

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER

VICTOR ROSEWATER, EDITOR.

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Table with 3 columns: Category, Number, Total. Rows include Morning, Evening, Sunday, and Total for various days.

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GEORGE B. TSCHUCK, Treasurer.

M. P. WALKER, 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.

Castro may have a chance to beat the Dutch.

Richard Croker says that he has given up politics for good. Of politics?

The crusade for the suppression of unnecessary noises has not yet reached Lincoln.

Speaking of unnecessary noises, Mrs. George W. Noyes of New York is seeking a divorce from hers.

The American voter usually knows what to do when given his choice between experience and theory.

Governor Hughes says he is not worrying over his renomination. The New York democrats are.

Apparently Mr. Bryan thinks the admonition, "Thou shalt not steal" is directed at the other fellow.

The Jacksonians might achieve their fell purpose easier by keeping Mayor Jim on the debating platform.

The straight and narrow path is a good deal safer to travel for state officers as well as for ordinary citizens.

A society paper reports that "the silly season is on at Newport." The silly season is always on at Newport.

Washington health authorities are protesting against the cracked mug. Naturally no man wants his mug cracked.

If the sultan really wants to improve the Turkish constitution, he ought to place the ban on Turkish cigarettes.

The new editor of the Commoner, it is suspected, will not be able to find room in the paper for Mr. Hearst's Chicago convention speech.

"Who," asks a correspondent, "is the author of the statement, 'Figures don't lie'? Don't know, but it could not have been a dressmaker.

New York reports a scarcity of chorus girls. Probably a natural effect of the shortage in this season's crop of Pittsburg millionaires.

The author of "Bill Bailey" is said to be bankrupt. He might take up a fat collection by promising not to write anything like that again.

It looks as if Mr. Bryan is opposed to larceny "through the operation of law," except only when the law can be twisted to operate in his favor.

If it were not for going back on the Denver platform, Mr. Bryan would doubtless like to get out injunctions against Hearst and Tom Watson.

A magazine writer says canal water would help American railway stocks. Perhaps, but the American railway managers appear to prefer Wall street water.

A Chicago man and his wife are in the divorce court because she refused to curl his moustache for him. Still, he would have kicked even harder if she had tried to curl his hair.

"Why I Would Not Marry My Husband Again" is the title of an article in the current number of the Ladies' Home Journal. Why should it be necessary to marry him more than once?

MR. BRYAN AND THE RAILROADS.

Mr. Bryan's declaration that he will not discuss any political proposition not contained in the Denver platform may relieve him of some embarrassing questions, but it still leaves government ownership of railways open for his consideration, discussion and explanation. The Denver platform, it is true, does not refer specifically to government ownership of railways, but it demands railway regulation, and on that point comes into direct conflict with Mr. Bryan's expressed convictions. Mr. Bryan does not believe anything can be accomplished by efforts to regulate railroads, so long as they are privately owned.

The platform demands "efficient supervision and rate regulation of railroads engaged in interstate commerce," with an enlargement of the powers of the Interstate Commerce commission "to compel the railroads to perform their duties as common carriers and to prevent discrimination and extortion." That is good republican doctrine and is in practical accord with the recommendations of President Roosevelt and the legislation in that direction by a republican congress. It, however, collides with Mr. Bryan's emphatic declaration to the effect that it is hopeless to expect any good from efforts to regulate the railroads and that government ownership is the only real remedy for railroad abuses.

When Mr. Bryan spoke at Madison Square garden, in New York, on August 30, 1906, upon his return from his European trip, he scared the democrats of the country almost to death by declaring:

"I have reached the conclusion that there will be no permanent relief on the railroad question from discrimination between individuals and between places and from extortion rates until the railroads are the property of the government and operated by the government in the interest of the people."

This radical expression was modified slightly by Mr. Bryan a little later, as protests poured in upon him from democrats all over the country, but as late as a little more than a year ago Mr. Bryan reiterated his belief in government ownership of railroads as the only relief from discriminations, rebates and extortions and corruption in politics. In a letter to the Wall Street Journal, printed April 10, 1907, Mr. Bryan said:

"For some fourteen years after my entrance into national politics I hoped for effective railroad legislation, and was brought reluctantly to the conclusion that government ownership furnished the only satisfactory remedy for the discriminations, rebates and extortions practiced by the railroads and for the corruption which they have brought into politics. According to this, Mr. Bryan tried for fourteen years to resist the insidious workings of the government ownership microbe, but was finally 'reluctantly' compelled to succumb to it. He exhibited the first symptoms when, in the Commoner, in July, 1904, he appealed to the democrats of the country 'to consider a plan for the government ownership and operation of railroads.' In a speech before the Jefferson club in Chicago, in 1905, he elaborated his plan by proposing that the government own the trunk lines while the states operate the roads within their borders. This, it may be mentioned, answered a part of the southern objection, where federal ownership would mean the elimination of the 'Jim Crow' cars. He turned completely to the doctrine in his Madison Square garden speech in 1906 and repeated his affirmation of allegiance to it in the letter to the Wall Street Journal in April, 1907. He further declared, in the letter of April 10, 1907, that he had 'reached the conclusion that, in the end, regulation will be found ineffective.'"

By his Denver platform Mr. Bryan places himself in the attitude of urging a system of railway regulation which he has repeatedly declared would be ineffective. After fourteen years of study, hoping to find some remedy in regulation, Mr. Bryan convinced himself that the only remedy lies in government ownership and that all regulation would fail to furnish the relief demanded. He has not admitted having changed his opinion, formed after so many years of study and thought. It leaves him in the attitude of muzzling his convictions in the interests of party expediency, of urging a policy which he firmly believes is foredoomed to failure. It is another proof that his motto is "Anything to win."

ENFORCING PURE FOOD LAWS.

One of the most important steps looking to the co-operative enforcement of the federal and state pure food laws will be taken at a conference to be held at Mackinac, on Lake Michigan, beginning on August 1. Dr. Wiley, head of the bureau of chemistry of the Department of Agriculture, has invited the representatives of the state dairy and food departments to meet with the government officials for the purpose of discussing and adopting plans for a combined effort to suppress misbrandings and adulterations. The plan contemplates the appointment of the local officers who are already employed by the states or the municipalities as federal auxiliaries and thus interest them in the work of the federal government. The importance of effective co-operation between federal and state authorities in this matter is apparent. The different states have gone ahead developing their systems of food control without much reference to each other, with the result that, with different rulings and different standards, the effective work has been much below what it should have been. While there has been some conflict between the state and federal plans, the greatest loss in effectiveness has come

through duplication of effort and consequently increase in cost of food inspection. The need is for co-operation, which, it is believed, can be best secured by having the local and state officers also represent the federal government as far as practicable.

HOW THEY LOVE THE NEGRO.

The democrats of West Virginia have contributed to Mr. Bryan's embarrassment by forcing negro disfranchisement to the front just when Mr. Bryan is trying to put it on the shelf with free silver, government ownership of railroads and like missteps which he has committed at various times. Mr. Bryan refuses to discuss the negro question because, as he says, it is not mentioned in the Denver platform. The record indicates that he is refusing to discuss it because, in an effort to placate the south, he has given a direct slap at the few northern democrats who are making a bid for negro support.

The West Virginia democrats declare that the negro question is a national issue and that the democratic party is in favor of denying the ballot to negroes. In the state convention of the democrats of West Virginia a negro disfranchisement and a "Jim Crow" car plank were adopted, "amid scenes of the wildest excitement." The negro disfranchisement plank is as follows:

Believing that the extension of the elective franchise to a race inferior in intelligence and without preparation for the wise and prudent exercise of a privilege so vital to the maintenance of good government was a mistake, if not a crime, committed by the republican party during the reign of passion and prejudice following the civil war for political ends and purposes, we declare that the democratic party is in favor of so amending the constitution as to preserve the purity of the ballot and the electorate of the state from the evil resulting from conferring such power and privilege upon those who are unfitted to appreciate its importance as it affects the stability and preservation of good government.

According to the record, Mr. Bryan is in sympathy with the action of the West Virginia democrats. In his speech at Cooper Union, New York, last April, he was asked by a man in the audience to define his position on the question of negro disfranchisement in the south. He replied:

"The white man of the south puts a qualification on negro suffrage in self-defense. There is not a community in the north that would not put on a similar qualification under the same circumstances. The white men in neither the north nor the south will permit a few men to take the solid black vote and use it for the making of money regardless of the interests of the community, as was done by the carpet baggers in the south. But his West Virginia democrats can not even advance the fear of negro domination, usually pleaded in some of the southern states, in justification of disfranchisement. The population of West Virginia in 1900 was 915,233 whites and 43,499 negroes. The whites outnumber the negroes by 21 to 1 and negro domination is about as imminent in West Virginia as it is in Nebraska. The West Virginians simply assert it as a democratic doctrine that the negro should not be allowed to vote. This is the general sentiment of the democratic party and it is shared in by the party's candidate for the presidency."

ASCENDENCY OF THE AUTOMOBILE.

Some inquisitive person digging into the records at the state house has discovered a notable discrepancy between the assessors' returns of automobiles taxable in Nebraska and the registry of automobiles kept by the secretary of state. The comparison discloses that 3,402 horseless vehicles have been licensed to travel the highways and byways of Nebraska, while the tax officers succeeded in returning only 1,639 of them. Of course, this discrepancy may be partly accounted for by the fact that some of the machines registered may have gone out of the state or have been put out of commission, and the further fact that the assessors are supposed to have started their rounds on April 1, while the accumulation of automobiles by Nebraska on Easy Street has been going on right along since that date without interruption. The significant part of the exhibit, however, is not the discrepancy, but the disclosure that nearly 3,500 automobiles are at large in this prairie state, whose population is made up exclusively of farmers and people dependent upon the farms. The remarkable thing is the widespread distribution of the automobile habit. There are automobiles in the cities and automobiles on the farms and automobiles in the sand hills. One far western Nebraska county, which used to be known exclusively for drouth, calamity and populists, is paying taxes on thirty-one automobiles, not to mention the number that got away from the assessor. Another Nebraska county, popularly supposed to consist of nothing but alkali and buttes, has eight automobiles listed for the tax gatherer. How could the automobile gain such an ascendancy in Nebraska unless conditions here were most favorable for a prosperous people?

Take Chances on Land and Sea with Dareddevil Courage.

The American people are afraid of nothing under the sun. Notwithstanding the horrors upon horrors on land and sea, involving injuries to hundreds of thousands annually and death to tens of thousands, there seems rarely to be no scare in us. Excepting a mere handful of nerve-wrecked invalids, the taking of any risk may happen when on pleasure bent. Who stays away from the theaters because a few occasionally burn down, with great loss of life? Who demands a seat near an exit? Who quits riding on railroads because they kill 30,000 passengers a year and injure 80,000? Who looks for a safe seat? Who is afraid to travel seventy-five miles an hour? Who chooses his stateroom on a trans-Atlantic liner with a view to safety? Who asks the agent in what part of the vessel lurks the least danger? Who remains awake all night to look out for collisions and iceberg? Who cares if the billows are mountains high? Who hesitates to enjoy the festivities of the saloon, the smoking room, or the concert room because of the leviathan's pitching and rolling? Who counts the number of lifeboats or examines the location of the safety devices? Who takes the trouble to inquire as to the safety of the elevator? Who would refuse an office at the top of a 1,000 foot tower? Who considers the possible horrors of a flood in a Hudson river tunnel? Who hesitates to cross the Brooklyn bridge, where expert reports its cables far too weak to sustain the burdens imposed upon them? Who takes a day or two which would be spent in a safe place, and who forgets in a few days, if do not refer to money panics, which are never forgotten by those on the losing side.

AMERICANS FEAR NOTHING.

Writing to a Frankfort paper, August 26, says: "Here in the Holy Land we can see the old and the new fraternize as nowhere on earth. For the accommodation of the Mahometan pilgrims, a railroad is being built from Mecca to Medina. Can anything be more unreal than a Mahometan pilgrimage to the sacred sepulcher by rail? That is not all. The mosque which incloses the tomb of the prophet is to be lighted by electric lamps, and when you visit Mecca before you remove your shoes before you enter the holy place you will see the prophet's coffin illuminated. The dim religious light will have vanished before the electric glow."

Views of "Fair Play."

The George Gould view is that the decision favoring the Standard Oil company "again affirmed the American motto of 'fair play.'" It certainly tends to affirm the traditional Gould view of fair play which is that the corporation wins when it's head and the public loses when it's tails.

THE BROOKLYN EAGLE DOUBTS THE MANAGEMENT OF THE DEMOCRATIC CAMPAIGN.

The Brooklyn Eagle doubts the equipment of Norman E. Mack for the management of the democratic campaign. Neither the Eagle nor Mr. Mack need worry about that. The real manager of the campaign lives in Lincoln.

Who is the author of the "Master of Mysteries"?

"Who is the author of the 'Master of Mysteries'?" asks a reader. Don't know his name, but he is the man who is figuring out how Bryan can be elected without carrying New York, Indiana and a bunch of western states that are solidly republican.

"Was Adlai Stevenson ever in public life?"

"Was Adlai Stevenson ever in public life?" asks a subscriber. Yes. He served a term as fourth assistant postmaster general and was later demoted to the position of vice president of the United States.

The announcement that Dr. Wilbur F. Crafts is about to speak in Omaha

another loud notification that Omaha is the wickedest city on earth and must be redeemed.

he should go armed with insect powder instead of magazine rifles.

Colonel Bryan got out from under Brother-in-Law Tom Allen's \$15,000 boodle venture by setting up the defense of innocent ignorance. He cannot plead ignorance to Brother-in-Law Tom's present scheme to rob Tom Watson of the votes that are to be cast for him by Nebraska populists.

According to our amiable democratic contemporary, the World-Herald, the great safe-blowing enterprise by which the Bryanites expect to steal the vote cast for Tom Watson in Nebraska in November will not be a crime because the dynamite and the drills were bought before Watson was nominated.

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Tammany Boss Murphy has been called into requisition to declare that "as surely as cotton is king, Bryan will be elected president." We recall several similar predictions made by previous Tammany bosses.

It does not make so much difference whether the amusement features for Ak-Sar-Ben's street fair are imported from Coney Island or from Kalamazoo as it does whether they afford clean and wholesome entertainment.

The temptation offered by the direct primary for a cheap test of a man's unpopularity seems to be quite irresistible to a lot of people who would not risk their money on a more expensive gamble.

Nearly one-third of the teachers in the Omaha public schools receive the pay given to the highest grade of service and efficiency. Omaha ought to have public schools comparing well with the best schools in the country.

It is the Queen City's Style.

Mr. Taft is not one of the prophets without honor in his own town. Cincinnati showed him a smile bigger than his own.

A Robust Suspicion.

Dr. Wiley thinks a good many divorcees can be charged to poor bread, but in numerous cases there is a suspicion that the disengagement was brought about by a lack of dough.

Tips for the Regulars.

Minnesota Journal. Judge Grosscup's dictum that you can't find a company more than its capital stock holds a suggestion for the Monday morning bullpener. Let him have himself incorporated for 30 cents.

Insurance Against Loss.

Mr. Bryan's campaign funds are to be stored in Oklahoma, the state which insures bank deposits. In return for this kindness the Oklahoma legislature will dubiously convene in special session and enact a law insuring presidential nominees against defeat.

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OTHER LANDS THAN OURS.

Lord Cromer, former British governor of Egypt, out-Hobson's Hobson as a war prophet. In a recent address in the House of Lords against the old sea pension bill, he assailed the measure viciously, declaring the expenditure of money for the relief of England's aged poor was a perversion of the duty of the government. In his view of the things, the government's duty was to fill up its war chests with coin and be prepared for an approaching war in which the life of the nation may be involved. "Our duty," he said, "is to make provision betimes for a European conflict which may not improbably be forced on us before many years have elapsed." Lord Cromer's fears have a substantial foundation, differing in this respect from the shadows which disturb the gray matter of the Alabama congressman. King Edward's diplomatic moves have lined up France, Spain, Portugal and Italy on the side of Great Britain. The recent conference with the view of Russia at Reval, doubtless resulted in a satisfactory understanding. How well these ententes would stand the strain of war with other powers is a problem for the event to solve. The fact remains that Germany appears to be the only power of Europe that has not come within the radius of King Edward's diplomacy. The activity of Germany in building up its military and naval establishments, its extending influence through Austria into the Ottoman empire, and the world-wide expansion of its capital and trade, makes it by large odds the most imposing rival of Great Britain, commercially and otherwise, in Europe. If Lord Cromer did not have the German menace in mind when he assailed the pension scheme, he must regard the discontent in India as a forerunner of war for the maintenance of British supremacy in the far east.

General Wilhelm von Blume, on the authority of the general staff of the German army, has issued a bulletin in which he discusses the cost of a modern European war, presenting an estimated bill of such astounding size that the Hobsons of the empire are inclined to sober up and keep silent. Germany, according to General von Blume, would be able to put 4,750,000 troops in the field, and to maintain this army in a contest with any European power, would require \$2,000,000,000 a year. This reckoning does not include the results of financial depression and the paralysis of industry. General von Blume believes that the loss of life would be heavier than in the war between Russia and Japan, in which 30 per cent of the Japanese armies in the field were killed or wounded. If this proportion were to hold, Germany would lose, say, at least 90,000 in killed and wounded in the same length of time. These are staggering figures, but the course of recent wars makes them highly probable.

The departure of the president of the French republic on a round of visits to the Russian emperor and other sovereigns in the north of Europe is regarded with satisfaction in France as making at once for peace and for the peaceful enhancement of French prestige. Such views of it are judicious and amply justifiable. But it is fitting, for the sake of historical completeness, to emphasize the fact that it is the president of the French republic who is making his journey, and whose making of it is esteemed of so much importance. Time was, in years still well remembered by men not old, when a republican president was not generally persona grata at the courts of Europe, and when France was looked upon as a nation that insisted upon democratic institutions. Now, M. Fallieres is the recognized peer of king and kaiser, and his goings and comings are regarded as of as much significance as those of any monarch.

The judgment of the Australian high court in the so-called Harvester case has dealt a severe blow at what is called the new protection in Australia, though as the decision was only obtained by a bare majority of one judge in a tribunal of five, it may not be altogether final. The essence of the Harvester case was to confer on labor an equivalent protection to that offered to manufacturers by the tariff, by refusing the rebate to goods not produced under the standard trade union scale. The chief justice and two other judges of the high court have declared this legislation invalid. Two of the judges dissent, maintaining that no discrimination is implied, and that the taxing powers of the federal Parliament can be exercised even if the indirect effect should be to establish a wage standard. The judgment has aroused much controversy. The lawyers and the capitalists generally support the majority, holding that the decision is a vindication both of the constitution and the validity of the contracts. The labor men and members of the politicians agree with the dissentient judges.

The Buffalo Times is inclined to cheer up because "unprejudiced observers in Germany and England think Bryan will win." Still, it might be well to wait till Russia and France are heard from.

Colonel Guffey insists that the Haskell oil of Oklahoma doesn't smell any sweeter because it bears the Fairview label. The Pennsylvania article should be the better one, having been fanned with shoe leather. The Richmond News-Leader reminded Governor Swanson on his return from Denver that "there are from 1,000 to 1,500 white democrats in Richmond, and fully 500 in Norfolk who this year intend to vote for Taft."

Governor Haskell of Oklahoma, assistant carpenter on the Denver platform, is now diligently plugging for a Standard Oil pipeline in Oklahoma, and soliciting democratic campaign funds. Haskell is energetic and versatile, and knows what's what. To avoid annoying publicity of campaign subscriptions of \$100 or more, the democrats of Indiana cut the rate to \$25, and have invited the saloon interests of the state to step up with the wherewith. Subscribers will get on the "roll of honor," not for publication, but as a guarantee of good faith.

President Tuttle of the Boston and Maine road refuses to submit a list of the company's free pass holders at the demand of R. W. Pillsbury of New Hampshire, nominating. The latter charges that the company is distributing some 70 annual passes in that state, and that about 400 are sent to men whose political activity is well known. Mr. Tuttle says that he is not engaged in furnishing campaign documents for any candidate for governor.

MIRTHFUL REMARKS.

"Why do they talk of the rudeness of nature?" "I don't know. To my idea nature is very polite. Look at the dip of the waves, the bend of the river, the boughs of the trees."—Baltimore American.

"Morally encouraging, isn't he?" "I should say so. I've seen him refuse to take the short end of a bad bet at long odds."—Cleveland Leader.

Landlady's Son (addressed to nickel literati) "I'm sorry to hear that you are being 'stood by to' by the boarders." "Mr. Newsome (sneeringly) says his desert-blessed prunes are 'judgy'."

Driven to it by stern necessity, the old sailor had taken the job of running an elevator. "Vast there, my hearty!" he said to the fat man who was moving toward the side



Hamm's Beer

Sleepless Nights are easily remedied. A glass of Hamm's delicious beer just before retiring will bring restful and refreshing slumber. "Leads Them All" Call for the Preferred Stock THEO. HAMM BREWING CO. ST. PAUL, MINN. J. E. DAVISON, Manager Omaha Branch, Telephone Douglas 3975 and A.3975.

POLITICAL DRIFT.

Watson has opened in Georgia, according to reports, this being the first intimation that he had ever shut up.

Either candidate for president might have zinged the vote of New York by inserting in his platform a plank calling for a five-cent fare to Coney Island.

Two Bills, two Toms, two Eugenes and a pair of Johns, all decorating presidential tickets, stamps 1908 as a notable year for political pairs—named alike, but most unlike.

A leading southern paper has remarked that the average southern farmer would not give a five-cent glass of soda water to have Bryan elected. Alas for that! His farmer contribution fund!

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We Are Not Through With You

When you buy glasses from us, the most satisfactory you. We guarantee our work absolutely. Our vast experience of 20 years as exclusive Eye Sight Specialists is at your service.

