

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR

Entered at Omaha Postoffice as second class matter

TERMS OF SUBSCRIPTION

Daily Bee (without Sunday), one year, \$4.00

Daily Bee and Sunday, one year, \$5.00

DELIVERED BY CARRIER

Daily Bee (including Sunday), per week, 15c

Evening Bee (without Sunday), per week, 10c

Evening Bee (with Sunday), per week, 15c

Address all complaints of irregularities in delivery to City Circulation Department

OFFICES

Omaha—The Bee Building

South Omaha—City Hall Building

Council Bluffs—15 Scott Street

Chicago—140 Unity Building

New York—108 Horse Life Insurance Bldg.

Washington—21 Fourteenth Street

CORRESPONDENCE

Communications relating to news and editorial matter should be addressed, Omaha Bee, Editorial Department

REMITTANCES

By draft, express or postal order payable to The Bee Publishing Company

Only 2-cent stamps received in payment of mail accounts

Personal checks, except on Omaha or eastern exchange, not accepted

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 printed during the month of September, 1907, was as follows:

Table with 2 columns: Copies, Total. Rows include 1-14 categories of circulation.

Total 1,093,470

Less unsold and returned copies, 2,877

Net total 1,090,593

Daily average 35,179

CHARLES C. ROSEWATER, General Manager

Subscribed in my office at Omaha to be mailed to me this 30th day of September, 1907.

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.

Cheese has been advanced in price and the holes weigh as much as ever.

Senator Borah can now report at Washington with his credentials on straight.

The wise person will lay in his stock of winter coal and avoid laying in his stock of winter cold.

King Ak-Sar-Ben is not one whit behind the president in the matter of defying the rain-drop.

Three of the Cuban revolutionists have been thrown into jail. The other one evidently escaped.

The yellow peril has been retired. The yellow press, however, will find some other sensation to suit its purposes.

Figuratively speaking, Mr. Fairbanks is head and shoulders above every other candidate for presidential honors.

The Omaha Horse Show promoters report that their prospects for the current season are the brightest that have ever been.

"Is it wrong to kill an umpire?" asks the Louisville Courier-Journal. Of course. They are out of season in this section.

"Autumn comes in with a smile on her face," says the Philadelphia Inquirer. Well, that's where smiles are usually worn.

"Dollar dinners" are no longer popular among democrats. Even a democrat has a better appetite than that in these prosperous days.

A Tacoma woman has asked for a divorce because her husband insists on eating raw meat while she prefers to hand him a hot roast.

Senator Platt says that Governor Hughes is a shrewd politician. The governor has proved it by keeping out of Platt's political clutches.

Charles Corn is running for office in Tennessee on the republican ticket. The chances are that he will be labeled as canned corn in November.

Temperance orators can now point to the befuddled condition of the Fairbanks boom as another illustration of the evil effects of strong drink.

"Few men are defeated for the third time in the race for the presidency," says Colonel Bryan, who apparently wants to establish a precedent.

Lincoln is to have a brewery as well as headquarters of the prohibition party. The combination ought to dispel the somnolence of the capital city.

The last vestige of the Jap-American war cloud will disappear as soon as Ambassador Aoki and President Roosevelt have a mix on the tennis court.

A horrible suspicion is gaining ground that those cocktails at the Fairbanks dinner to the president were wasted. No one will admit having drunk them.

Eugene Schmitz has been disappointed again. The labor party of San Francisco has refused to renominate him for mayor. There's no use denying that being in jail has its drawbacks.

NEED OF A PARCELS POST.

Postmaster General Meyer has taken the public into his confidence concerning his recommendations, to be made to the coming congress, in the interest of reforms in the postal service. He proposes to make a serious attempt to establish a parcels post system in this country. He appreciates the opposition that will be offered, and understands that his plan will be fought to the limit by the group of corporations that controls the express business of the country and has fattened on the harvest coming from a service rendered by private concerns that should be administered by the government. The lack of the parcels post system has been a standing indictment on the commercial intelligence of the nation for years and General Meyer proposes to ask congress to quash the indictment.

The postmaster general's plan is simple, but its adoption will be effective. He will ask congress to reduce the postage rates and raise the weights of parcels of merchandise already admissible to the mails. He proposes to end the absurdity of allowing any foreigner, whose home is in the postal union, to send a four-pound parcel from his postoffice to San Francisco or any other American city for 40 cents, while it costs an American 64 cents to mail a four-pound parcel from one village to another. General Meyer proposes to reduce the rates on such parcels from 16 cents a pound to 8 cents a pound and to allow parcels of larger weight to be carried by the mails at a corresponding rate.

The proposition is one that is certain to appeal to congress, backed by a public sentiment in favor of the measure. The opposition will come from the six allied express companies that have hitherto commanded the cooperation of the legislators, and the railroads in blocking efforts to establish the parcels post system. The enormous profits that have been secured by the express companies through their monopoly of the transportation of packages that should be sent by mail, have awakened the public to an appreciation of conditions, with the result that it is confidently expected that the express combine in congress will no longer be able to defeat the proposed legislation.

BORAH ACQUITTED.

The action of the jury at Boise in acquitting United States Senator Borah of the charge of conspiracy to defraud the government of public lands, through the operation of a timber syndicate, must be accepted as a vindication of the senator. The spontaneous, if not premature, reception tendered to the senator upon the announcement of the verdict, is evidence of his personal popularity in a community that has been wrought up over the land frauds and eager for the prosecution of the syndicates and combines that have robbed the people of their rightful heritage.

THE COUNTY COMMISSIONERS

are apparently deadlocked on the court house question. No dispute as to the necessity for the new court house exists, the only difference of opinion being in regard to the method of procedure. It may be that the visit of the Commercial club to the board room will enable some of the hesitating members to make up their minds.

THE STATE RAILWAY COMMISSION

has secured a volunteer who is willing to make complaint that the local grain rates in Nebraska are too high. This will now bring the issue on for determination, and we will soon have a decision as to whether state regulation really has any virtue. Little difficulty will be experienced in establishing the injustice of existing rates.

A CONNECTICUT MAN WANTS ACTION

taken "to prevent the reckless buying of automobiles by young people who know nothing of thrift as it is practiced by the people of continental Europe." That man ought to attend an auto parade during Ak-Sar-Ben week and learn that there is a difference between miserly thrift and the productive investment of savings.

SOMETHING UNUSUAL HAPPENS.

Springfield (Mass.) Republican. It is something very unusual which has happened in Nebraska—the refusal of a federal court to grant an injunction holding up the laws of a state on petition of several railroad companies. But there are other federal judges in that section of country who can be appealed to, and state law should not feel that it is beginning to recover any of its old-time dignity on this account.

COMING NEW STATE.

New York Tribune. As we felt sure would be the case Oklahoma is to come into the union without hindrance on the part of the president, whose duty it is to determine merely whether the new state government is republican in form and whether the constitution complies with the terms of the enabling act. For the rest the Oklahomans must work out their own salvation, and the state and federal courts stand ready to correct any serious errors in the operation of the organic instrument recently adopted.

RAILROADS FOR SERVICE NEVER PERFORMED

in the matter of mail transportation. The fallacy of the old system was exposed at the last session of congress, when an effort was made to establish a policy of retrenchment in certain public expenditures. The railroads objected to the new method proposed for weighing the mails until figures were produced showing that the government, even under the old system, was paying a much higher rate than was charged for the transportation of tonnage of any other kind when the work was done for private parties. Under the new rule the Sunday tonnage of mail material will figure in making up the daily average. Instead of being "velvet" for the transportation companies, the annual deficit of the postal department is about \$10,000,000. The new system of weighing the mails will effect a saving of more than half of that amount and, if the abuse of the franking privilege can be eliminated, the Postoffice department will be placed upon a self-sustaining basis in a very short time.

THE KEEP OF THE INSANE.

The Bee recently reprinted from the Chicago Tribune an editorial discussing the cost of maintenance of insane wards of the state in the light of a new law enacted in Illinois, putting the cost of such care upon the estates of the insane. In this article it is stated that only seven states in the union meet the whole cost of maintenance of the insane out of the state treasury. Inasmuch as among those seven states is Nebraska our people should seriously consider whether it is not time for them to follow the example just set by Illinois, to get a more equitable allotment of this burden.

AN EXAMINATION OF THE BIENNIAL APPROPRIATIONS

made by our legislature will disclose that the requirements of the three insane asylums maintained by Nebraska constitute a large part of the budget, exceeded only by the appropriations for the State university. While the state should and must continue to care for all the insane who left at large and under any arrangement must continue to pay the cost of maintenance of those who are unable to pay for themselves, there is no good reason why the taxpayers should have to foot the bills for those who have ample means of their own, or have close relatives under moral obligation to support them.

IT IS RELIABLY STATED THAT OUR NEBRASKA INSANE ASYLUMS

contain many patients who are well-to-do, or come from families in easy circumstances, who yet permit the state not only to house them and furnish medical and other attendance, but also to feed and clothe them, at the general expense. The Bee believes that a thorough investigation of the inmates of our asylums with reference to their ability to contribute to their own care and keep would point the way for legislation that would lift a large part of this burden from the taxpayers. It might even be advisable to devote one of the three insane asylums in Nebraska to the indigent insane and the other two to the insane who are able to pay their own board and lodging. No one would suggest that the attention or accommodations given to these unfortunates should in any way be deteriorated, but the exaction of board money from those who are able to pay would give them no claim to better accommodations, but would put these institutions upon a more substantial business basis.

THE BEE HOPES THIS INVESTIGATION

may be made before the next legislative convenes and lead up to a thorough revision of our laws governing admission to our insane asylums.

THE COUNTY COMMISSIONERS

are apparently deadlocked on the court house question. No dispute as to the necessity for the new court house exists, the only difference of opinion being in regard to the method of procedure. It may be that the visit of the Commercial club to the board room will enable some of the hesitating members to make up their minds.

THE STATE RAILWAY COMMISSION

has secured a volunteer who is willing to make complaint that the local grain rates in Nebraska are too high. This will now bring the issue on for determination, and we will soon have a decision as to whether state regulation really has any virtue. Little difficulty will be experienced in establishing the injustice of existing rates.

A CONNECTICUT MAN WANTS ACTION

taken "to prevent the reckless buying of automobiles by young people who know nothing of thrift as it is practiced by the people of continental Europe." That man ought to attend an auto parade during Ak-Sar-Ben week and learn that there is a difference between miserly thrift and the productive investment of savings.

SOMETHING UNUSUAL HAPPENS.

Springfield (Mass.) Republican. It is something very unusual which has happened in Nebraska—the refusal of a federal court to grant an injunction holding up the laws of a state on petition of several railroad companies. But there are other federal judges in that section of country who can be appealed to, and state law should not feel that it is beginning to recover any of its old-time dignity on this account.

COMING NEW STATE.

New York Tribune. As we felt sure would be the case Oklahoma is to come into the union without hindrance on the part of the president, whose duty it is to determine merely whether the new state government is republican in form and whether the constitution complies with the terms of the enabling act. For the rest the Oklahomans must work out their own salvation, and the state and federal courts stand ready to correct any serious errors in the operation of the organic instrument recently adopted.

RAILROAD CONTROL IN CANADA.

It Would Be Called Anarchistic in This Country. Newark (N. J.) Star.

We never hear anybody accusing the Canadian of being anarchistic or socialist. They are a conservative, deliberate people, slow to accept new-fangled things, and not given to enthusiasm over political reforms. Their railroads have shown amazing developments in recent years. Trackage has been increased and the facilities enlarged at a tremendous rate. Much of the capital and some of the ablest officials have come from this side of the border. Neither investors nor managers complain of the like some restrictions nor unwarranted interference on the part of the government. And yet they have in Canada a railroad commission consisting of three members, appointed for life, with power more drastic and far-reaching than is possessed by any body in this country, state or national. Here are some of the things that the Canadian railroad commission is empowered to do: It may compel the abolition of grade crossings or compel the railroad companies to construct subways or overhead crossings. It may regulate the time tables and require the putting on of additional trains to meet the traffic. It may regulate the distribution of freight cars if the question of discrimination be raised. It may regulate the construction of switches or sidings for the accommodation of industries. It may fix rates on passenger or freight traffic. It may determine what private property railroad companies are allowed to purchase without the owners' consent. It may assume jurisdiction over claims against the railroad. It may approve or reject all plans for railroad extensions or new lines, and no work is permitted without its approval. It is charged, by law, with the prevention of discriminations between different localities. It may authorize or prevent one railroad from crossing into the territory of another. It is required to prevent rebating. It has power to pass upon all leases, contracts and agreements between railroads. It has jurisdiction over the telegraph and telephone lines operated by railroad companies. Vast, comprehensive and far-reaching powers, aren't they? Nothing so radical or revolutionary ever seriously proposed in this country. We wouldn't stand for anything of the kind in this country. It would be anarchistic. But some of us may be unable to understand why a policy that seems wise, reasonable and practicable in Canada is impossible here. What increases the mystery is the fact that the capitalists and railroad managers didn't pierce the atmosphere with cries of anguish and wailing while that legislation was being enacted. They didn't send a hand of lobbyists to Ottawa to talk and plan and scheme in order to either destroy or cripple the act. They didn't subsidize clergymen, editors and politicians to preach calamity as the inevitable fruit of making such a law and compelling obedience to it. No. Most of the Canadian railroad capitalists and managers approved of the law, and co-operated in framing it so as to make it accepted and widely fair all around and thus reduce to a minimum friction between the companies and the public. And the result? General satisfaction.

THE VOICE OF BRYAN.

Significance of Platform Utterance of Nebraska Democrats. Springfield, Mass. Republican (Ind.).

The democratic state convention in Nebraska the last week was notable because Mr. Bryan drafted its platform, in accordance with a habit of many years standing in considering the one or several points of interest that may bear upon national politics in the immediate future. The platform a year ago endorsed Mr. Bryan for the presidency, but this year he is not referred to as a candidate. The reference to him is merely an assertion of "fidelity to the principles which he has so ably advocated, and which at this time are so generally accepted by a large majority of the people of the United States." Whether this signifies that Mr. Bryan is really in doubt whether to run again can be left for each reader's interpretation. The platform does not refer to government ownership of railroads, or to currency issues. It calls for immediate tariff reduction, a federal income and inheritance tax, at the same time condemning government by injunction and imperialism. The plank that appears to be attracting the most attention is that which refers to state's rights as against federal centralization. This undoubtedly came from Mr. Bryan's pen. Believing with Jefferson in "the support of the state governments in all their rights and the most competent administrations for their domestic concerns," and in "bulwark against anti-republican tendencies," and in "the preservation of the federal government in its constitutional character as the sheet anchor of our peace at home and safety abroad, we are opposed to the centralization implied in the suggestions now frequently made that the powers of the general government should be extended by judicial construction. We favor the exercise by the general government of its constitutional authority for the prevention of monopoly and for the regulation of interstate commerce, we insist that federal remedies shall be adequate and substituted for state remedies. We assert the right of congress to exercise complete control over interstate commerce, and we assert the right of congress to regulate and enlarge the power of national and state railway commissions as may be necessary to give effect to its legislation and places from discrimination and extortion.

PROPOSAL TO GIVE TONE TO BILLS

According to the New York Tribune.

Much mystery attaches to the resolution introduced at the American Banker's association convention proposing to regulate the color of banknotes. On what principle did the mover decide to have one-dollar notes slate, two-dollar notes green, five-dollar notes blue, ten-dollar notes pink and hundred-dollar notes purple? Did he arrange these colors with reference to the degree to which they show dirt? If so, white was well chosen for the "staggerers." For white in the form of a \$1,000 bill shows "dirt" most plainly. Or did the reformer use white for the "big bucks" because it is the sum of all other colors? Nobody knows, but every one must rejoice that the bankers did not seal the colors of bills according to the spectrum, beginning at the lower end with the one-dollar denomination and working upward. For this scheme would have necessitated making the \$5,000 and \$10,000 bills "ultra-violet," which is unfortunately invisible. Such bills are invisible to the ordinary eye, anyhow. But think of young Dives' anguish when the executor of papa's misbegotten estate handed him a quite invisible lot of big bills!

RAILROAD TRAGEDIES.

Baltimore American. Railroad tragedies continue at a rate that keeps the country in horror and make the traveler fear that he may be the next victim. These collisions and wrecks and collisions cannot be blamed on anything but defective service, and the public has a right to demand greater care and better management.

RAILROAD CONTROL IN CANADA.

It Would Be Called Anarchistic in This Country. Newark (N. J.) Star.

We never hear anybody accusing the Canadian of being anarchistic or socialist. They are a conservative, deliberate people, slow to accept new-fangled things, and not given to enthusiasm over political reforms. Their railroads have shown amazing developments in recent years. Trackage has been increased and the facilities enlarged at a tremendous rate. Much of the capital and some of the ablest officials have come from this side of the border. Neither investors nor managers complain of the like some restrictions nor unwarranted interference on the part of the government. And yet they have in Canada a railroad commission consisting of three members, appointed for life, with power more drastic and far-reaching than is possessed by any body in this country, state or national. Here are some of the things that the Canadian railroad commission is empowered to do: It may compel the abolition of grade crossings or compel the railroad companies to construct subways or overhead crossings. It may regulate the time tables and require the putting on of additional trains to meet the traffic. It may regulate the distribution of freight cars if the question of discrimination be raised. It may regulate the construction of switches or sidings for the accommodation of industries. It may fix rates on passenger or freight traffic. It may determine what private property railroad companies are allowed to purchase without the owners' consent. It may assume jurisdiction over claims against the railroad. It may approve or reject all plans for railroad extensions or new lines, and no work is permitted without its approval. It is charged, by law, with the prevention of discriminations between different localities. It may authorize or prevent one railroad from crossing into the territory of another. It is required to prevent rebating. It has power to pass upon all leases, contracts and agreements between railroads. It has jurisdiction over the telegraph and telephone lines operated by railroad companies. Vast, comprehensive and far-reaching powers, aren't they? Nothing so radical or revolutionary ever seriously proposed in this country. We wouldn't stand for anything of the kind in this country. It would be anarchistic. But some of us may be unable to understand why a policy that seems wise, reasonable and practicable in Canada is impossible here. What increases the mystery is the fact that the capitalists and railroad managers didn't pierce the atmosphere with cries of anguish and wailing while that legislation was being enacted. They didn't send a hand of lobbyists to Ottawa to talk and plan and scheme in order to either destroy or cripple the act. They didn't subsidize clergymen, editors and politicians to preach calamity as the inevitable fruit of making such a law and compelling obedience to it. No. Most of the Canadian railroad capitalists and managers approved of the law, and co-operated in framing it so as to make it accepted and widely fair all around and thus reduce to a minimum friction between the companies and the public. And the result? General satisfaction.

THE VOICE OF BRYAN.

Significance of Platform Utterance of Nebraska Democrats. Springfield, Mass. Republican (Ind.).

The democratic state convention in Nebraska the last week was notable because Mr. Bryan drafted its platform, in accordance with a habit of many years standing in considering the one or several points of interest that may bear upon national politics in the immediate future. The platform a year ago endorsed Mr. Bryan for the presidency, but this year he is not referred to as a candidate. The reference to him is merely an assertion of "fidelity to the principles which he has so ably advocated, and which at this time are so generally accepted by a large majority of the people of the United States." Whether this signifies that Mr. Bryan is really in doubt whether to run again can be left for each reader's interpretation. The platform does not refer to government ownership of railroads, or to currency issues. It calls for immediate tariff reduction, a federal income and inheritance tax, at the same time condemning government by injunction and imperialism. The plank that appears to be attracting the most attention is that which refers to state's rights as against federal centralization. This undoubtedly came from Mr. Bryan's pen. Believing with Jefferson in "the support of the state governments in all their rights and the most competent administrations for their domestic concerns," and in "bulwark against anti-republican tendencies," and in "the preservation of the federal government in its constitutional character as the sheet anchor of our peace at home and safety abroad, we are opposed to the centralization implied in the suggestions now frequently made that the powers of the general government should be extended by judicial construction. We favor the exercise by the general government of its constitutional authority for the prevention of monopoly and for the regulation of interstate commerce, we insist that federal remedies shall be adequate and substituted for state remedies. We assert the right of congress to exercise complete control over interstate commerce, and we assert the right of congress to regulate and enlarge the power of national and state railway commissions as may be necessary to give effect to its legislation and places from discrimination and extortion.

PROPOSAL TO GIVE TONE TO BILLS

According to the New York Tribune.

Much mystery attaches to the resolution introduced at the American Banker's association convention proposing to regulate the color of banknotes. On what principle did the mover decide to have one-dollar notes slate, two-dollar notes green, five-dollar notes blue, ten-dollar notes pink and hundred-dollar notes purple? Did he arrange these colors with reference to the degree to which they show dirt? If so, white was well chosen for the "staggerers." For white in the form of a \$1,000 bill shows "dirt" most plainly. Or did the reformer use white for the "big bucks" because it is the sum of all other colors? Nobody knows, but every one must rejoice that the bankers did not seal the colors of bills according to the spectrum, beginning at the lower end with the one-dollar denomination and working upward. For this scheme would have necessitated making the \$5,000 and \$10,000 bills "ultra-violet," which is unfortunately invisible. Such bills are invisible to the ordinary eye, anyhow. But think of young Dives' anguish when the executor of papa's misbegotten estate handed him a quite invisible lot of big bills!

RAILROAD TRAGEDIES.

Baltimore American. Railroad tragedies continue at a rate that keeps the country in horror and make the traveler fear that he may be the next victim. These collisions and wrecks and collisions cannot be blamed on anything but defective service, and the public has a right to demand greater care and better management.

INITIATIVE--IS POWER

Webster says "Initiative" is an introductory act, first procedure in any enterprise, the power of beginning, originating, or setting foot, the disposition to take the lead.

Grant was a great general because he had initiative. Napoleon became emperor because he had initiative.

Roosevelt is one of the most popular presidents the country has ever known because initiative is his leading characteristic.

In every community there are some stores which possess this power, this quality called initiative. Arriving at a conviction they have the courage to carry it through though it be contrary to the conventional ideas of modern storekeeping.

And these stores are leaders; it is inevitable that they should be. But wherever there are initiators there will be found imitators—this is just as inevitable.

If you had observed the progress of the Hospe Company year by year, step by step, you would realize how it has applied initiative to its business and how its methods have been limited, though never duplicated.

Initiative produced the One Price No Commission Plan. Initiative is the cause of our low prices and easy terms of payment. Initiative has caused us to be sought as well as seekers in our relations with high class manufacturers.

Surely the piano store which represents the best piano makers in the United States, whose prices are the lowest and whose plan of selling is the fairest, is the place for you to buy. The piano you want can be found in our stock rooms quickly.

A. Hospe Company

1513 Douglas Street

We do expert piano tuning and repairing.

New Pianos for \$125, \$145, \$165, \$190. Terms on any of them \$6 monthly.

A free souvenir to every lady visiting our store during Ak-Sar-Ben Carnival.

You are Welcome.

PERSONAL NOTES.

The Erie railroad got through its last fiscal year without killing a passenger. The case will be rigidly investigated.

A man in Brooklyn died from eating too many of his wife's pies. A desire to prove to her that he thought them as good as his mother used to make caused him to fall a martyr to marital duty.

William M. Tweed's contemporaries have nearly all passed away. John McLaughlin, who had special charge of the de-throned New York boss while imprisoned on Blackwell's Island, has just died at the age of 70.

Guston Borglum the sculptor, says that Robert Fitzsimmons is one of the best specimens of manhood in the world, and by far the most perfect representative of the fighting man that this age has produced. Borglum is to make a statue in marble of the former champion prize fighter.

Iowa's millionaire philanthropist, Abraham Sillmer, of Waverly, who has given more than half a million dollars to benevolent institutions, and also large sums to needy individuals, recently toured the state incognito, distributing money among persons in want and seeking institutions worthy of aid.

Dr. Esther Pohl has been elected city health officer of Portland, Ore. She will receive a salary of \$3,000 a year. She was the first woman to enter the Oregon Medical college, and since being graduated has taken post-graduate courses in Baltimore and New York. She has also taken a degree in the Vienna university.

A tramp in New Jersey insulted and frightened two young women by chasing them into a hornet's nest and was badly stung. In his blinded state he ran into a ferocious pursuing dog, which nearly chewed him up, and then was soundly horsewhipped by a lusty young farmer, being but a ho-ho remnant when finally he escaped.

An entire rearrangement of the penal institutions of the District of Columbia, so as to make Washington stand in the van of the reform movement, is being undertaken by the Washington Chamber of Commerce. If the present plans of President Robert N. Harper are carried out.

ACTIVITY OF AMBULANCE CHASERS

A Philadelphia Phenomena Provokes a Painful Hoax. Baltimore News.

The complaint of President Parsons of the Philadelphia Rapid Transit company that that corporation paid out during the year ending March 31, 1907, in the settlement of claims—an equivalent to a dividend of \$2 a share on its total capital stock—will attract considerable attention. Mr. Parsons says, by way of explanation: "This increase is due largely to a new enterprise which has grown up and which has been termed 'ambulance chasing.' The slightest accident is hunted up and reported by runners in the employ of lawyers of doubtful standing, many of whom are brazen except for this class of business, but who are most expert in preparing cases of this character in such manner that they will meet the requirements of the law and catch the sympathy of the jury. There are many physicians in league with these lawyers."

The "ambulance chaser" is always held up as an enemy of society, as an individual who serves no good purpose in the scheme of existence. To defend him would be like offering an apology for Enoch or Judas Iscariot—far be from us to do so—but his activity in Philadelphia at this time and the depth of the hole he is making in the street car company's treasury suggest the idea that the "ambulance chaser" may be an effect rather than a cause. He seems to flourish most vigorously where public-service corporations by their judging financial operations pile up fictitious securities upon which they try to pay interest and dividends, with the result that equipment runs down and service deteriorates. Then follow the unanswered appeals for relief from over-crowded cars and inadequate schedules, until the public is in a hostile frame of mind, ready to seize any opportunity to "get even." And here is

HOME, SWEET HOME.

I. S. Waterhouse in New York Sun. After many hours of roaming I was seated in the gloaming.

In that place I met someone so dear to the inmost soul of man; There was hardly air for breathing, but the agony imparted.

Rings of pleasure—the sincerest—when the trouble first began.

In the middle of my dreaming I was awakened by the screaming

Of a woman who begged me in apartment number nine;

She was trilling in falsetto, sharper than the agony imparted.

Something similar to "Love me and the universe is mine."

Next there came an awful howl from that phonographic fellow

Who asked me to increase all the torments of the year;

Then the brazen horn got started, and the agony imparted.

Had a fiddle obligato by some nuisance in the rear.

While this Bedlam was still raving two big fellows got to waging

Lively war upon someone that required much vocal power.

And three hussy pianolas loosed up their two molars.