

THE DAILY MIRROR

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WEATHER-Partly cloudy weather, possibly local showers tonight or Tuesday.

DEMOCRATIC COUNTY TICKET.

For Representative
WILLIAM T. SMITH.

DEMOCRATIC CITY TICKET.

For Mayor
LOUIS SCHERFF.

For Solicitor
WILLIAM P. MOLONEY.

For Auditor
HARRY S. ELLIOTT.

For Treasurer
CLAUDE D. WALTERS.

For President of Council
SAMUEL B. LIPPINCOTT.

For Council at Large
ARTHUR W. BRYANT
BENJAMIN F. WAPLES
HENRY A. SCHULER.

For Board of Public Service
J. C. ANTHONY.
MICHAEL CLARY
THOMAS J. MEAD.

For Board of Education
FRED E. GUTHRY
J. WILBUR JACOBY.

For Ward Councilman
First Ward—G. W. NEELY.
Second Ward—J. J. RUDOLPH.
Third Ward—B. B. CARTER.
Fourth Ward—J. W. HURR.

MARION TOWNSHIP TICKET.

For Treasurer
DR. C. P. GAILEY.

For Clerk
THOMAS DAY.

For Trustee
JAMES REYNOLDS.
THOMAS GRAHAM.

For Justice of Peace
CHARLES H. CONLEY.
CHARLES E. GOMPF.

NOW IS THE TIME TO GET INTO ACTION

The delegates to Saturday's convention, the democrats and all of the people of Marion county are to be congratulated upon the work done by convention which placed in nomination, William T. Smith, of this city, for the office of representative in the next General Assembly.

The contest in the convention was lively but not heated, it was not a bitter fight such as too frequently occurs in meetings of its kind. There was a rivalry between the aspirants for the place, but it was friendly and the hearty good will with which the delegates joined in making the nomination of Mr. Smith unanimous showed that the rivalry was forgotten when the selection was made.

Mr. Smith, the nominee, is one of the best known young democrats in the county. He has by persistent efforts succeeded in establishing a business in Marion which is of no mean importance. Wherever he is known he is respected for his uprightness in business affairs. He is a thinker, a man who has ideas and is not afraid to back them with his best efforts, is a forcible debater, being capable of presenting his views in a clear cut manner, and above all is a man so thoroughly honest that he cannot be influenced to do that which he does not believe to be right and just. With a man like William Smith in

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the legislature, Marion county will be well represented. Would that a man of his stripes could be sent from every district in Ohio.

The delegates to the convention performed their duties well. It now remains for the democrats of the county to be as faithful to their party as the delegates were to the voters who elected them. No voter who believes in the principles of democracy can afford to stay at home on election day. It may be a little early in the campaign to begin talking, but it is never too early to begin thinking, and now, before the heat of the campaign is the time to determine to give the party your best efforts. Victory this fall in the election of a state legislator, spells victory next fall when the same office must be filled and when the man elected will have a voice in the election of the next United States senator. If sleepers remain in camp this fall they need not expect to awaken in a year from now and accomplish what would have been accomplished a year previous. Democrats, Republicans, Prohibitionists, Socialists, and members of all other parties are heartily tired of corporation senators. The demand that they be retired to private life is almost universal. If you have an interest in National affairs, if you desire to see Ohio represented in the country's highest legislative body, if you desire to see Marion County represented in the General Assembly by a man who will represent the people, then get awake, shake the dust from your clothes and get into line and never drop out until the polls have closed on election day and William T. Smith sent to, faithfully, honestly, fearlessly and capably represent the people of Marion county in the General Assembly.

The battle ships are to sail for the Pacific Coast on December 15th. The trip will cost hundreds of thousands of dollars for extra coal and coaliers to carry it. What good will it do to send all the battle ships on this long cruise is a conundrum that only the Administration can solve. The demonstration was first arranged as an answer to the warlike talk of the Japanese, but as peace and good will prevail with that country there now must be some other reason that President Roosevelt does not wish to divulge.

The federal office holders and their friends of Fort Scott gave Secretary Taft a royal reception and presented him with "a massive tin dinner pail which held six gallons and was made to typify the full dinner pail campaign only." It was noticeable that the striking telegraphers and other workmen did not join in the demonstration. Of course, the office holders dinner pails are always full as long as they do service to the party bosses.

Those Pennsylvania state house grafters are certainly strenuous fellows. Having stolen everything they could lay their hands on they are now trying to steal the evidence of their stealings, which has been collected and filed at Harrisburg. Those people of Pennsylvania walking themselves Republicans, however, consider all this excusable, or they would not continue to vote to keep the rascals in power.

Governor Hughes who has adopted the ordinary political dodge of visiting the country fairs says "the public conscience is awake". He will also find that the Oyster Bay boss is very much awake to the Hughes scheme to control the New York delegation to the Republican National Convention.

The Taft swing around the circle had all the assistance the Federal office holders and the Associated Press could give and made the poor little Fairbanks boom, that he was trying to cultivate on the same ground that Taft was plowing, look like a field of buckwheat hit by a hail storm.

If there is any one event that shows the incapacity of the Republican party it is that the moment the Panama Canal is taken out of the hands of politicians and given to the engineers of the army to control, the dirt begins to fly and the talk of graft ceases.

What Others Say.

The first informative note that comes to hand in relation to the recent observation of the planet Mars is from Professor Percival Lowell, and it is to the effect that Mars is the abode of intelligent, constructive life, and that the so-called "canals" discovered by Schiaparelli, and which have been a subject for dispute of one year, are undoubtedly the work of this intelligence. The observation of Mars, the planet having been in position for some time, has been of special interest because of the fact that the little world is almost at the minimum distance from the earth, and so far south in its apparent relation to the earth as to make it possible for astronomers who established stations in South America to see the planet almost in the zenith; and this, with the stations high in the atmosphere of the mountains, has afforded rare opportunity never before equalled for intimate observation.

It need not be doubted that Mars is inhabited, and that by some millions of intelligent beings; but the traction of gravitation upon the little globe, about one-half the bulk of the earth, is so slight compared with that which obtains with us that all living and moving creatures would necessarily be so different to earth life as to be inconceivable to us. It is of scientific demonstration that the millions of the millions of suns which are rightly seen in the heavens are now, or have been, or may be, inhabited by intelligent creations. Even in the case of planets which, like Uranus and Neptune, receive little light and heat from the sun, on account of their vast distance from that central luminary, there may be a time in their existence when for myriads of years they are fitted for such habitation by reason of intrinsic conditions.

It is one thing to assert this by a process of deduction, science having demonstrated that certain conditions must inevitably produce certain kinds of life, and to assert that Mars is inhabited because the telescopes reveal artificial operations in the form of "canals" which could have been constructed only by beings of wonderful intelligence, invention and industry, possessing marvelous mechanical powers, for ditch-digging which would be an invaluable acquisition in the construction of the Panama Canal. It is quite likely that something will be added by recent exceptional observation to the sum of our knowledge in regard to the physical constitution of the little planet; but the clearest, most indisputable demonstration will be demanded before scientists generally will accept Professor Lowell's declaration of cumulative evidence that the features of Mars hold the record of canal-builders. Is it really not highly important whether Mars is or is not inhabited. What we shall do with our own teeming billions is a much more vital consideration.—Pittsburgh Dispatch.

AGAINST THE TWO-CENT LAW.

The decision of a Philadelphia court, holding the two-cent-a-mile act unconstitutional, is not fully conclusive, since decisions holding legislative enactments invalid can hardly be regarded as final until they are affirmed by the State Supreme Court. Indeed, after United States courts have intervened in State legislation on this very issue, there is a suggestion that in natural justice there should be an appeal to those courts in defense of the law. Nor is the ruling entirely unexpected, since the resort to a Philadelphia court of a corporation that has accepted a similar enactment without contest in other States indicates a judicious reception of the quarter where the scales of law favorable to it were most likely to prevail. Though the final decision must come from high courts the Philadelphia decision creates a presumption as to what the ultimate ruling will be in Pennsylvania; and it may be added that legal practice an appeal on the part of the State from its own courts to the United States tribunal would be difficult.

Pending the question whether this decision will be reviewed on appeal it is hardly necessary to discuss exhaustively the reasoning on which the act is held invalid. It is enough to say that the principal point of law affirmed, viz, that the charter of the Pennsylvania Railroad gives it immunity from legislative regulation, has been contradicted in the high courts by numerous rulings yet unreviewed. On the question of fact, whether the two-cent rate is confiscatory, there is a large amount to be said on both sides. But the lay mind will be apt to think with Attorney General Tappan that a corporation which testifies to having carried passengers at a rate of 1.97 cents is in a poor position to claim that a two-cent rate is confiscatory.

The Dispatch is the less disposed to enter the large field of dispute over these points because it has never regarded the flat and universal two-cent enactment as ideal or even intelligent legislation. It was compelled to recognize it as the definite measure permitted by political and corporate influences. But, entirely apart from the legal question, it was to be recognized that the arbitrary two-cent rate might easily hamper and obstruct the development of passenger service on branch or new lines where the cost of service was great.

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For this reason, and with recognition of the possibility of an adverse judicial result, The Dispatch constantly urged that the full duty of regulation would not be discharged unless the Pennsylvania Legislature did what was done in New York, I. e., create a commission with power to investigate the conditions surrounding each rate complained of, and to direct changes in such as were found to be unreasonable or to involve improper discrimination.

In default of this having been done it is not flattering to our State legislation to contemplate the state in which matters are left on the assumption that the Philadelphia decision is sustained. The one measure which the politicians of both parties specifically promised in the State campaign is left in the invalid class and becomes a mere delusion. But the general promise of effective regulation has not even that pretense of performance. The acts to enforce the constitutional provisions were emasculated by trivial penalties, and a commission was created without power to enforce the correction of a single unjust rate.

It is plain that if the Republican party of Pennsylvania acquiesces in this result of its reform legislation it will simply go on record as adding another example to the list of cases in which the people have been fooled. To make good the true meaning of the pledges, the necessity must be recognized of legislation that will provide effective regulation. The Dispatch has no desire or liking for arbitrary legislative prescription of any rates. But there should be effective and exemplary penalties for violation of the constitutional provisions. There should be an impartial commission with power to correct unjust rates. Back of all as a remedy for persistent and flagrant violation of public rights there should be a general provision for the exercise of that power declared by the State Supreme Court nearly sixty years ago to be inherent, namely, the forfeiture of charters for misuse or abuse of their powers.—Pittsburgh Dispatch.

THE CLEVELAND CONSCRIPT. It is with the blessing of President Roosevelt that Representative Theodore E. Burton renounces his Senatorial ambitions, sacrifices a brilliant Congressional career and undertakes to displace Tom L. Johnson as Mayor of Cleveland.

After a period of reluctance, with mingled modesty and pride, Mr. Burton announces his candidacy with the statement: "I have received letters from President Roosevelt and Secretary Taft, and have talked with Secretary Garfield, whose opinions have aided me in reaching a decision. At an early date the views of each of them may be made public."

On his personal credentials, even without President Roosevelt's O. K. Mr. Burton holds good title to the esteem of the people of Cleveland. First of all, he applies business ideas to public affairs. He has been eight times elected to Congress, twice without Democratic opposition. He has served with great distinction as Chairman of the Rivers and Harbors Committee and maintained a commanding position in the House by his ability and independence. He has also combatted the Administration's policy of extravagant naval expenditures and set a dangerous example to the majority by insisting on strict economy.

Cleveland is a Democratic city. Tom Johnson is serving his third term and will be re-nominated. His fight for three-cent fares and municipal operation of the street railways has been popular. But President Roosevelt has his own precedent for raising an administration candidate in a local contest outside his own State. He backed Postmaster Buss against Mayor Dunne and municipal ownership in Chicago, so what is there inconsistent in his drafting Representative Burton to run against Mayor Johnson and municipal ownership in Cleveland?

If everything turns out well with Mr. Burton's candidacy, Secretary Taft should profit next year. But Tom Johnson was re-elected by 7,000 majority in 1905. What if he should be again? In case of Mr. Burton's defeat, where would President Roosevelt and Secretary Taft stand?—New York World.

COST OF PASSENGER TRAFFIC.

Before the master appointed by

Judge Pritchard to take testimony in the Southern Railway rate case, Mr. Evans of the Louisville & Nashville road was called as an expert. He testified that the railroad company is losing money hauling passengers at the rate fixed by the North Carolina law. He averred that it costs 23 per cent more per mile to operate coal trains than through trains. On cross-examination he admitted he was merely giving his opinion, based on his personal experience and observation, and that roads with which he had been connected never kept any system of books that would show his relative difference in cost between local and through business.

It is a bit difficult to understand why Mr. Evans was called as an expert witness, and it is astounding to be informed by an "expert" witness that railroads do not keep train operation. As a matter of fact, we know that some railroads do keep such accounts and nearly analytical records of the costs of all manufacturing concerns have elaborate systems for keeping "shop costs." We may add the public will never concede the contention of railroads concerning the cost of any particular traffic until they demonstrate it by honest, itemized statements.

We do not recall ever having seen any reports concerning the cost of operating local or through trains on the Southern Railway. But we do recall several able articles comparing such traffic on greater railroad systems. These papers are written by competent engineers, after painstaking research, and the consensus of opinion represented therein is that cost of traffic bears direct relation to the speed at which trains are operated, and the value of equipment used in operation. Thus, a train traveling 60 miles an hour costs much more per mile than one traveling 30 miles an hour. In these comparisons careful account has been taken of the cost of stopping and starting, which, of course, is greater in the case of local trains. Moreover, maintenance of way enhances in cost of proportion to the speed of the fastest trains. Highest speed and costliest equipment are employed in long-distance traffic, that is, Inter-State business. Laying aside the question of apportionment of maintenance of way cost, it will be difficult for any expert to present actual figures to show the local passenger trains cost more per mile for operation than through trains.—Pittsburgh Dispatch.

MOROCCO MAY CHANGE FAST.

In some respects Morocco has waited until the right time for waking. Natural conditions in the land of the Moors fit in well with the electric age. It would have been impossible for that country to develop as fast as any former period as it may when good government makes business enterprises secure and protects foreigners in their just rights.

Morocco is poor in fuel. Comparatively little of its area is covered with timber except in parts of the Atlas Mountains, and there are no coal mines, whatever may be discovered in the way of mineral wealth when the country can be thoroughly examined. But while there are few rivers and the streams are mostly small and uncertain, the torrents which dash down from the mountains have great power possibilities. They plunge from such heights that a very moderate volume of water can furnish tremendous pressure.

For that reason it will be possible to make trolley lines pay in Morocco where steam railroads would bring heavy losses upon their builders and owners. The motive power can be obtained from the mountain streams. The grading will cost little in a land so dry and open and there are possibilities of industrial development enough to insure fair patronage provide only that there shall be good government.

Morocco has one of the finest climates in the world, especially in winter, or what means for winter there. It is a region close enough to make Morocco a most desirable place to make the winter home of the wealthy. The country is so rich in possibilities of novelty in Morocco to interest tourists from

countries inhabited by white men. The winter pleasure-seekers may yet be an important source of wealth.

It is evident that the Moors are likely to witness extremely rapid changes for so old and slow-moving a land as Morocco. They are about to be forced out into the world's great currents sooner than they would have been if they were not so ignorant, bigoted and turbulent.—Cleveland Leader.

FANS DUCKED

Bridge Gives Way When They Were Returning from a Ball Game.

Findlay, Sept. 16.—At least four people were seriously injured and 100 people were submerged in the Blanchard river late Sunday afternoon while on their way home from a ball game, as a result of the breaking down of the Spindle street suspension foot bridge in this city.

The injured are: Miss Hilda Outfelt, aged 17, back badly sprained; will recover.

George Davis, internally injured.

Glenn Hardy, aged 12, badly bruised and internally injured.

Mrs. N. Delrez, seriously hurt about the face and internally injured.

There were a number of narrow escapes from drowning.

The giving away of the bridge was caused by the breaking of a cable that supported one of the sides, supposedly by the excessive weight that was on it at the time. At the point where the bridge broke a large sanitary sewer runs into the river and the people who went down scrambled around in five feet of the filthiest sort of water.

Included in the list of those who were on the bridge at the time, and fell into the water were a number of women and their cries were frantic as soon as they gained consciousness owing to their heroic efforts to free themselves.

The structure was said to be a frail affair and is said to have had considerable more people on it than allowed by an ordinance that permitted its construction.

SPECIAL ENGLISH CLASS—Beginning October 1, The School of Commerce will start a Special Class in English, teaching Penmanship, Arithmetic, Spelling, Reading, Letter Writing, Composition, etc. A good chance for all deprived of early schooling. Teachers, Bauer and Elcker. Telephone 1790. Office open every evening this month. 9-16-07

Lord Mayer Was a Drummer.

When the present lord mayor of London, Sir William Treloar, president of the London branch of the United Kingdom Commercial Travelers' association, attended the annual dinner of that organization he told a story of his early traveling life.

"Forty years ago," he said, "I called on an upholsterer in Southampton, whose daughter, a very nice looking girl, rang the bell for her father. As soon, however, as she recognized the visitor she gently called up the stairs: 'You need not come down, pa; it's only a commercial!'"

"When she returned to the shop the girl remarked, with a pleasant smile, 'I took you for a gentleman.' 'I apologized,' added the story teller, 'and expressed my regret that my appearance should have deceived her. And so we became excellent friends.'"

PRICES JUMPED

Cost of all Meats, Excepting Pork Raised by the Beef Trust.

Chicago, Sept. 16.—The Beef trust has served notice on wholesale meat dealers that all meats, except pork, will be advanced 3c to 4c a pound.

This increase comes on top of a succession of advances made during the year.

The restaurants and hotels have anticipated the raise by advancing roast beef and steaks 10c to 20c all around. The present retail price of beef is the highest within memory. This, too, in a city where the trust pays no freight on its product. Porterhouse steak is 28c and 30c a pound. Lamb is the same and mutton 22c.

Not to be outdone, the milkmen have announced a 10 per cent increase.

General provision dealers say that canned goods, both vegetables and fruits, will cost the consumer from 4 to 6 cents more a can the coming winter than they cost today.

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The pie field is to suffer, too. Wholesale prices on pies will be increased about 4c per pie. On hearing this news, the restaurant keepers told their customers that they will get smaller pieces of pie for 5c, beginning next week. Pies now cut for counter trade into four pieces will in the future be cut into six pieces.

TWENTY-SIX DEAD

Boston and Maine Officials Give These Figures as Correct.

Concord, N. H., Sept. 16.—With fifteen bodies identified, ten unidentified in the local morgue and one still remaining at Hanover, officials of the Boston & Maine and the authorities at West Canaan, the scene of yesterday's disastrous collision between a freight and passenger train, make the positive statement that the fatalities number twenty-six and not thirty-two as had been feared earlier in the day.

All of the injured are doing as well as can be expected and few of them are likely to die. It was learned at the investigation here today that the men in the train dispatcher's office knew the wreck was inevitable, several minutes before it occurred and after making ineffectual efforts to stop the trains before they passed the last telegraph station, notified the wrecking crew at White river junction and sent in a call for physicians and medical supplies.

ONE TRAINMEN KILLED IN WRECK

Richmond, Ind., Sept. 16.—In a freight wreck Sunday on the Richmond division of the Pennsylvania railroad, north of Richmond, Peter Munt, a resident of Hagerstown, was killed and Conductor O. P. Thomas of Richmond was injured. The train ran into an open switch and several cars were derailed.