

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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CHARLES C. ROSEWATER, General Manager. 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.

A physician asserts that heavy gum shoes are injurious to health. Don't eat them.

Investigators who followed Tom Lawson's advice on copper are figuring up their loss on Lawson.

The Wall street bears are making a good deal more noise than those in the Louisiana canebrakes.

Summed up, the conference at the Hague reports that armed peace is about the best substitute for war.

"The republic is reeling," says Governor Vardaman. Intoxication must set on the increase in Vardaman's wordery.

Dr. Pierkowski of Berlin asserts that "virulent bacilli lurk in upcuring mustaches." Sounds suspiciously like lese majeste.

The opening of the presidential campaign for next year cannot long be delayed. Tom Watson is showing signs of restlessness.

A man has been thrown into jail in Florida for writing poetry. Florida is always trying new plans for encouraging immigration.

A Boston newspaper says the "Senator Lodge presidential boom has been launched in dead earnest." With the accent on "dead?"

Rev. Dr. Aked says London Journalism is yellower than New York Journalism. Dr. Aked is an Englishman who understands a joke.

Semi-official organs in Russia insist that war between the United States and Japan is inevitable. Now is the time for Captain Hobson to subscribe.

For a man who has made such a splendid reputation with his fists, Stuyvesant Fish is lowering himself in public esteem by doing his fighting by proxies.

"The prejudice against gold is remarkable," says the New Orleans Picayune. It is not so strong up this way, as the prejudice against the absence of it.

Wonder what has come between Editor Metcalfe and Mayor "Jim" that the former should feel it necessary to take such a crib in the Dahman Democracy?

The editor of a Denver yellow recalls the day he "went to an insane asylum." He does not explain how he happened to let him out before he was cured.

According to the official report of the democratic gabfest at Fremont, Judge Loomis' speech was "freighted with convictions." That's the way for a candidate for a judge's job to talk.

Seven republican judges of the district court are up for re-election in this district and not a democrat running against them. What better evidence is wanted of the democratic estimate of the chances of democratic success at the coming election?

The announcement that the battleships were going to the Pacific caused a large increase in the number of new subscriptions, but that is not to be checked by the further announcement that 23,000 pounds of prunes have been purchased for feeding the sailors during their stay in Pacific waters.

COPPER PLATED SECURITIES

Former Senator Clark of Montana has been quite busy since his return from Europe telling where we have all been making mistakes. He says the greatest commercial and industrial evil of the nation today is due to over-production and unless there is a let-up in industrial affairs the country is certain to come upon troublous times, with a disastrous financial panic as the climax.

There is no question that the last year or two has witnessed an over-production of copper, together with a more marked overproduction of high finance schemes to dispose of the product and deceive the public as to the true condition of the supply and demand for it. As a result, the public acquired wisdom in the long run and the bottom dropped completely out of the copper market. Copper stocks have depreciated something more than 50 per cent and the price of the actual metal has declined about 25 per cent. Yet copper is being used in larger quantities than ever before, and as soon as the overproduction has been disposed of copper may be expected to regain its normal basis on the market.

How far the game played with copper plated securities has been played in other fields is yet to be disclosed, but signs of widespread contagion are still wanting. Mr. Clark doubtless feels that he has coppered his old political enemies, who have gone down with the slump which for him gives a silver lining to a very copper-hued cloud.

A QUEER BRAND OF FUSION

The most striking illustration of the adage that "politics makes strange bedfellows" yet produced has been accomplished by a fusion of the republicans of New York City with the independence league, which is just another name for William Randolph Hearst, incorporated. The issue is the election of eleven judges of the different courts in New York county and city and the fusion is the result of a desire on the part of the republicans and Hearst to get control of the city and county judiciary from Tammany hall. In the fusion deal, the republicans name six of the candidates, giving five to the Hearst faction.

While the issue is purely local to New York City and the new arrangement may be warranted by the common desire to accomplish the defeat of Tammany and end the corrupt rule of that organization, it will be a little jarring to republicans generally to find their party allied, even for a purely local contest, with Hearst and his league. Hearst has stood for years as the representative of everything the republican party has opposed and he has been the constant target of republican criticism.

Of course, the result of the fusion deal cannot be foreseen. If all who voted the republican ticket or the Hearst ticket last fall should rally to the fusion ticket this year, the overthrow of the Tammany forces would be easy, but Tammany's resources are many and varied and his fighting powers are great. The exposure of the recent traction scandals and the growing public sentiment against the inordinate greed of those in control of the public service corporations in New York, most of whom are Tammany boosters, may cause a landslide to the fusion ticket. But the question will still remain whether the New York republicans will, in such event, have made a good or a bad bargain by political partnership with Hearst.

ISOLATING POWDER PLANTS

An explosion like that in the Dupont powder plant at Fontanet, Ind., resulting in the loss of a hundred lives and the wrecking of a prosperous town, should move every state legislature to realize the need of better laws for isolating a business so full of peril as the manufacture of explosives. It is a source of constant wonder that such disasters as that at Fontanet continue possible. The owners of the powder plants know the dangers. They figure upon losing about so much every year by explosions, just as a merchant figures upon losses in breakage and deterioration of his goods. Yet, it is not uncommon to find villages built in close proximity to powder plants that have been removed to the country for the express purpose of isolation. It is surprising that laws have not been passed prohibiting the construction of dwellings within the danger zone of such plants.

Workmen in powder plants appreciate the dangers from explosion, but they become accustomed to it and finally indifferent, even to the point of exposing their families to the risk of the explosion, certain to come sooner or later. It is uncertain whether the Dupont company can be, or should be, held responsible for the damage occasioned by the explosion at Fontanet and the destruction of property for fifty miles around. No business could exist under such responsibilities, but that does not alter the fact that the loss of life and the destruction of property due to the explosion in question is unwarranted and inexcusable.

Every state should have a law requiring factories for the manufacture of such explosives to be located in the center of some large area destitute of population and prohibiting the construction of dwellings within the danger zone. Persons not employed in the mills should be kept at a distance under all circumstances. It might be well, too, to prohibit the storage of large quantities of powder or other explosives in the factories. Testimony shows that 49,000 kegs of powder were stored in the Fontanet plant and that the explosion of this surplus

STOCK, AFTER THE MILL HAD BLOWN UP CAUSED MOST OF THE LOSS.

The damage has been done at Fontanet, but the affair should hasten precautionary steps against recurrence of such horrors in other states and localities.

TWO-CENT FARE RESULTS

A notable change seems to have come over the spirit of Collier's Weekly, which a few months ago was denouncing as "vindictive legislation" all the 2-cent fare laws which had been enacted by different state legislatures, with particular emphasis upon Nebraska. The last number of Collier's, discussing "Two-Cent Prosperity," as evidenced by the report of the Railroad commission of Ohio, is compelled to admit that the lesson of the figures is that 2 cents a mile for carrying passengers is in general "a fair rate." Of course, it hedges by qualifying its statement with a limitation to "a well-settled state like Ohio," and endeavors to make a further exception that, "while most of the roads in Ohio seem to thrive on 2-cent fares, there are some, and those precisely the weakest and most obnoxious, which suffer a serious hardship." Its idea is that if all the lines were owned by a single company it might be proper to lump them all together under a single rate, but that under existing conditions the maximum passenger fare ought to vary from one line to another in order to afford them each the same percentage of profit.

Collier's seems to be oblivious of the fact that all these considerations were taken under advisement by the lawmakers before this "vindictive legislation" was enacted. But they concluded that inasmuch as the railroads themselves in selling interchangeable mileage books made no such distinction it would not be practicable to make any such distinction in law. It should be known and reiterated that what finally clinched the 2-cent fare bill in Nebraska was the voluntary offer of the railroads to carry commercial travelers buying books on any mile of their lines at that rate, providing they retained the privilege of charging the farmers and casual travelers 3 cents a mile. Having come around this far to admit 2 cents to be "a fair rate" in a well-settled state like Ohio," Collier's may later, when all the figures are at hand, come around to the point of admitting that it is a fair rate even in Nebraska, where the percentage of increased travel and the elimination of free passes is unquestionably serving to reimburse the railroads in the same proportion.

The resignations of John O. Yeiser and Charles T. Dickinson from the democratic judicial ticket have been filed following that of W. A. Foster and fulfilling the promise made before the primary in the event they failed to secure a majority of the republican votes. As evidence of good faith in politics, the voluntary retirement of these candidates entitles them to a credit mark.

REGULATING CORPORATE FINANCE

Necessity for Better Protection of the Public. Kansas City Times. In view of recent exposures relating to the financial manipulations in railroad properties, in traction corporations, in Standard Oil and other big corporate concerns engaged in interstate business, can any person of intelligence blind himself or hope to blind others to the absolute necessity for better protection for the general public and for the army of stockholders on whom the manipulators "unload?" And can anyone question the wisdom and the timeliness of President Roosevelt's advocacy of laws to give the federal government in some way authority to supervise the capitalization, organization and operation of these great interstate concerns?

The cry of those who have enjoyed and abused the liberal license that the laxity of the law has afforded, and of the perversion would be either impractical or unsafe may be answered in a word by saying that it has been both safe and practical in nearly every European country, that in Great Britain all such corporations are subject to complete government supervision even to the election of frequent and correct reports of financial standing; that nowhere else is there a tolerance of such license, such looseness and such demoralization of the rules of ethics and justice in the great business of a country as flourish in the United States.

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Two years ago our democratic friends tried to make an issue in the campaign over the acceptance by the Board of Regents of the Rockefeller donation, but they seem to have forgotten all about this horrible crime. The democratic bunco game this year is called "nonpartisanship on the bench."

It is not trivial and futile to seek to silence the democratic editors—World-Herald. It certainly is. If the democratic editors were to be silenced they could not make those timely "breaks" which are always so effective in helping out the republicans.

Thomas F. Ryan refuses to discuss the traction exposures in New York. The clown in the old-fashioned circus used to remark, "We've got your money, and that's what we're here for."

France is naming its battleships after its playwrights. That would not do in this country. It would be confusing to have all our battleships named after David Belasco.

Lillian Russell declares that divorce is a blessing and that nine out of ten marriages are unhappy. The debate will be closed as soon as Senator Platt files his brief on the subject.

The clergyman who insists that Chicago is the modern Babylon should be told that the world is getting a little tired of hearing people knock on Babylon.

There are some funny features in the literary business. Kipling gets \$5 a word for everything he writes and no one pays the least attention to anything he says.

Ex-Candidate Berge has discovered that the republican party has been playing horse with reform sentiments

OTHER LANDS THAN OURS.

If the spirit of Gen Paul Kruger is emanant of events in his beloved Transvaal, it might rightly ask the shades of translated associates whether Spion Kop or Paardeburg shaped the destiny of the Boer republic. Such has been the changes wrought in South Africa since Briton triumphed over Boer that the results present the paradox of Boer defeat turned into victory. When the British liberal ministry granted the Transvaal local self-government extremists of the Tory stripe in England and at the Cape denounced the measure as a measure of racial disorder. The results of the first session of the Transvaal Parliament under the direction of a responsible ministry proved clearly the wisdom of giving the people control and management of their local affairs. Under the leadership of Premier Botha, Boer and Briton united their talents and energies in perfecting laws to meet pressing conditions. Many radical measures were proposed, dealing particularly with the very legacy of colonial labor, but even on this vital question conservatism prevailed. Caution was the keynote of the session. Extremists were held in check so effectively that Boer measures were toned down and shorn of racial characteristics. An excellent education bill, excluding sectarianism, became a law, and several financial measures designed to afford relief where the ravages of war were most severely felt. On the whole the session was remarkable for the freedom of the press which usually follow war, and the practical unanimity of the three party divisions on all essentials is a happy augury of the future of the colony.

The dream of a Cape to Cairo railroad which became the life ambition of Cecil Rhodes is much nearer realization than is generally believed. The famous empire builder of South Africa lived to see the project well advanced, and his successors are pressing the work to completion as fast as men and material can be had.

A comprehensive view of the vast undertaking has been given by M. E. Hutchinson, former editor of the French South Review, in the Independent. He estimates the entire length of the route from Cairo to Cape Town at 8,723 miles. Of this distance 3,166 miles of railroad have already been built and 876 miles more are projected, making the total length of railroad now provided for 4,042 miles, or more than two-thirds of the entire distance. Starting from Cape Town, the South African line runs through Bulawayo, Victoria Falls, to Broken Hill, near the center of Rhodesia, a distance of 2,000 miles. From Broken Hill an extension is projected northward nearly 500 miles to the southern end of Lake Tanganyika. Starting from Cairo, there is a railroad already in operation to Assuan, a distance of 383 miles; and extending over a gap of 30 miles south of Assuan, there is another road extending 500 miles from Wady Halfa, at the northern edge of the Nubian desert, to Khartoum in the Egyptian Sudan. Moreover, a further extension of 40 miles is said to be projected connecting Khartoum with Uambara. Of the 1,876 miles remaining to be completed, it is estimated that water the greater part of the way, leaving a gap of only 450 miles between Lake Tanganyika and Lake Albert Nyanza.

The Wochensblatt in an article on Francis Joseph of Austria describes the venerable emperor as a "democratic aristocrat," and in explanation of which strange title says: "Although he is surrounded and restrained by court usages and customs, and despite the fact that he is, in his speech and action and even in the expression of his face, always the master, the emperor, he is also always the gentleman. He has always prided himself on his familiarity with the many languages which are spoken in his empire, and his subjects who have heard him speak them were always delighted with his 'real' accent. When the emperor was in Prague recently he spoke Bohemian at one of the functions arranged in his honor, and the next day at Budapest the king's Hungarian was the subject of much praise. A foreigner who was present on both occasions asked: 'Does the emperor speak German as well as he does the Czech language?' The patriotic Austrian answered: 'He speaks Hungarian like a Sogediner, Bohemian like an old Prager, and German, not like the people on the Spre, but with the musical accent which reminds one of the Danube and of the youthful life of Vienna. Our emperor is a linguist, but he does not speak German as you know the language—he speaks Wiener Deutsch.'

An English journal directs attention to the unparalleled activity which prevails at the present time in the projection of plans for railway tunnels in Switzerland and adjoining countries. Seven or eight schemes are on foot, including those for the construction of a tunnel parallel to the Simplon, a similar work beneath the Jura, another through Mont Blanc, and a new tunnel at a lower level in place of the existing Hausersee tunnel. The second tunnel will be slightly wider than the first. It is probable that the total cost will be not less than \$7,500,000. The projected tunnel under Mont Blanc is to be rather more than eleven miles long, and its highest point will be nearly 6,000 feet above sea level. This scheme has been worked out by a technical commission of the Turin municipality, and, if constructed, the tunnel will give direct railway communication between Aosta and Chamounix.

A gloomy view of the future of his profession was presented by an eminent English physician, Dr. William Ewart, at a recent medical gathering in London, but there is nothing in his conclusion to disturb the public at large. The profession, he said, has seen its best days, and a crisis is impending. The average earnings are something like \$1,000 or \$1,200 a year, and reasonable provision for old age is almost impossible. The cause is the increase in hygienic living, including moderation in the use of alcohol, the decline of invalidism, and "free-thinking," by which he seems to mean that the laity are growing contemptuous of doctors. In short, he said, physicians have seen their best days in the treatment of disease, and henceforth must devote more of their time to the culture of health. He suggested that under the conditions the cost of research ought to be borne by the state.

Slow Progress in Developing the Industry. St. Louis Globe-Democrat. The internal revenue commissioner has prepared for public use a document giving the regulations for manufacturing alcohol from waste products on the farm, and so forth. The Department of Agriculture will follow up the matter with bulletins in the popular educational form. Making cheap alcohol for fuel, power and light is a great industry on the German farms, and takes a considerable part in the German advance in manufacturing and commerce. The farmers also have made progress in the business. Some own their own stills and others depend on traveling distillers. The waste of wine, fruit and fruit growing is chiefly relied on, potato crops costing more in France than in Germany. At the beginning of the year the tax on the manufacture of denatured alcohol was removed, but the advantage predicted are

POINTED REMARKS.

"Cholly has brain fever." "How'd he get it?" "He met a girl who kept saying 'Just think' and Cholly tried to." —Houston Post.

"Pop, what is the under-world?" "The people who try to run automobiles, my son." —Baltimore American.

"But," protested the young wife, "I'm sure the milk is watery, you, ma'am." "I'll be honest with you, ma'am," said the 'foxy' milkman, confidentially, "you see, the cows got into the salt bin somehow last week, and it made some awful blissy. It won't occur again, though." —Philadelphia Press.

"I suppose you will have some great speeches at your banquet." "Speeches don't make any difference," answered the statesman. "What voters are interested in now is whether or not there are any cocktails on the bill of fare." —Washington Star.

"Jinx—Why do you eat at the lunch counter around the corner? They give you butterine, and the bread tastes of kerosene." "Spinx—I know it, but the girl that serves them is a peacherie." —Chicago Tribune.

The Stent Army Colonel. "You are fat, Colonel Boomer," the orderly said. "You might want to be near twenty stone; and yet when I entered you stood on your toes." "Twas cleverly done, you must own." "My friend," said the colonel, "I know I am slow. I'm wheezy and corpulent, too. Yet I'm in condition because I don't know what Teddy will next make us do." —Cleveland Plain Dealer.

BROTHERHOOD. J. W. Foley in New York Times. "For old times' sake"—Ho, Brother, come. Let's be the closer friends, see two. Be other tongues of pleading dumb. Need I bring other plea to you? If we have been too simple-minded, If Time or Toll or Trouble lends its touch of coldness to the heart, "For old times' sake"—let's be good friends.

"For old times' sake"—I've heard it oft. So simple, honest, sweet and kind, 'Tis right it makes my heart grow soft. Soft with a sweetest undertone, It takes me elsewhere, far and far, It bids me look above and see Where the best glories of us are—"For old times' sake" be friends with me.

"For old times' sake"—when in my heart 'Was all the sweetness of its youth, That prayer nor cry nor speech nor art 'Can give me in its simple truth; And it was in thee, too, and by The memory of it that ends Not with its essence, let us try "For old times' sake" to be good friends.

And who art thou? It matters not. And who am I? What shall we care? Or what the place of us or lot. I know you are a soul undimmed, Perhaps, like me, worn hard and old, Forgetful—but the struggle ends Some time, and ere the clay grows cold, "For old times' sake" come, let's be friends.

Do not the wild birds to thee call? Do not the skies grow deeper blue? Does not the Summer blend with Fall In glory, as it used to do? If I am near to thee, or far, Or in what lot or place I be, In kindness see what glories are: "For old times' sake" be friends with me.

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Special for Saturday. Quarter sawed oak Dining Chair, similar to cut, full box seat, mortised and framed together, best of workmanship, seat upholstered in genuine hand-buffed leather. This chair sells regular for \$3.75, Saturday only for \$2.75. Miller, Stewart & Beaton 413-15-17 So. 16th Street.

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