

THE Daily Mirror.

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WEATHER—For Ohio—Partly cloudy tonight and Sunday.

SATURDAY AUGUST 17 1907.

Political Announcements

FOR REPRESENTATIVE.

To the Democrats of Marion County: If you think my efforts on behalf of Democracy and W. J. Bryan in the campaign of 1896 and 1900 entitle me to the nomination for Representative to the Seventy-seventh general assembly of the State of Ohio, I will certainly appreciate any effort on your part for my support given.

Editor Mirror: Please announce the name of John E. Dutton as a candidate for the nomination for Representative.

Democratic City Convention.

In pursuance of the call of the Committee of the City of Marion, Ohio, the democracy of said city will assemble in convention at the Common Pleas Court Room in said city on the 4th day of September, 1907, at 7 o'clock p. m. for the purpose of nominating candidates for the various city offices and to transact such business as may come before said convention.

Candidates will be nominated for the following offices: Mayor, Solicitor, Treasurer, Auditor.

Three members of the Board of Public Service, President of City Council, Three Councilmen at Large, Two Members of the Board of Education.

The apportionment of delegates will be one for every twenty votes cast for the head of the ticket in 1906 and each precinct will be entitled to the following number of delegates in said Convention:

Table with 2 columns: Precinct Name and Number of Delegates. Includes First Ward A, B, C, D, E, Second Ward, Third Ward, Fourth Ward.

Total 89. Said delegates shall be chosen at a Caucus held at the usual voting place in each precinct on Friday evening August 30th, 1907, between the hours of 7 and 8 o'clock p. m. and the Committee in each precinct shall arrange for the holding of such Caucus.

Each precinct shall also elect at such caucus the same number of alternates as the precinct is entitled to delegates in said Convention.

One candidate for a member of Council shall also be nominated in each ward at the caucuses held in such ward.

One candidate for Assessor shall also be nominated for each precinct at such Caucus.

One member of Democratic City Committee shall also be chosen in each precinct at said Caucus.

By order of Committee, P. E. BURKE, Chairman, W. E. COLER, Secretary.

Does anybody know what has become of Tom Lawson?

The conversations being conducted over the telegraph wires just now is not very edifying.

President Small does not look the part, judging by the width of the swath he is cutting in the telegraphers' strike.

SEPTEMBER NUMBERS

- DELEGNATOR. DESIGNER. METROPOLITAN. McCALL'S. PICTORIAL REVIEW. HARPER'S BAZAR. ALL STORY. OCEAN.

C. G. Wiant BOOKSELLER AND STATIONER. The House of Post Cards.

This is the last day for the Drammers. Tomorrow the name will have to be changed.

Nobody ever heard of New York financiers worrying over what Foraker was going to say.

Even Great Britain's financiers are of the opinion that John D. Rockefeller is off his nest about that financial disaster.

"Abe Humel threatens to write a new book" says a news item. Coming from Abe it could hardly be anything less than a threat.

Golf players took to their heels when a maniac appeared on the links. The only wonder is that the maniac did not skidde when he saw the players.

Since Haywood was acquitted, Colorado mine owners have been taking steps to prevent the Western Federation of Miners to get a foothold in the state.

Harriman will not be satisfied until he has all the railroads. He probably figures that he might as well be prosecuted for stealing a whole hog as a part.

It is a mistake to send Secretary Taft to Japan. He is too good a target. "Uncle Joe" Cannon would make the Japanese marksmen open their eyes wider.

McKeesport girls have fixed the price of kisses at one dollar per. Evidence of rebating could probably be secured against some of them if the matter was looked into.

The question whether women should propose is really not worth while. They know too many ways to land the men without going to that extreme.

At Tomahawk, Wis., a pint beer bottle was found in the stomach of a fish the other day. Evidently using some remarkable bait in that vicinity.

According to Berlin cable, the Kaiser is getting old. If the author of that statement can be located he will undoubtedly be punished for lese majeste.

Physicians are still discussing the remarkable case of an Atlanta boy who died from the result of bee stinging, causing lockjaw. The sting of the presidential bee causes the opposite result.

Wall street has begun to worry about what Taft is going to say at Columbus. Foraker may consider this uneasiness as a good indication that Taft is looked upon as a pitty big man in the party.

An Indiana minister cancelled an engagement to speak at a Sunday School picnic in order to pitch a game of baseball. His congregation is mad about it, probably because he took part of the crowd with him.

Mr. Rockefeller, it is reported, mevelly smiles at the mention of that \$25,000,000 fine it is the consumers of oil who are looking worried and getting ready to do the spending.

Since the passing of the prohibition lay in Georgia, the Atlanta Constitution has published several poems on the subject of "growlers." The editor probably wanted to push them while there is yet time.

John H. Backlund, the new Senator from Alabama says that he is a Democrat and gives his reasons for it. And very good reasons they are. In his speech before the legislature he said he was a Democrat because he believed in the greatest personal liberty consistent with the rights and privileges of others; because he believed in home rule and the rights of the State to regulate its own affairs without interference or dictation from the National government; because he believed in equal and exact justice to all persons and interests; because he was opposed to a high protective tariff which enriched the few at the expense of the masses and was the parent of trusts and monopolies. He also expressed himself in no uncertain terms as opposed to government ownership of railroads which he denounced as a menace to the life of the nation.

JOHN WARWICK DANIEL OF VIRGINIA.

Among the Southern Democrats who have been mentioned in connection with the presidency, none is more conspicuous than John Warwick Daniel, the senior senator from Virginia. He was born at Lynchburg, September 5, 1842, and is of English descent. Senator Daniel was educated at Dr. Gesner Harrison's University school and Lynchburg college. He left school in May, 1861, to enter the provisional army of Virginia as second lieutenant and drill master. He held several offices in the Confederate army, and was in 1864 Chief of Staff to General Early. He was wounded three times in battle; the last time being seriously crippled in the great Wilderness fight in May, 1864. After this he returned home and began the study of the law in the office of his father. In 1865-66 he attended the Law School of the University of Virginia, and being admitted to the bar practiced his profession with his father until 1873, when the latter died. Senator Daniel has written two standard books—Daniel on Negotiable Instruments and Daniel on Attachments, and has received the degree of L. L. D. from the University of Michigan and Washington and Lea University. He has served in both branches of the Virginia Legislature and has been five times a delegate to National Democratic Conventions; once a Democratic elector; once the Democratic Candidate for Governor of Virginia; a member of the House of Representatives of the United States in the 49th Congress. He succeeded William Mahone as United States Senator from Virginia in 1887, and has held that position for more than twenty years. It is Daniel's record as a Senator that attracts attention to him as an available Democratic standard-bearer. He has stood alongside of such men as Foraker and Morgan in the Upper House of Congress. Gifted, scholarly, courageous, courteous, honorable and industrious he has been a model Senator. A regular Democrat at all times he has been a Champion of State rights, taxation for revenue only, and strict adherence to the letter and spirit of the Constitution. He opposed the ratification of the Spanish treaty believing that the Philippines would be a curse instead of an advantage to the United States. He has sternly frowned on government ownership of railroads and does not favor the initiative and referendum in Federal legislation. He has opposed "government by injunction," and has favored strict Federal control of corporations engaged in Interstate Commerce. The South has no stronger man in public life today than John W. Daniel.

Ohio railway commission to which the proposition is respectfully referred with confidence that the rule will be ordered if necessary for its enforcement.—Press Post.

Mrs. Stuyvesant Fish has scored another victory. She is carrying her head high these days, and strengthening her social forts against the assaults of the enemy, and when the fall comes with its round of entertainments she is expected to be pointed to as the victor in one of the mightiest social contests ever fought out on American soil.

Mrs. Fish has brought this war about through her ability to land—if that is the term to use—a royal visitor. William, the Crown Prince of Sweden, is to visit this country, and Mrs. Fish, after a struggle upon the part of a dozen or more society leaders, has succeeded in being selected as the lady at whose home the Prince will spend his time, and from whose home, of course, he will go forth upon his social conquests, or night-riding, or whatever else the Royal dub desires to do. Mrs. Fish will be his sponsor, and the Prince will necessarily meet only such persons as Mrs. Fish desires him to meet.

Mrs. Cornelius Vanderbilt and Mrs. Ogden Golet made desperate efforts to land the prince, but were unsuccessful. All the more glory for Mrs. Fish. It was Mrs. Vanderbilt and Mrs. Golet who were responsible for the overthrowing of Stuyvesant Fish from the presidency of the Illinois Central Railroad, and they are the bitterest enemies of Mrs. Fish. In fact, it was because of the enmity of the ladies that Harriman and his gang were able to oust Fish, and it is now known that the juggling in the case of the Illinois Central was more of a social than a financial deal. The enemies of Mrs. Fish undertook to humiliate the husband of Mrs. Fish, and they secured the services of Harriman and the thing was easy.

A less strenuous woman than Mrs. Fish would have been conquered when her husband was ousted from the Presidency of the road, but it only served to sharpen the hatred of Mrs. Fish to induce her to go into the fight in earnest. Newport has never seen such strife as it has seen since Mrs. Fish's husband lost his place, and every time the Vanderbilts or the Golets have gained a social notoriety of any kind Mrs. Fish has been able to discount it. When Prince Henry came to this country society fairly seethed on account of the battle of the claims, and now that another royal personage is to make his appearance it is to be expected that a still more interesting battle will be fought.

It is not generally believed that the Vanderbilts and their following will kidnap the young prince, but at the same time Mrs. Fish is too wise a woman not to have a guard with him from the time he sails until he is safely under her roof. And meanwhile Harry Lehr and his monkey dinners will get less attention until after the victim of the coming struggle have been lined up and counted.—Springfield (O.) News.

THE RIGOR OF THE LAW.

Newspaper defectors of the Standard Oil Company still cry out against the fine assessed by Judge Landis upon the guilty corporation. They say that it is three times the value of the entire property of the Standard Oil Company of Indiana, the nominal defendant.

This objection Judge Landis met in advance in his opinion handing down the sentence. The Standard Oil Company of Indiana is but a property, a trade tot, of the Standard Oil Company of New Jersey, which has \$100,000,000 of capital and, according to Commissioner Smith has made \$790,000,000 in profits in twenty-four years, largely by just such illegal practices as Judge Landis sought to punish.

"Bondholders and investors" inspire the further fear that other heavy fines like that of the Standard Oil may bring about a Wall street panic. Surely no such result need be apprehended if, as Standard Oil is never collected. If the fine is collected, and others like it, then danger will stop and with it all we have bankruptcy on that score. That the Administration will not "run amuck" among the corporations. That he is more likely not to go far enough than to go too far is indicated by the failure to institute criminal proceedings in many tempting cases. It was also indicated by said he had been advised by Mr. Roosevelt that his State should not pursue the Chicago and Alton scandal in the courts for fear of harming business.

The president loudly called for sharper penalties and closer drawn statutes to curb corporate evils, but the Landis decision points the barb of Senator Foraker's shaft when he declares that all the convictions so far have been obtained under the older Elkins law, and not under Mr. Roosevelt's pet regulation measure. The fine of \$29,240,000 was like preceding penalties assessed under the Elkins act.

There is little danger of high finance becoming too honest. There is little danger of rich offenders being too uniformly, too unflinchingly, too severely punished. Even if there were, and even if a Wall street panic were the result, it would be far less disastrous than the indefinite continuance of unfair competition and the illegal exploitation of the people.—New York World.

What Others Say.

PUT UP UPPER BERTHS. Under a law enacted by the Wisconsin legislature against the persistent opposition of lobbyists for the Pullman company, sleeping car porters are required to put up unoccupied upper berths when requested by occupants of lower berths. There seems to be no reason why a statute should be necessary to compel a public service corporation to grant a reasonable request for the accommodation and convenience of a patron, but the sleeping car monopoly held out stubbornly against raising an unoccupied upper berth as "a violation of the rules of the company" unless the porter could be bribed by a tip of sufficient lifting power to raise the berth. The Wisconsin law went into effect July 1, and worked so successfully that passengers in sleeping cars no longer have any difficulty in that state about so reasonable an accommodation.

Raising the unoccupied upper berths insures not only convenience and comfort to occupants of lower berths but an element of safety enters into the proposition. If a regulation of this kind can be made to work in Wisconsin by statute it can be made to work in Ohio and other states. Once the berths is enforced in any state by statute it will gradually spread to other states by custom.

It is not absolutely necessary to have a statute in Ohio to compel the putting up of upper berths not occupied. This is a matter that doubtless can be regulated by the

HARRIMAN WOULD CONTROL ALL RAILROADS

The Great Magnate is Not Satisfied and Will Never be Until He Has all Lines Under His Thumb—He Submits to an Interview and Tells Things

Reno, Nev., Aug. 17.—"All of the railroads in the country would be mine if I get control of them," said Edward H. Harriman to a reporter for the State Journal, on his arrival at Sparks, Nev., the division terminal, yesterday, in the course of an interview during which he discussed his work and his ambitions.

"I have been quoted seriously for an expression made jocularly to the effect that I would manage the railroads for the federal government—that I would turn my holdings over to the United States for a fair compensation and act then as a commissioner," Mr. Harriman continued. "But I am misunderstood. The time has not come for federal ownership. Personally, with all the lines in my possession, I would be better suited."

Remarking that, since Mr. Harriman does not yet own all the railroads of the country, a statement of his policy in the light of the renewed agitation for more drastic regulation by the federal government with respect to those he does own would be of interest, the reporter asked:

"What is your policy concerning the management of the railroads that we are told you own?"

"It is to pay dividends," came the decisive answer. "Since 1898, we have spent \$300,000,000 for improvements. We want some returns. Don't you think we are entitled to returns from such expenditures? Mine, then, is a financial policy; I watch that end of the game. Other matters are left to the officials concerned with them. There is not much to that policy excepting to make a good investment better. Results, they bring success."

"Agitation of the abuses on the railroads makes harder the accomplishment of local improvements. Facts that in themselves are insignificant are magnified and distorted by the public mind until they become harmful to the interests of the public and to us. It is the spirit of the age and the newspapers—so what can we do?"

"Why did you not answer the questions put to you by the interstate commerce commission and will you answer them when the proceedings brought by the department of justice force you to appear for the second time?" the reporter asked.

"I refused to tell what I knew about the Chicago and Alton purchase because the questions put to me dealt with matters of policy," Mr. Harriman replied.

"Some of them I would not answer any more than you would if asked from whom you bought your suspension or how much you paid for your shirt. I could not, to be specific, answer all the questions in justice to my associates in the purchase."

"But now that the proceedings have been started to get these replies, I will probably not refuse again. Inquiries directed at me in connection with the Chicago and Alton case will perhaps result in the answers desired by the interstate commerce commission. It was a business principle involved that prevented me from answering questions. I may answer when the matter comes up again."

In closing the interview, Mr. Harriman declared that in the future the policy of his roads in the matters of rates, extensions, etc., will be to develop the state of Nevada and the entire Western territory, through both the North and South lines. Mr. Harriman positively declined to discuss politics. Continuing he said that San Francisco was the natural tide-water terminal on the Pacific coast and nothing could dislodge her from that position.

"The railroads and the capital center there," he said, "and despite the efforts toward that end, neither Seattle, Oakland, nor any other city will ever be able to destroy San Francisco's paramountcy."

HARRIMAN DENIES IT.

New York, Aug. 17.—Former Judge Lovett of the Union Pacific railroad, announced today that he had just received a telegram from E. H. Harriman, who is now in San Francisco, stating that the interview attributed to him, yesterday, at Reno, Nevada, was manufactured out of whole cloth.

CHARGES OF BRIBERY

Milwaukee Officials Accused of Grafting in a Franchise Deal.

Milwaukee, Wis., Aug. 17.—Charges of wholesale bribery in connection with the granting of the present street car franchise in this city, made by Attorney General Frank L. Gilbert against Ex-Mayor Rose, members of the 1900 city council, the Milwaukee Electric Railway & Light company and North American company have aroused great interest. Today Mayor Rose, ex-councilmen and John I. Beggs, Frank G. Bigelow, W. N. Cromwell, Silas Burt of New York, George R. Sheldon and Charles F. Pfister as directors of the companies involved received summonses directing them to appear before court Commissioner Donnelly August 20 for an examination by the attorney general.

It is charged that corrupt methods were used in obtaining the franchise that a big amount of money was spent with the city administration, and that bribery held sway in many places.

\$1.00 TO COLUMBUS \$1.00

The C. D. & M. makes a special rate of one dollar to Columbus and return on Sundays. First car leaves Marion 6 a. m.; last car leaves Columbus, 8:30 p. m. Car every hour. 2-15-th-fr-sat-fr

EDITOR AND BRIDE WILL TOUR THE WORLD

New York, Aug. 17.—A tour of the world, it is stated today, will be the honeymoon trip of Charles Emery Smith and his bride to be, Miss Nettie Nichols, whose engagement was announced today. Miss Nichols is the daughter of Mrs. Washington Romaine Nichols. Mr. Smith has been a widower for several years. He is editor of the Philadelphia Press and was minister to St. Petersburg and postmaster general in the McKinley and Roosevelt administrations.

The marriage is expected to take place in October.

NOTICE

Having purchased the second hand store owned by John Dickerson, located at 201 North Main street, I am in a position to buy, sell or exchange all kinds of second hand stoves, furniture etc. Citizens phone, 270. C. D. McCLUNG. 8-14-17-20pd

Liptons Teas. R. T. Lewis & Co. 8-3-21t

CANDIDATES AND THEIR 'STANDING'

DISTRICT 1 Mrs. Marcellus Kerstetter, 257 Lincoln Avenue 155,744 Miss Lizzie Schoeble, 283 Bellevue 5,690 Mrs. Harry Faunauer, 245 N. Greenwood 3,225 Miss Olive Smith, 216 N. Lincoln Avenue 3,128

DISTRICT 2 Mrs. H. A. Bigford, 226 Leader 25,899 Mrs. Marie Stuber, 243 N. Prospect 5,029 Miss Irene Blow, 449 Silver 3,470 Miss Ernel Reidenbach, 306 N. Prospect 3,179

DISTRICT 3 Mrs. J. Reidenbach, 377 Windsor 151,604 Mrs. C. W. Myers, 37 Pearl 115,023 Miss Gertrude Gibson, 245 Pleasant 3,356

DISTRICT 4 Miss Rosette Knapp, 263 Mt. Vernon Ave. 15,807 Miss Anna Schoenlaub, 234 S. Greenwood 7,669 Mrs. J. Rowe, 838 E. Church 5,969

DISTRICT 5 Miss Stella Kenyon, Waldo 27,973 Mrs. Ed. Hess, Prospect 25,005 Miss Louise Kyle, Prospect 23,238 Miss Lucy Wasserbeck, mail Green Camp 4,600

DISTRICT 6 Mrs. Walter Bibler, Morral 36,751 Mrs. Floyd Terry, LaRue 18,014 Miss Ola Scranton, LaRue 5,514 Miss Ethel Johnson, LaRue 5,460

DISTRICT 7 Mrs. Mae Mitchell, Marton R. P. D. No. 8 53,577 Miss Maud Decker, Caledonia 34,118 Miss Anna Pittman, Caledonia 16,635

BOMB IS THROWN INTO WALL STREET

Forecast of Secretary Taft's Columbus Speech Sends the Prices of Stocks Downward With a Rush—He is Expected to Outline the Next Republican Platform.

New York, Aug. 17.—After an opening that was a little higher than Thursday's close, and a further moderate advance which lasted through the first hour, the stock market had a long period of dullness and ended with a brisk slump in the last hour, which carried prices down to within a point of two of the year's low mark.

The support which had been given on the market on the previous day, partly because of reports that President Roosevelt's speech to be made at Provincetown on Tuesday would be encouraging to the interests that rule Wall street, was broken down by a selling movement, started by equally persistent rumors that Secretary Taft's speech that is to be made a day earlier, would be discouraging to about an equal degree.

A forecast of Secretary Taft's speech, which is to be delivered at Columbus, O., on next Monday, and which will form the platform of his campaign for the Republican presidential nomination, was sent out today by a well-known Wall street house. Attempts were made to discredit the synopsis, but it was generally regarded in the street as being accurate. The belief, at least, was very general that Secretary Taft will proclaim a policy like that which has been followed by President Roosevelt in dealing with corporations that ignore the law. This coming from a man whose prospects for succeeding to the presidency are as strong as those of Mr. Taft, was a shock to the interests in Wall street that manipulates the stock market.

THREE DEATHS RESULT FROM OLD ORCHARD FIRE

Old Orchard, Me., Aug. 17.—Three deaths have resulted from the fire which wiped out this resort and another is expected today. Last night Philip Perrault died from injuries received in the explosion of the soda tank that instantly killed Domnick Lebreque. The fourth death, that of Rev. Rufus H. Jones, rector of Trinity Episcopal church of Saco, is expected at any moment.