THE OMAHA DAILY BEE.

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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State of Nebraska, Douglas County, ss.:
George B. Tzschuck, 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 March, 1908, was as follows:

1	25,850	17	27,560
2	26,040	18	26,820
3	26,350	19	26,820
4	26,430	20	26,690
5	26,270	21	26,590
6	26,500	22	26,400
7	26,120	23	26,900
8	25,800	24	26,730
9	26,460	25	26,850
10	26,000	26	26,940
11	26,070	27	26,700
12	26,800	28	26,570
13	26,120	29	26,050
14	26,970	30	26,300
15	26,350	31	26,250
16	26,600		
Totals			1,189,200
Less unsold and returned copies			6,155
Net total			1,183,045
Daily average			26,290

GEORGE B. TZSCHUCK,
Treasurer.

Subscribed in my presence and sworn to before me this 1st day of April, 1908.
(Seal) ROBERT 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.

The supposed settlement of Omaha's vaccination controversy evidently didn't take.

"What is meant by 'emergency' currency?" asks a subscriber. Ever have to pawn your overcoat?

Raisuli begs leave to report that the details of his assassination were very much exaggerated.

The local branch of the Missouri River Navigation congress will now make a noise like a steamboat.

The house passed 1,000 private pension bills in one day. That's one way to add elasticity to the currency.

The recently organized new idea party wants President Roosevelt to run again. That's not a new idea.

Joseph Leiter, the wheat king, is going to be married. He has at last got into one market that he cannot corner.

The term, "the idle rich," is a misnomer. Most of them are busy either in the divorce courts or before the grand juries.

While Mr. Taft is at Panama it might be a good plan to have him drop down to Venezuela to tell Castro what we think of him.

Russia has bought five new battleships. When Japan needs some new ones it may decide to go over and take them away from Russia.

"It looks like Bryan and defeat," says a democratic newspaper in Massachusetts. Just another way of remarking that it looks natural.

The New York legislature has made it a felony for any person to conduct a "bucket shop" in that state. Wall street's game must be protected.

Most of the aspirants for the republican presidential nomination appear to be worried because so many of their longed-for delegates are "at large."

Germany has decided to build four battleships of the largest type, instead of two, as was originally planned. The kaiser has no congress on his hands.

The new comptroller of the currency at Washington is said to be a fine athlete. He may consider himself matched for a wrestle with the money question.

Colorado is all for Taft and so is Arkansas. The transmississippi contingent in the Chicago convention promises to be an almost solid phalanx behind the big war secretary.

The king of Italy wants the duke of the Abruzzi to await a year before marrying Miss Elkins. It is a safe guess that Senator Elkins sides with the king on that proposition.

The end of the fight for 3-cent fares in Cleveland was celebrated with one day of free rides for every one who boarded the street cars. That sort of a celebration could not happen in Omaha without colliding with the Nebraska anti-pass law.

The only way to make sure that the Missouri river is given due consideration in any scheme for national waterway improvement, is for the people along the Missouri river to show themselves equally wide-awake and alert with those along the other great navigable streams.

MR. HEARST ON MR. BRYAN.

Although Mr. Bryan threw a beautiful verbal bouquet at Mr. Hearst in the St. Louis convention four years ago, Mr. Hearst is not throwing any bouquets in Mr. Bryan's direction right now. It is to be expected that Mr. Hearst would antagonize all the republican presidential aspirants, but he seems to go out of his way at the same time to hand Mr. Bryan a package. Mr. Hearst's Chicago Examiner of two days ago editorially deprecates the claims of Mr. Bryan, asserting that he is "the beneficiary of the delay and timidity of his party and of his opponents," and adding that "if Governor Johnson had marched boldly and unhesitatingly into the arena when the anti-Bryan conference was held last autumn, the chances are that he might have had the nomination."

Mr. Bryan's handicap is sized up by Mr. Hearst's Examiner, as follows:

> Mr. Bryan will have to fight the prestige of two successive defeats—the last incomparably greater than the first.
>
> He will have to fight the impression, which he does not seem able to remove, that he is an extremist, and this increasingly conservative age will not understand his all-too-sudden repudiation of his advocacy of government ownership and other reforms unaccomplishable at present.
>
> He will have to fight the staleness of a candidacy which has been almost the only one that democrats of this generation have known.
>
> He will have to combat the protest against his long and almost absolute dictation both to the leaders and to the rank and file of his party.
>
> And he will surely buffet a great and increasing apathy felt toward him among his own friends—not less those of the once solid south than those of the ever doubtful east and west.

Mr. Hearst's Examiner is plainly convinced that Mr. Hearst would have been the democratic nominee last time instead of Judge Parker had Mr. Bryan supported him as he should, and reasons from that that Mr. Bryan is more interested in his own personal triumph than in the triumph of principle. According to Mr. Hearst, the nomination of Bryan at Denver will be brought about by the vote of Illinois, delivered through Roger Sullivan, whom Bryan denounced as "a highwayman and robber," and "there is no evidence that Sullivan has ever repented of the political crimes that called forth these endearing epithets."

So long as Mr. Hearst is of this mind he will not support Mr. Bryan as Roger Sullivan's nominee.

FREE TRADE REJECTED.

Statesmen, politicians and students of current events, both in England and the United States, have been offering various explanations for the surprising defeat of Winston Churchill, a member of the new British cabinet, for re-election in the Manchester district. One claim is that his rejection was due to Premier Asquith's refusal to bring in a home rule bill. From other sources it is argued that the liberal party's policy of reducing the number of inn licenses was responsible for the Churchill overthrow. The suffragettes are also credited with part of the victory and the new educational bill is also assigned as one cause for estrangement of the voters.

After all has been said on the proposition, however, the conclusion is forced that Churchill's defeat is due to the growing sentiment in England in favor of an abandonment of the long-established free trade policy, the most cherished heritage of the liberal party. Manchester, as one of the principal manufacturing centers of England, has wearied of free trade and the consequent exposure to unrestricted competition with the manufacturers of the world. The recent report of an industrial commission, appointed by the crown to investigate the results of the free trade policy on the industries of the kingdom, was most unfavorable to the Cobdenites, and Manchester is the first district to reflect the British sentiment on the subject at the polls.

In a broader way the Churchill defeat is another indication that the country has had its confidence in the liberal government impaired and that the time for a dissolution of the Parliament and an appeal to the country can not be much longer deferred.

COTTON PRODUCTION AND PRICES.

Cotton has fallen in price to below 10 cents a pound and southern planters are again raising the cry for limiting the acreage in order to hold prices of the great staple at the level they believe it should be. The "hold-your-cotton" cry is not a new one in the south nor in other parts of the country. Cotton growers have agitated such a policy for some years, and only a few years ago some enthusiastic supporters of the plan went to the extreme of burning part of their surplus crop to keep the prices up. The same plan has been advocated by the Society of Equity and other organizations among the farmers, but it has invariably failed of successful practice. Advocates of the limited production theory contend that they are adopting the same tactics employed by commercial combinations that secure control of a commodity and then arbitrarily advance the prices. The scheme has not worked out in farm products, however, simply because the very attempt to limit acreage and thus prices has furnished an incentive to other growers to plant more in order to take advantage of the expected enhancement of prices. The tobacco war in Kentucky is an illustration of the futility of such restrictive plans. The burley tobacco is grown in a very limited area and the planters agreed to curb their crops to secure fancy prices for the product. Each grower, however, apparently conceived the idea of planting a little more than usual and the result has been the "night riders'" raids, arson, murder and anarchy.

The cotton growers and other producers of agricultural commodities will have to be content with allowing the old law of supply and demand to fix the prices of their wares subject only to a beneficent Providence.

HOW MUCH IS WATER?

Thomas Fortune Ryan, recognized as one of the leaders of the captains of industry in New York, with large interests in life insurance companies, traction companies, railroads and nearly all of the greater corporations, has started a heated discussion by testifying before a New York grand jury that the stock of the American railways consist of 95 per cent of water. Mr. Ryan was defending the course of the Metropolitan Traction company when he made the assertion. "The roads," testified Mr. Ryan, "cost only 5 per cent of the capital stock issues, and were built with bonds. These great issues of stock were nothing but pure water and are now accepted by banks as collateral for loans and financial dealings."

Slason Thompson, regularly employed publicity agent for the railroads, rushes into print with a vigorous denial of Mr. Ryan's statement. He contends that most of the railroads, particularly those in the east, "were built and maintained from the legitimate proceeds of stock and bond sales," and asserts that most of the western roads have paid dollar for dollar on the stock issued. Mr. Thompson's use of "stock and bond" in his enumeration of the resources from which railroads carried on their construction and maintenance work, neither adds to nor detracts from Mr. Ryan's statement. Perhaps Mr. Ryan's assertion is something of an exaggeration, but the public has long been convinced that, as a rule, American railways have been built with money raised on mortgages and bonds, while the stock has usually gone to the promoters as a reward for their enterprise. The burden has then fallen upon the public to pay excessive shipping and passenger charges to produce the dividends which have given the watered stock its value as a security.

Allowing liberal discount for exaggeration, the Ryan testimony furnishes ample justification for the demand that the pumps heretofore used to get water into the railroad capitalization should be now applied to getting the water out and that transportation rates be based on actual cost of building, equipping and operating with a fair return only on the capital actually invested.

THE GRAND ARMY'S FUTURE.

Grand Army posts throughout the country are debating the advisability of adopting some method of perpetuating the organization. Death's rapid thinning of the ranks has caused a renewal of consideration of this proposition, which, although presented to the national encampments a number of times has failed of action of a definite character.

The fundamental principle of the Grand Army of the Republic was loyalty to the flag and the unity of the states, and this principle will always be worthy of encouragement. The Grand Army, while numerically strong, was a constant object lesson in loyalty and patriotism. It has done much in advancing these causes by Memorial day exercises, the observance of flag day in the public schools and by participation in all patriotic demonstrations. Of late years the mere cost of maintenance of the organization has become a heavy burden upon the membership and the time is rapidly approaching when the Grand Army activities will have to be abandoned unless its burdens and its principles are consigned to younger hands.

The Sons of Veterans is apparently the most logical successor of the Grand Army, but it has never received special recognition or encouragement from the parent organization. No other organization is qualified to the heirship and it is doubtful if the Sons of Veterans could fittingly keep up the work. Many members of the younger organization were in the Spanish-American war, which was never recognized by the civil war veterans as more than a mere skirmish, and there is slight prospect of harmonizing the differences between the Grand Army and the Spanish War Veterans.

The old Grand Army is distinctly a product of the civil war. It has stood for patriotism and the integrity of the nation, appealing to the rank and file of the men behind the guns. Its work has been of a peculiar character. Perhaps it were better to adopt some plan by which the precious flags and mementos owned by the Grand Army posts throughout the country should be ultimately turned over to the historical societies of the different states or to the national museum for preservation and that the splendid work which the Grand Army has carried on should be declared finished when taps shall have been sounded for the last veterans. The Grand Army's work will live forever in American history.

"The uncertainty as to the outcome at Chicago is as profound as ever," says the St. Louis Globe-Democrat. The uncertainty is whether the name of any other candidate than Mr. Taft will be presented at the convention.

Our democratic city councilmen are holding $120,000 in an uninvested balance in the sewer fund drawing 2 per cent interest from the bank in which it is deposited. This money represents the proceeds of bonds that are bearing approximately 5 per cent interest, so that the taxpayers are holding the sack for over $3,000 a year by reason of this unbusinesslike transaction. This is only one sample of democratic economy.

To the anxious inquirer who takes exception to The Bee's statement that Nebraska is now exposing its first bachelor governor to the dangers of leap year, citing other governors who have been eligible for the matrimonial market, we answer that all the previous unattached occupants of the executive office were widowers and that there is a vast difference between widowers and bachelors.

The "only democratic congressman" from Nebraska has taken another fall out of the Beef trust, following his previous exploit of taking a fall out of the Paper trust. The only tangible result so far, however, is to swell the profits of the concerns that sell to the government the paper consumed by space fillers and Congressional Record.

The explanation is still forthcoming why, after complaining last year that its property was over-assessed, the only good railroad in Nebraska should this year return under oath the same property at from three to four times the valuation it placed on it last year.

"Does Michigan want Bryan?" asks the Detroit News. As soon as the answer is received, will the News please send a prepaid telegram to Fairview, Neb., and thus relieve the anxiety of a gentleman who is deeply interested.

Count Boni is said to be on the trail of his princely cousin, De Sagan, determined to engage him in another duel. They might recoup their fallen fortunes by charging an admission fee to these farce fights.

As another evidence that our present court house facilities have been outgrown, we are about to have a grand jury with no place to put it unless it crowds some one else out of house and home.

The president of Guatemala is shooting conspirators and revolutionists at the rate of eighteen a day. This almost equals the Hayti record for the dispatch of undesirable citizens.

"The democratic party is a state's rights party or it is nothing," says Senator Rayner of Maryland. As the democratic party is not a state's rights party, the conclusion is plain.

Ten Years Ago and Now.

Chicago Tribune.

Ten years ago today United States cruisers were preying on Spanish commerce. Today both countries are able to rejoice over the fact that the United States last year imported $14,000,000 worth of goods from Spain.

Let It Go With This.

New York World.

Like many other Americans, Lincoln sometimes wore a beard and sometimes did not. Like others, his friends probably told him when he was wearing one that he would look better without and when he was not wearing one that he would look better with it. The beardless statue that Omaha criticises is accurate. Sculptors naturally prefer the bare face.

A Pitiable Admission.

Philadelphia Record (dem.).

Driven to the wall with his reckless charges of corruption, Mr. Bryan makes the pitiable admission that he knows of no corporation or individual who is engaged in corrupting delegates to vote against giving him a two-thirds vote in the democratic national convention. He knows only those who are corrupted, and of this he needs no other proof than the fact that they are opposed to his nomination.

Sailing Past Pleasure's Haunts.

Springfield Record.

It appears to have been definitely concluded that the war fleet on its return voyage from the waters of Asia shall not stop in any of the ports of Europe. What! Shall our gallant tars after their long cruise around the world be denied the opportunity of dancing by moonlight on the Bosphorous or the Riviera? Since this halt would cost very little, and would contribute much to the enjoyment of our seamen, the president should be persuaded to revise his decision.

THE CYCLONE SEASON.

Atmospheric Disturbances Related to Forest Destruction.

St. Louis Republic.

The "cyclone season" does not open at the same time for all parts of the Mississippi valley. What is popularity called the opening of the season this year shows in returns of loss of life during the last few weeks at points in the northwest, in Texas, in the gulf states and in what were once the heavily timbered states of the middle Mississippi. Similar reports are certain to come from Kansas and other prairie states west of the Mississippi and south of the Missouri. If the season opens still later in the states between the Ohio and the lakes, they also now expect the cyclone locally as an incident of their connection with the basin of the Mississippi.

Probably the general causes of these conditions will be fully understood in the near future as an inevitable incident of atmosphere circulations, as in the vast area between two great mountain chains the sun "moves north" in spring and summer with hardly a hill high enough to be called a mountain between the mouth of the Mississippi river and the Arctic circle. Practically, the Ozarks are now our only effective wind-breaks, and they, too, have their cyclones.

While efforts to restore the forests have a high value, regardless of their possible effects as wind-breaks, the conditions of the future must be accepted as those which belong to a county past the hope of protection from such dense forests as those of the middle Mississippi. The increase of fatalities from cyclones belongs to the increase of civilization, which not only cut away the woods but multiplied the number of towns in the area left unprotected by wind-breaks. The consequent loss of life certainly increasing from decade to decade is deplorable. If it is inevitable the fact that it is not likely to equal that resulting from the increased use of steam and electricity will prevent it [illegible]

THREE-CENT FARES IN CLEVELAND

Close of Mayor Tom Johnson's Seven Years' War.

Peace reigns in Cleveland, 3-cent fares triumph, the opposing traction companies have turned their property over at the fixed price and retired from the field.

Thus ends a remarkable seven years' war waged by Mayor Tom L. Johnson for 3-cent fares and universal transfers on the street railways of Cleveland. The campaign was marked by fierce battles, infantry skirmishes and cavalry raids in the domain of politics and in the forums of the courts. Occasionally the controlling company won a victory, only to have the fruits of it snatched from its grasp by the wide-awake and aggressive strategists of Johnson's war board.

Mayor Johnson fought the opposition with remarkable vigor and persistency and won his triumph because of the formidable support of the people. At the outset of the campaign the entrenched traction companies floored the mayor's demands for a reduction from 5 cents. The franchise of the consolidated companies was found vulnerable. There were numerous blow holes in it, some streets were unoccupied which the franchise blanketed and the company's rights on important streets were limited. Mayor Johnson brought about the organization of the Forest City company and assisted in financing it. The city was asked to grant this company a franchise to operate a street railway on the unused streets, conditioned on carrying passengers for 3 cents each. Two years' hot fighting, resulting in the re-election of Johnson and a friendly council, effected the first breach in the entrenchments of the street railway crowd.

The fact that Mayor Johnson was financially interested in the new company gave the opposition a club with which to attack the move in the court. It was claimed that the franchise of the Forest City company was void on the ground that the law expressly prohibited city officers having an interest in city contracts. This contention was sustained in the lower courts but reversed in the court of last resort, the court ruling that the fact of the mayor advancing money for preliminary work did not constitute a violation of the law. Freed by the courts to go ahead, the new company invaded the territory defined in its grant, put tracks on streets on which the rights of the old company had expired and pressed every advantage which the city authorities, led by Mayor Johnson, could grant.

The death grapple came in the campaign for city officers last fall, when Mayor Johnson, nominated for the fourth time, put squarely to the voters the issue of 3-cent fares and the retirement of the old company from business. The republicans, supporting the street railway side of the question, nominated Theodore Burton, the Cleveland congressman, and announced a platform promising peace and a satisfactory compromise of the war. At the height of the campaign Candidate Burton announced on behalf of his ticket that a settlement would be made on the basis of seven fares for a quarter for any time of day or night and eight fares for a quarter during specified hours of morning and evening. The eleventh-hour concession did not impress the electorate, and Johnson was endorsed by an emphatic majority.

Defeated at every point, the old street railway company then opened negotiations with Mayor Johnson with a view to abandoning the field. The company appointed F. H. Goff, an attorney, as mediator, with full power to act. Negotiations progressed peacefully until the price of the company's stock was reached. Mayor Johnson proposed $50 a share. Mediator Goff insisted on $65 a share. For two weeks settlement was up in the air. The street car people reduced their terms to $60, and finally announced $55 as their minimum price. Acceptance of the last named figures was passed up to the city council, the members of which called mass meetings to learn the temper of the people. A remarkable outpouring of voters was had at these mass conventions, and 40,000 votes were recorded in favor of the settlement and only 500 against it. Thereupon the council accepted and the mayor signed the $55 peace pact, the old company transferred its property to the holding company and retired from business.

The basis of settlement in brief is that the property of the Cleveland Electric railway, 224 miles of track, with cars, power houses and equipment and a large amount of unused real estate shall be valued at $21,000,000. The twenty-four miles of track owned by the Forest City line, that has always been a 3-cent fare road, shall be valued at $1,800,000. These are to be consolidated as the Cleveland City railway and leased to the Municipal Traction company which agrees to take care of the property, pay all taxes, insurance, maintenance and pay 6 per cent on the investment to the stockholders.

The consolidated company has arranged to reorganize with an authorized capital of $35,000,000 so that betterments can be paid for from new stock issued. As a guarantee to the company stockholders, the ordinance agreed upon provides that if the 3-cent fare company cannot pay the 6 per cent dividends and falls eleven months behind, the property shall revert to the original owners with a franchise at six tickets for 25 cents. The first figure was seven tickets, but the change was agreed upon when the company reduced the valuation of its property for the purpose of the lease.

A striking feature of the settlement is that the transfer of the property of the old company to the new squeezes $10,530,000 worth of water out of its capital stock. It was easily and quickly done and did not wet the carpet. The directors of the company met and reduced the capital stock from $23,400,000 to $12,870,000. The elimination of $10,530,000 of water permits the old company to go into the reorganized Cleveland Railway company at its real value. The new shares of stock that will be issued will have a par value of $100 each, but a man who had 100 shares before will have only fifty-five shares now. There are 794 stockholders, but six of them have a controlling interest.

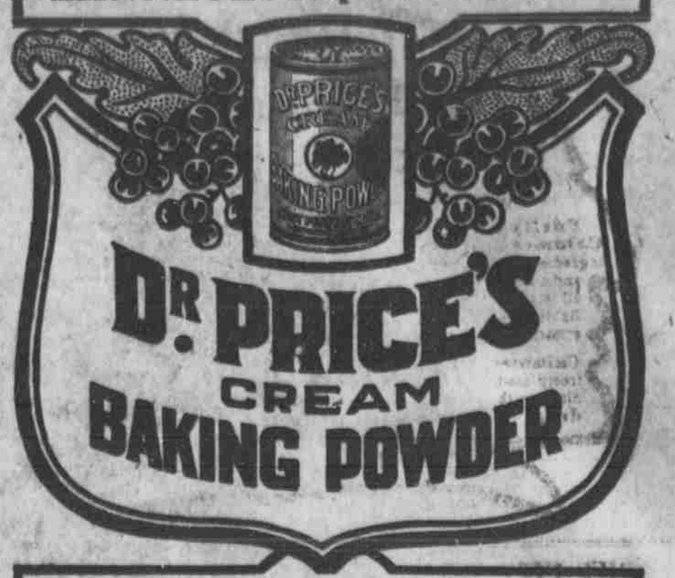
The Municipal Traction company now controls 294 miles of electric railways, consolidation of what was three lines. The Cleveland Electric collected 121,000,000 fares last year. At 5-cent fare it would have been $6,050,000. The Municipal Traction receipts have averaged $1,050 a day at 3 cents a ride, which means an average of 35,000 passengers daily. That would mean $383,250 per year at 3 cents a ride. If no charge is made for transfers and not counting the extra fare to points outside the city, the receipts of the company will still exceed $4,000,000 a year.

The Hoodoo Coin.

Philadelphia Press.

Somebody has made the rather bloodcurdling discovery that the silver quarter is an unlucky coin. It has thirteen stars, thirteen letters on the scroll held in the eagle's beak, thirteen marginal feathers on each wing, thirteen lines in the shield, thirteen horizontal bars, thirteen arrowheads, and thirteen letters in its name. All this is scary enough, but there are plenty of everyday people who will not overlook the fact that thirteen quarters make three dollars and a quarter—when you can get that many.

Made from Pure Grape Cream of Tartar



Shields the Food from Alum

PERSONAL NOTES.

New York has a visiting Spaniard who kills bulls for fun. There ought to be a place for him at the abattoir.

Frank Gould says his wealth has been a curse to him, but a divorce action seems no more welcome because calculated to lessen the wealth.

William Dudley Foulke of Indiana, the civil service reformer, has the reputation of using more adjectives in his speeches than any other orator.

A Chicago man beat a fellow who had shot the daughter of the first, destroying her eye. For this the father was arrested and, after remaining in jail two weeks awaiting trial, killed himself in a not unnatural disgust at justice.

Wesley Markwood, who began to serve the government as a messenger boy in the War department in 1865, is now, after fifty-five years of continuous service, at the age of 51½ years, still serving the government as "messenger boy" in the Department of Agriculture.

Prof. Wallace Atwood of the geology and physiography department at the University of Chicago has been appointed by the United States geological survey department to survey the coal fields of Alaska with a view to ascertain their value and to determine the best place to establish a coaling station for the Navy department.

The Royal College of Surgeons of England has presented to the Harvard Medical school, through Dr. Walter G. Chase, about seventy engravings and mezzos of celebrated medical men. These, together with loan collections of Dr. Chase and Dr. E. B. Young, numbering about 600, have been arranged for exhibition in the Warren Anatomical museum in the administration building of the Harvard Medical school, Cambridge.

In honor of its silver anniversary, April 11, the Milwaukee Journal issued an elaborate number of sixty-four pages, the title page garbed in a riot of color as gorgeous as the sun glints of Milwaukee harbor on a summer morning. Filled with copious notes of jubilation, its columns vibrant with the strength of success and filled to overflowing with illustrations, descriptive writeups, historical reviews and artistic business announcements, the issue fittingly commemorates the silver jubilee of the Journal and applauds the skill, enterprise and business sagacity of the publishers.

SURPRISES OF THE FAR WEST.

Future Possibilities Greater Than Past Realization.

Wall Street Journal.

The country traversed by our great transcontinental railroads has been a land of surprises from the beginning. There was a time when the so-called "Great American Desert" was looked upon as forbidden territory or no possible use to the country. Then there was also the so-called "Staked Plains" of the southwest, which were looked upon as unsafe for man or beast to traverse alone because of the quagmire and bogs that tradition said abounded there. Further north were the forbidden mountains which, to the explorers and to the travelers of early days, held out no inducement as habitations for man.

Gradually, however, settlers worked their way westward, first with pasturing flocks, then with their habitations and their farm implements, their mastery of intense methods of cultivation, and their capacity for control of the streams for irrigation. Following this came the search for minerals all over the vast territories which comprise fully a third of the United States. With this the timber became more and more valuable for building and mining uses. Now the greatest field for railway extension seems to lie among these very mountainous regions and once forsaken plains.

The Southern Pacific, for instance, has become a great money earner. The Great Northern has outlived the decades when people laughed at the hardihood of James J. Hill for venturing to lay a railroad across the Rockies to the Puget Sound region. Lastly the St. Paul management is forging its way across the continent because of its belief in still greater surprises in the resources of this territory which existing facilities have hardly begun to touch.

Just as the far west has surprised the rest of the country in the past, so it undoubtedly will continue to surprise it in the future, as the main lines of exploitation are laid down and the powers of man and nature are organized to reveal the wealth that is still latent in these regions whose mountainous commonwealths form the backbone of the continent.

Pretty Accurate Guess.

Washington Post.

Considerable speculation is being indulged in as to what Thomas Jefferson would do if he were back here. He would doubtless listen to the discussion for a while and then yearn for the quiet of his tomb again.

No other Extract

of Beef has the quality and the purity; no other goes so far as

LIEBIG Company's Extract of Beef

Just pure beef, highly condensed.

This blue signature on the genuine:

A QUESTION OF MAJORITY.

Democratic Authority Concedes Election of Republican President.

New York World (dem.).

William H. Taft will be nominated for president by the republican national convention.

If William J. Bryan is to be the democratic candidate Judge Taft's election is certain. There need be no anxiety as to the outcome of another Bryan campaign; no increased industrial suspense, no further shutting down of factories, no new recruits to the army of unemployed.

The opposition to Judge Taft's nomination has practically collapsed. He has a majority of the delegates already elected. He has back of him all the power, prestige and popularity of the Roosevelt administration. None of the other candidates has any considerable support outside his own state. Most of them can count on only a complimentary vote. None of them could deliver his delegates to Hughes or Cannon or Knox or Fairbanks.

All four of these opposing candidates are personally friendly to Taft. In the end they will prefer his nomination to the alternative of Roosevelt's renomination, knowing that they must take one or the other.

The sooner they make this position plain the better it will be for the country. All of them know that Taft is sure to be nominated. All of them should realize that public assurance of his nomination would be a great stimulus to prosperity. By removing popular uncertainty as to the action of the republican convention they would aid greatly in the restoration of confidence. For if Mr. Bryan is as sure of the democratic nomination as he pretends nothing remains in doubt but the size of Judge Taft's majority.

LAUGHING LINES.

"Has Jenks been playing any more monkey tricks?"

"I am afraid so. He has started, so he says, an apiary."—Baltimore American.

"Your speech created loud applause in the galleries," said the colleague.

"Yes," answered the statesman. "But when you get applause you can never be sure whether it is due to admiration for your sentiments or the way you handle your voice."—Washington Star.

"Some people say," remarked the talkative man, "that the making of good whisky is a fine art."

"Huh!" exclaimed the candid distiller, "it's easy enough to make good whisky, but to make bad whisky and then get people to drink it—that's where the fine art comes in."—Philadelphia Press.

Cassius—Brutus, what would you say if I were to tell you that Julius declares himself the biggest man in Rome and worthy of a crown?

Brutus—Great Caesar!

"Pooh," said Miss Oldgirl, "I was engaged when I was thirteen!"

"You've found that was a very unlucky age to begin with, haven't you?" said little Miss Giddy.—Cleveland Plain Dealer.

"You mean to say you voted for a man whom you do not know?"

"Yep," answered Father Cornfossel. "I never even heard him talk. I vote for him 'cause I was much obliged to him for not comin' around and interruptin' me at any work."—Washington Star.

"Your honor," said the attorney for the landgrabbers. "I ask that the jury be instructed to acquit. My clients are not guilty."

"You speak with a confidence hardly warranted by the evidence," responded the court.

"But, you honor," resumed the attorney. "I myself have visited the scene of the alleged crime, and I give you my word that the land is right there yet."—Philadelphia Press.

APRIL'S MINSTRELS.

"Okalee" the black bird sings
High in budding tree;
Sits and sings and swings and sings
Fluid melody.

Silver lies the marsh below,
Green the rushes be,
Scarlet gleam his comrade's wings,
Flying, flying free.

Just the sweetest touch of spring
Is my red wing's note;
On a flood of memory,
Dreaming, I'm afloat.

All the April paths I've trod,
In gay company,
Are remembered as I hear
Red wing's "Okalee."

Omaha. —EMILY WOOD.

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