

BITTERNESS MARKS PRESENT CAMPAIGN

Not for Twenty Years Has
There Been Such Feeling
As at Present.

PEOPLE ARE THINKING.

OVERLOOKING MANY OF THE
PERSONALITIES NOW BEING IN-
DULGED IN, CONSIDERING IT
ALL MERE AMUSEMENT.

Washington, Oct. 10.—Politicians of all parties and all shades of belief are agreed on one proposition, that the present is the most bitter presidential campaign for more than twenty years. It is necessary to go back to 1884 to find a year when the personal element entered so largely into the struggle for the presidency. The Cleveland-Blaine campaign of that year will long be noted for its acrimony. There were not great issues between the parties and the campaign descended into the personalities. By 1888 Cleveland, with his tariff message to congress, had vitalized that issue and in succeeding campaigns the differences between the parties were sharply defined and the country was spared a deluge of personalities.

History does not record a more exciting contest than 1840, the "hard cider" campaign. There were no vital differences between the parties and the Whigs did not even adopt a platform but with the cry of "Tippecanoe and Tyler, too," they roused the country to a frenzy of excitement and swept everything before them at the polls.

In times past the personal feuds and animosities of party leaders played a large part in campaigns, and the followers of a popular idol were ever ready to make his quarrels his own. This is not true to nearly so great an extent today, but we still find that personal feeling is not absent from the utterances of even those most highly placed. The indignation of President Roosevelt for Senator Foraker's alleged short-comings no doubt was accentuated by the president's personal dislike of the Ohio senator, and we find that Mr. Bryan does not hesitate to castigate those who have fallen under the ban of his displeasure.

But it is doubtful if the public cares seriously about the personal likes and dislikes of either President Roosevelt or Mr. Bryan. That both have their own infirmities will be admitted by the most ardent partisans of both, something that never could have been true of former generations of partisans. In the earlier days a popular idol either was a demigod or a villain, and there was no such thing as calm appraisal of his merits.

And so, while the present campaign of personalities is something of a shock to those who had thought our politics had advanced beyond that stage, feeling is not likely to be carried to the extent it might have been fifty or even twenty-five years ago. With the growth of newspapers, in numbers and circulation, the people are doing more of their thinking for themselves and they are likely to regard some of the happenings of the present campaign more in the light of entertainment than as serious reasons why they should vote for one candidate or the other.

The gathering in Washington of the many big conventions has again strikingly demonstrated the need of a suitable auditorium at the national capital. Foreigners at the Tuberculosis Congress were shocked, when they were conducted for the first time to the new national museum, where the sessions are being held. The structure itself is handsome enough, or will be when it is completed, which it lacks a lot of doing now, but the accommodations were entirely inadequate for such a gathering as this, and the way to the building is through about the most disreputable-looking part of the city. The scientists from other parts of the world had heard much of the wealth of the United States, and of the beauties of its capital and when they were invited to hold this greatest of scientific meetings in Washington they had expected to be accommodated at least as well as they would have been in one of the capitals of Europe. Instead of that they were thrust into an unfinished, cheerless, barn-like auditorium with almost no arrangements for their comfort or convenience and told to go ahead and solve the problem more vital than any other to the human race—the elimination of the "great white plague."

A president is to be inaugurated next 4th of March, and for more than half a century one of the features of inaugural ceremonies has been the ball. In the early days the attendance was limited and the balls were held in hotels. But their popularity and the crowds increased and of late years the inaugural ball has been held in the pension office building. In order that it may be held here a special act of congress always is necessary and the work of the bureau always has to be suspended for about a week.

Four years ago congress gave consent for the use of the pension office only with the distinct understanding that by 1909 a suitable structure for such gatherings should be provided. The citizens of Washington assumed this obligation, but they haven't discharged it. So they are either going to have to go back to congress and confess they have not kept faith, or the next president will have no inaugural ball.

Actor—Are we alone? Voice from the Audience—You would be if we could get our money back at the box office.—Footlights.

THANKS IS EXTENDED

Festival Decoration Committee
Appreciates Services
Rendered.

WRITES LIGHT COMPANIES.

At a meeting of the decoration committee of the fall festival yesterday a resolution was adopted extending thanks to the business men and citizens of Richmond for the splendid manner in which the city was decorated. So elaborate were these decorations that they were spoken of in the most admiring manner by out of town people who attended the festival.

The committee also extended its hearty thanks to the Municipal Lighting and Power plant and the Richmond Light, Heat and Power company for the splendid illumination furnished by these concerns. The letter of thanks to each one follows:

Members of Board of Works,
Chas. H. Rogers, Mgr.
Municipal Light Plant.

Gentlemen:

The electrical display on the streets of Richmond during the fall festival was a source of pride to our citizens. The fact that you furnished us gratis, the necessary wires, feeders and transformers and supplying current for the lighting of seventy-five arc lights and a number of incandescent lamps at various exhibits at an expense to you of about \$600, prompts this committee to acknowledge your contribution as one of the best and largest to the fall festival.

We wish to express our thanks for the service so cheerfully rendered by the manager and other employees.

Yours very truly,

Wm. M. Bailey,
Chairman Decoration Committee.

The other letter reads:

Mr. L. B. Perkins, Mgr.

Mr. L. B. Johns, Special Representative,

Light, Heat & Power Co.

Gentlemen:

The electrical display on the streets of Richmond during the fall festival far surpassed the highest expectations of our citizens. The fact that you furnished us gratis, the necessary wires, feeders, transformers and sub-stations for supplying electric current for 2,500 incandescent lamps, as well as, running wire from your plant to the searchlight, located at Ninth and Main, convinces this committee that no single contribution to the Richmond fall festival was greater than yours, representing as it does, an expense to you of about \$600.

We the Committee wish to thank you for the service rendered and greatly appreciate your co-operation.

Yours very truly,

Wm. M. Bailey,
Chairman Decoration Committee.

Had a Close Call.

Mrs. Ada L. Croom, the widely known proprietor of the Croom Hotel, Vaughn, Miss., says: "For several months I suffered with a severe cough and consumption seemed to have its grip on me, when a friend recommended Dr. King's New Discovery. I began taking it, and three bottles effected a complete cure." The fame of this life saving cough and cold remedy, and lung and throat healer is world wide. Sold at A. G. Luken & Co's drug store. 50c and \$1.00. Trial bottle free.

Temporarily Indisposed.
One of the workers in a Chinese mission became much interested in two Chinese who, she found, owned a flourishing laundry business in her own home neighborhood. She looked in once in awhile to see how things were going with them and one morning found Sam smiling and cheerful as usual, but John was missing.
"Where is John this morning?" she asked.
"Oh," answered Sam amiably, "Christian gentleman hit him in the head with a brick, and he all same in hospital!"—New York Times.

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SHIPPERS TO WEST ARE RULED AGAINST

Indiana-Illinois State Line
Proves to Be "Dead
Line."

DISCRIMINATION IS SHOWN.

SHIPMENTS FROM INDIANAPOLIS
COST MORE THAN FROM EITHER
CINCINNATI OR CHICAGO, IT
IS CLAIMED.

Indianapolis, Ind., Oct. 10.—The Indiana-Illinois state line is something more than is shown on the ordinary maps—the boundary line between two states. To Indianapolis—and in fact all Indiana—manufacturers, wholesalers and jobbers, big shippers of freight all of them, it is better known as "the dead line."

This name has been given to it because the railroads have made that line a great arbitrary freight-basing boundary. The Indianapolis shippers show that it is so arbitrary in the railroads' arrangements that thought they will haul California potatoes 2,500 or 3,000 miles up to it for 75 cents a hundred pounds, if they bring them eighty miles farther, to Indianapolis, they add another 50 cents for each 100 pounds. apolis rate is \$1.25, though the haul is the same distance to Chicago, which, like St. Louis and Danville, being on the other side of the line, gets the 75-cent rate.

This is not serious—that it, not very serious, though it somehow jars the old idea that Indiana is a cheap place in which to live. The cost of this discrimination is distributed and therefore it escapes attention.

How the Dead Line is Deadliest.

But, say the shippers, when the effect of the dead line is noticed on shipments from Indianapolis toward the west—even into Illinois, the effect is seen to be handicapping to all industry in Indianapolis and Indiana, that seeks markets on the other side of the dead line. They say it amounts to this: that Indianapolis—and Indiana—manufacturers shipping to the west have to pay local freight rates up to the Mississippi river and that of their competitors in Chicago, Milwaukee, Danville and other points just across the line get a through differential rate that is very much lower. Though the system is simple enough for easy explanation, still it would be confusing to try it. Results show this more strikingly. For instance, take furniture—furniture-making is one of this city's big industries and one of the important ones of the state. The west and the southwest are the best markets open to competition. A jobber in Kansas City wishes to buy chairs. An Indianapolis dealer goes out to sell him the bill.

"Well," says the Kansas City jobber, "what is your freight rate?"

Mind you, point out the Indianapolis manufacturers, he asks "what is your freight rate?" rather than the price on the chairs.

"Well," replies the Indianapolis dealer, "we can land them in Kansas City at 55 cents a 100 pounds if shipped direct, or at 47 3/4 cents if shipped via Peoria."

"Well," he says, "I am afraid that

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Phone 1235

you are not in it. Chicago has a 30-cent rate."

Incidentally, it might be added that Chicago and Indianapolis are approximately an equal distance from Kansas City. But Chicago is on the other side of the dead line. Indianapolis shippers are asking, "What has the Indianapolis—or Indiana—manufacturer to do if he sells that bill of goods?" They assert that he has to stand the difference between his shipping rate and that of the Chicago competition, using the ordinary fifty-foot car of 20,000 pounds "capacity." The Chicago competition can deliver it loaded in Kansas City for \$60. If the Indiana manufacturer ships by the direct lines from Indianapolis he must pay \$115.20, or if he routes his shipment via Peoria, he can get it in at \$98.94. On these figures he may get the business if he wishes to pay either the \$28.94 or \$55.20 a carload for the privilege of having his plant in Indianapolis instead of across the dead line—in Chicago, or even at Danville, Ill.

However, this does not tell all of the discrimination against him. His shipment is "light and bulky," he can not get 20,000 pounds into the fifty-foot car. In some furniture shipments he can get only half that in the car. If he were on the other side of the dead line the railroads would furnish him another car into which he could load his excess. It would be shipped rough at "carload rates." But the Indiana manufacturer, because he is on this side of the dead line, must pay "broken carload rates"—much higher rates—on his excess.

Still the total handicap is not summarized. The minimum charge for the fifty-foot furniture car on the other side of the line is 20,000 pounds, or \$90; but on this side the shipper must pay on 21,600 pounds for the same car. All in all, he is charged more than double the rates of his competitors across the line, from Indianapolis into Kansas City or any other Missouri river point.

Handicaps in Getting West.

It is asserted that in shipping into the new great Oklahoma chair market Indianapolis pays \$107.62 more a carload than Chicago, and \$88.88 more than Cincinnati. On ladders, another Indianapolis industry, manufacturers in this city must pay \$109.63 more a car than Chicago, though Indianapolis, via St. Louis, the shipping route, is forty miles nearer Oklahoma.

The great difference in all these

rates comes on the cost of getting to St. Louis. The rate from Chicago, forty miles greater distance than Indianapolis, is 9 cents on furniture—the rate from Indianapolis is 32 cents. Cincinnati gets the 9-cent rate and Louisville a 4-cent rate to St. Louis simply because they are on a navigable river. They do not, however, ship via the river, and most of the shipments from Cincinnati are carried by the Big Four and the C. H. & D. up through Indianapolis. Some of Louisville's 4-cent shipments are also brought up through Indianapolis and are carried to St. Louis over the same tracks on which Indianapolis pays 32 cents.

The effect of this on the furniture industry is taken simply as an example. It applies with practically the same figures to practically all other industries. The figures themselves may fluctuate, according to classification of the shipments, but the relative rate and discrimination is the same.

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