in the regular New York service of the line. It lowered the record to 4 days, 4 hours, and 43 minutes, relates the New York Post. But it held the blue ribbon only for another year. The Umbria, coming along and making the record 6 days, 4 hours, and 42 minutes. The next year the Etruria regained its lost laurels amid great public acclaim, putting the figures at 4 days, 1 hour, and 55 minutes.

It was an American line that first brought out the five-day boat, the City of Paris. It is true it was built in a British shipyard and sailed by British seamen under the flag of Great Britain. But at least American capital was responsible for its production, and such being the case, there is satisfaction for patriots, sorry as the source may be. In any event, in 1888, the City of Paris crossed the ocean in 5 days, 19 hours, and 18 minutes.

Again the Englishmen entered the lists this time launching those two magnificent steamships, judging even from the standpoint of today, Oceania and Campania. In 1883, the Campania took the record away from the City of Paris, now the American liner Philadelphia, with a passage of 5 days, 12 hours, 7 minutes. Its sister in 1884 established a record of 5 days, 7 hours, 23 minutes.

In the meantime, over the Southampton course, which is about 3,194 miles, whereas the Liverpool-Queenstown course is considerably shorter, 2,800 miles, the Hamburg-American liner Furst Bismarck in 1891 made a record of 6 days, 14 hours, and 15 minutes. In 1894, the pair of American built, American designed steamships, St. Paul and St. Louis were placed in the Southampton-Cherbourg service, and 1897 the St. Paul reduced the time to 6 days, no hours, 31 minutes a record which stood until the fleet Kaiser Wilhelm der Grosse of the North German Lloyd line later reduced the time to 5 days 11 hours, and 5 minutes. This vessel later made the time to Southampton 5 days and 20 hours.

In 1900 the great Hamburg-American flyer Deutschland appeared. The product of the Iron Works of Stettin, carrying with it all the hopes of German supremacy, it started from Plymouth for New York on its maiden voyage in July, 1900, and lowered the record to 5 days 14 hours 23 minutes. It made an average speed of 23 knots an hour over a course of 3,065 miles. No merchant vessel has ever before attained an average speed of more than 22 and a fraction knots. In September, 1900, the Deutschland went from New York to Plymouth in 5 days 7 hours 38 minutes, a record the North German Lloyd line has always disputed, maintaining that the Kaiser Wilhelm II, over a longer course, in June, 1904, made the journey from New York to Plymouth, 2,962 miles, in 5 days 11 hours 58 minutes, averaging 23.58 knots an hour. However, no one high in the transatlantic councils has ever evinced any desire to tear from the Deutschland its laurels.

But in their hearts the British, as well as all the rest of the world, appreciated the full value of speed, as a war asset, if not a commercial necessity. And so, while the Germans waged their battle fiercely, while the shipbuilders of Stettin strained over the problem of drawing a fraction of a knot extra speed out of their reciprocating engines, the English turned their attention to the turbine. Inspired by the success of that little British warship, the turbine, naval engineers and designers of London, Liverpool, the Clyde and elsewhere spent their days in experiments, their nights in evolving new ideas, until at last, under direct governmental encouragement, of the most substantial sort, and after trials with river and channel vessels, and, later, with warships, the Cunard liners Carmania and Caronia were evolved.

They led the way for the Lusitania and Mauretania, upon which boats the turbine system will stand or fall. If it proves a successful system of propulsive power, in a large sense, which is to say, in a sense adequate to meet the demand of a vessel of the size of the Lusitania, embodying, as it does, all the aspirations and most modern achievements of the British mechanical mind, if its turbines prove a success, British shipbuilders will be again in advance of all the world.

## The Difference.

Kansas City Times.  
Secretary Taft denounced republican bosses and the republican machine in an Ohio election, regardless of the immediate interests of his party at the polls. When the secretary went to Oklahoma he advised the republicans to vote against the proposed constitution of the new state even at the risk of delaying statehood. Mr. Bryan is not that kind of a party man. He is in the habit of advising democrats to "vote the ticket straight, from top to bottom." In Oklahoma he urges the adoption of the faulty constitution and the election of the democratic nominee for governor.

## What's the Use?

Philadelphia Record.  
Dr. Wiley is predicting that, as a result of avoiding all the foods he holds to be delicious, the age of 70 will become the average instead of the exceptionally long life. But what is the use of living to be 70 if the president thinks a naval officer is superannuated at 60 and the big corporations are retiring their old men and taking on only young ones, and the ministers of the gospel complain that after 50 they can't get congregations?

BUY NOW!  
A Piano is a Necessity

Fifty years ago pianos were luxuries. They were considered as much of an extravagance as a very expensive painting or the valuable work of a famous sculptor.

Those families who owned them were looked upon as being able to afford lavish expenditures.

But now how different. Today the homes which do not have pianos are known to lack a necessity.

And what is it that has brought about this change? One reason is the decrease in the cost of production; a better piano may be bought today for \$150 than could possibly be fifty years ago for a thousand.

But the expense is not the chief cause. There is a better reason, one that has been made by the rapid advance of civilization. And this is it—the necessity for music in the home.

Day was when music had no part in the education of a child. It was considered superfluous, to be desired, of course, but not required. Now young men and especially young women who

are ignorant of the great art when they reach their majority are under a handicap.

Therefore the piano is a necessity. If you have children you should insist that they begin to learn to play at once. If you haven't a piano, buy one. Don't think you can't afford one for you can. If you come to the A. Hospe music store you will find this out. Every instrument we sell is marked with one price and because we do not pay them we save you the profits of the commission takers.

Remember, you can buy a piano here either for cash or a little down and a few dollars a month with interest at 8 per cent per annum.

In no other store is it possible to buy so good a piano as low as the ones we sell for \$125, \$145, \$165, \$190 and \$225. Pay as little as \$6 monthly. We are factory distributors for Kransch & Bach, Krikauer, Kimball, Bush & Lane, Cable Nelson, Melville, Clark, Hallett & Davis, Cramer, etc., etc. Positively one price and always the lowest.

## A. HOSPE CO., 1513 Douglas St.

Write for Catalogues and Prices

## PERSONAL NOTES.

Postmaster Edward M. Morgan of New York City affords an exceptional example of promotion for merit. The head of Uncle Sam's biggest postoffice entered the service in 1873 as a carrier and has worked his way up.

Lord Brampton, formerly the famous criminal judge, Sir Henry Hawkins, the man who presided over the famous Tichborne case and later tried and sentenced Mrs. Maybrick, has just retired on a pension at the age of 90 years.

Conrad Albert Stittfield, editor of the Berliner Morgenpost, is writing interesting letters to his paper from German East Africa. His latest communication was written at Dar-es-Salaam, the pretty capital city on the Indian ocean. Mr. Albert, as the novelist and newspaper man is known in the German literary world, accompanied Prince Henry on his visit to this country and made many friends.

Edwin Walter Sims, upon whose motion the rebate case against the Chicago & Alton road was postponed for three weeks in Judge Landis' court, is United States district attorney for the northern district of Illinois. He also has been special attorney for the bureau of corporations at Washington and solicitor of the Department of Commerce and Labor. In 1900-'02 he was county attorney of Cook county. Mr. Sims was born in Hamilton, Ont., in 1870, and was educated in the public schools of Detroit and Bay City, Mich. He received his legal education in the University of Michigan, and in 1894 he was admitted to the bar. Previously he had served as reporter, editor or special correspondent for papers in Detroit and elsewhere.

## BRYAN AS A TAFT CRITIC.

Difference Between the Outspoken and the Straddle.  
New York World (Ind. dem.)

Replying to Mr. Bryan's sneer that he is "The Great Postponer," Secretary Taft discussed the question of tariff revision with the utmost frankness in his Tacoma speech. "With respect to the tariff I was in favor of revision last year, and I am still in favor of revision; but I am a party man, and I realize the lack of wisdom and the danger both to the party and the country of attempting a revision of the tariff in a presidential campaign. I am convinced that the republican party as a party will come to a revision of the tariff immediately after the next presidential election, and I am in favor of practical results, not of theories and platforms. If it cannot be done this year I am in favor of doing it next year."

Whatever inconsistency may appear in Secretary Taft's attitude toward tariff revision, the William Jennings Bryan who as a candidate for president suppressed the tariff question in two campaigns in order to conciliate the silver republican vote is hardly the person to taunt him with it.

Furthermore, if the question of a revision of the tariff by William H. Taft or a revision of the tariff by William J. Bryan were submitted to the American people, can there be the slightest doubt as to how they would decide?

## OUR FALL STYLES FOR MEN

FOR forty years BROWNING, KING & COMPANY have been making Clothing for Men and Boys—each year improving on every other year's product.

Nothing so wholly satisfactory as this season's garments has ever been offered before to the public—a public whose judgment in good clothes has developed with the great advances in the art of tailoring.

As to the Autumn styles, there are these points to be noted: our Sack Coats are not cut so low in front. The extremes of the Summer styles were as open as the evening dress waistcoat.

And the skirt of the Sack Coat is distinctly shorter and with no vent.

This is new and a proof of newness.

When you buy a new suit, see that it looks it. Our Fall and Winter Suits and Overcoats for Men, Boys and Children are now ready for inspection.

**Browning, King & Co**  
E. S. WILCOX, Manager.