

IOWA REPUBLICANS SOLID FOR TAFT

Adopt An Old Fashioned Protective Tariff Platform Which Unites All Factions On National Issues

The Republican state convention elected four delegates-at-large to the national convention, instructed them to vote for W. H. Taft, endorsed William B. Allison by a vote of 672 17-24 to 597 7-24, and approved the plank of the Ohio platform calling for a revision of the tariff at a special session of congress.

The Allison people dominated the convention from its opening to its close, and had things their own way throughout. The Cummins people, although defeated, too special delight in having, as they declared, forced the "standpatters" to indorse a plank calling for revision of the tariff, and they made a point of frequently reminding the Allison people of the fact. The latter, however, insisted that there were as many revisionists in their ranks as there were of the Cummins men. The platform reads:

Ohio Plank on Revision.

"We declare unequivocally for protection as the cardinal principle of the Republican party, and we affirm our unalterable purpose to maintain it.

"Events have confirmed the wisdom of the makers of the national platform of 1904, wherein the party pledged 'readjustment of rates of duty only when conditions so changed that the public interests demand their alteration.' In accordance with this declaration of four years ago, the Republican party of Iowa indorses the declaration of the Ohio Republican platform of this year in behalf of the revision of the tariff by a special session of the next congress, insuring the maintenance of the principle of protection by imposing such duties as will equal the difference between the cost of production at home and abroad, to-

gether with a reasonable profit, to the end that without excessive duties American manufacturers, farmers, producers and wage-earners may have adequate protection.

We favor the nomination of William H. Taft by the Republican national convention to assemble on June 16. We have confidence in his ability, his independent manhood, his comprehension of large and vital questions, his uncompromising integrity and his unfaltering courage. We believe him to be the choice of the Republicans of this state, who have never failed to indorse the official record of President Roosevelt.

"Therefore, we unequivocally instruct our delegates-at-large to vote for William H. Taft and we earnestly request them and our district delegates to use their united influence in support of the Taft candidacy."

Enthusiasm for Roosevelt.

Attorney General H. W. Byers was temporary chairman, and made a speech laudatory of President Roosevelt and Mr. Taft, which aroused much enthusiasm.

By a vote of 683 to 500, the convention voted to seat the Allison delegation from Des Moines county. It was the first direct contest between the Allison and Cummins factions. C. G. Saunders of Council Bluffs was made permanent chairman.

For delegates-at-large to the national convention, George C. Perkins of Bloux City, Lafayette Young of Des Moines, J. R. Lane of Davenport and Frank W. Simmons of Ottuma, were chosen by acclamation. John F. Adams, Mr. Allison's campaign manager, was on the original slate for delegate, but withdrew, lest it be supposed that he had placed himself on the slate, and Mr. Simmons was named in his place.

ceedingly well suited to school buildings, and should be investigated by every building committee before adopting a brick and wooden building.

"Disasters due to fires in this country are unpardonable and we are criticized severely by foreign countries, where the lack of wood has been a blessing for years."

PLANS FOR NAVAL

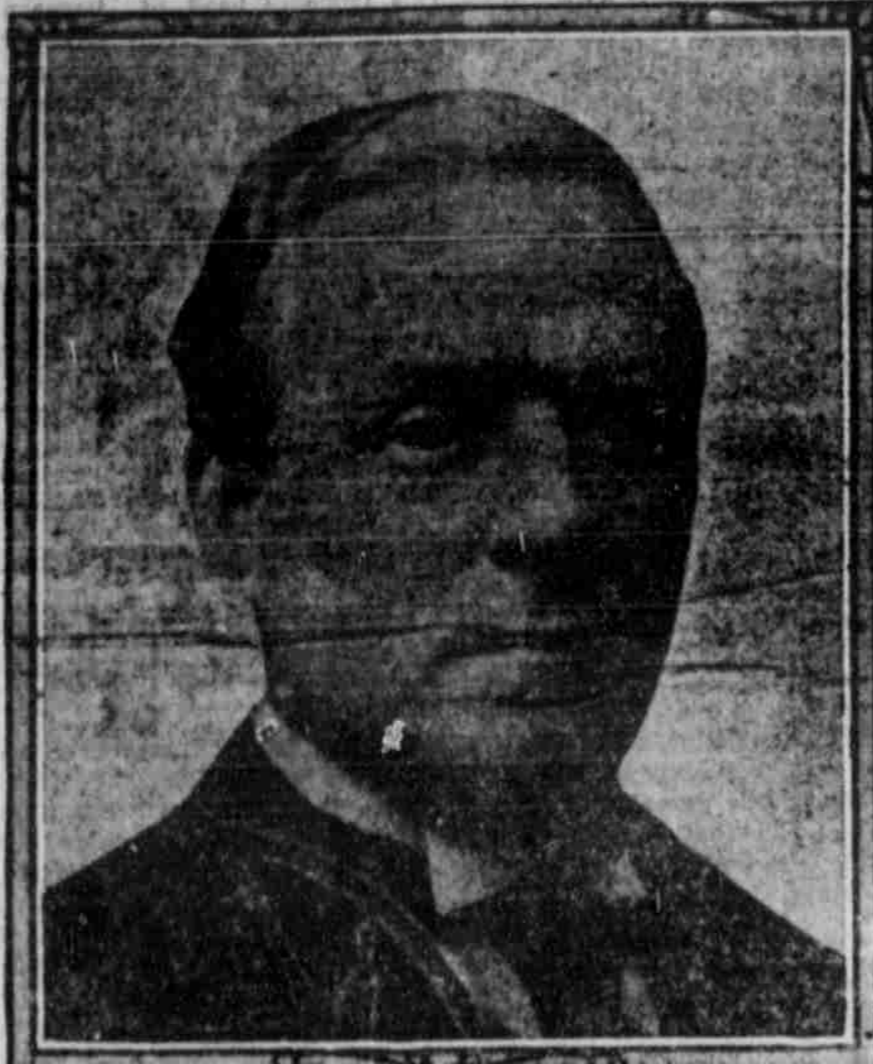
REVIEW AT 'FRISCO

San Francisco, March 20.—Further plans regarding the reception of the Atlantic fleet at San Francisco are outlined in a letter received by Mayor Taylor from Captain R. R. Ingersoll, of the Connecticut, at Magdalena, in which the latter said Ad-

miral Evans is desirous of meeting the wishes of the citizens of San Francisco.

Many of the old guides, like Osborne's, Roscoe's, Norton and Shaw's and, somewhat later, George Meason's, are full of fine steel plate engravings of places of interest and beauty on the line. The Doric arch of Euston is seen to stand then as it does today, although most of the traffic beneath it was then on foot, the pictures of those times showing among 50 or 60 passengers hurrying to the station, just two or three family coaches about to be placed on the aforesaid trucks for road journeys farther north.

An additional value also, is lent to these guides, and all the varied information they contain, by the fact



HERBERT H. ASQUITH, BRITISH CHANCELLOR.

Herbert H. Asquith, who is likely to succeed to the British premiership in the event of Sir Henry Campbell-Bannerman's early retirement, has represented the district of Fife in the house of commons since 1885. He is chancellor of the exchequer and attained ministerial rank at the hands of Mr. Gladstone. His greatest success came in opposition to Mr. Chamberlain's tariff policy.

that part of the collection consists of cartoons and many of the original sketches in the "Illustrated London News" of the period of what was known as the "railway mania," thus illustrating the information in a manner that appeals to us now as being particularly vivid, giving here a glimpse of the cold and comfortless outside passenger in the "mixed classes," and showing the lonely signal-man, not in his box, but standing on the line to allow the light from his lantern to be seen by the approaching train.

With the development in the service, the pictures carry us on. Sir Robert Peel is seen cutting the first sod of the Trent Valley railway, and the cartoons emphasize the hot haste of railway promoters in those early days of the enterprise to deposit their bills in parliament for extending original lines and laying down new ones.

Like everything that is new, the railway movement encountered considerable opposition. And one of the curious effects of the opposition will be found in the collection in the shape of a news sheet, dated December 22, 1835, which, bearing in black type the alarming heading, "Dreadful Accident on the London and Birmingham Railway," describes how a fall of earth on the line that was being made near Coventry brought about the death of three men, and added, among other comments to the same purpose, "It is quite painful and distressing at the number of human lives lost by this new invention"—an observation intended, no doubt, to turn men's minds back from the evils of railways to the good old times when there was nothing but the stage coach.—Pall Mall Gazette.

IF YOU KNOW.

The merits of the Texas Wonder, you would never suffer from kidney, bladder or rheumatic trouble. \$1 bottle, two months' treatment, sold by S. C. Ston's drug store, or by mail. Testimonials with each bottle.

Logging is to be resumed on the Columbia with wages at \$1.25 to \$2.75.

DeWitt's Little Early Risers, small, safe, sure little liver pills. Sold by all druggists.

"Hello!"
"Is this my druggist? I've got a bad cough, hoarseness and cold on the chest; send around right away a bottle of
DR. D. JAYNE'S EXPECTORANT
This old and reliable remedy has been relieving and curing coughs and colds for 77 years. Very effective in all cases of Croup, Whooping Cough, Congested Colds, Bronchitis, Inflammation of the Lungs and other pulmonary ailments.
Sold by all druggists in three sizes. Bottles, \$1.00, 50c., 25c.
Jayne's Tonic Vermifuge is a gentle and effective tonic for every member of the family.
Jayne's Sassafras Pills—the solvent and safest liver regulator known.

Slap at Bryan.
New York Democratic state central committee today decided to an un instructed delegation to ver.

Lovers
of good health should prevent illness instead of letting themselves get sick and then try to cure it. long as you keep your liver, bowels and stomach in a healthy and condition you won't get sick. Dr. J. C. Ward's Herbine relieves constipation, inactive liver and all stomach and bowel troubles. Sold by all druggists.

A labor convention in Washington yesterday condemned the supreme court for certain decisions.

HOW TO MAKE SCHOOLS SAFER

William Hale Ham, Vice President of the National Association of Cement Users, Makes General Recommendations.

Youngstown, O., March 18.—Alarmed by the state of Director of Schools W. N. Ashbaugh, that the Cleveland disaster might be repeated in any of the public school buildings in Youngstown, the board of education has called in a fireproofing engineer of national prominence, to formulate a plan for making the structures safe. The action is due to the existing state of public opinion, because many parents declare if this cannot be done at once their children will be kept from school.

William Hale Ham, vice president of the National Association of Cement Users for the section on laws, ordinances and insurance, has prepared a preliminary report on the fireproofing of school buildings, in which he points out where lies the great danger in buildings that are now in use, and makes recommendations as to the most economical method of making these buildings safe. He also describes the type of construction that should be adopted in new buildings to prevent a recurrence of the disaster at Cleveland.

Mr. Ham is a member of the American Society of Civil Engineers, and has spent the last ten years in the construction of fireproof buildings of reinforced concrete. His recommendations, he says, apply to the average school building in any town in the country, as strongly as to the schools in Youngstown. He says:

"In view of the calamity that has overtaken Cleveland, there can be no question of the wisdom of the Youngstown board of education in taking whatever steps are necessary to make the school buildings that are now in use, safe, and to establish definitely a policy hereafter to construct no school buildings which are not absolutely fire-proof. How to accomplish these results without increasing the burdens of the taxpayers unduly, is the question of the moment, and to this end, the writer makes the following general recommendations:

For Old Buildings.

"All school buildings which are not known to be thoroughly fireproof should be examined by the school committee, the superintendent of schools and the chief of the fire department of the city.

"Steps should be taken to prevent

rapid spread of fire especially from the corridors to the main rooms. This can be accomplished in all old buildings quickly by the installation of a fireproof partition between the corridors and main rooms with steel doors having wire glass transoms, or with no transoms.

"If possible every school building should have an exit at the opposite end of the building from the stairways. This exit should be protected from fire by brick walls extending at least six feet from the building, no other opening into the space being allowed. Fire escapes should be made of steel or cast iron. The doors to these fire escapes should be unlocked every morning and opened. A fire drill should be instituted using the fire escapes and practice should be constant throughout the school year. In order that the children may not be frightened at the sound of alarm of fire, the practice should be carried out with regular fire alarm each week at no specified time.

Regard New Buildings.

"Where the school committee is limited for funds with which to build a fireproof school building, it should be impressed upon the architects that the interior of the building is the most important of all features, and that any saving that is to be made should be made in the looks of the exterior and not in the construction of the interior of the building. It often occurs that for the sake of beautifying the city an elaborate exterior is designed. This is, of course, ideal, but where the maximum amount of space must be built for the minimum amount of money, a plain, almost severe exterior with thoroughly fireproof floors and partitions, should be the prevailing idea of construction.

"If the rooms are not too large, the cost of a thoroughly fireproof building, with reinforced concrete floors and columns, and a neat, brick exterior, can be constructed for approximately 10 per cent increase in first cost over the construction of a brick and good building. Insurance will soon bring down the cost of the investment to a point where the city cannot afford to build otherwise than fireproof. In this type of a school building, children could be actually kept at work at their desks while the furniture in one part of the building was burning—there would be nothing else to burn in the building.

"This type of construction is ex-

Concerning the plans Captain Ingersoll writes:

"The fleet will enter the bay in single column and will take a course that will enable the people living in all the bay cities to get a full view of it. When anchored the ships will occupy a space three-fourths of a sea mile square. The fleet will be illuminated on the night of its arrival from 8 to 10:30 o'clock. If a parade is contemplated a landing force of 81 companies, or 20 battalions, about 5000 men, will parade. It is suggested that the parade be held on the day following the arrival."

Captain Ingersoll says the people will be welcomed aboard the ships from 1 to 5 o'clock.

Railroad Beginnings in England.

For some little time past the heads of certain departments of the London and Northwestern Railway at Euston have been collecting, whenever opportunity has occurred, interesting relics of the line, with the result that there have been brought together models of old engines and carriages, pieces of past permanent ways, portraits of pioneers and first worthies of the railway world, long forgotten correspondence, and a mass of information derived from original railway guides, time-sheets, and official notices, dating back to the "thirties" and the "forties" of the last century. So rare a collection has never, it is believed, been formed in this country.

Some of the original regulations, which are all set forth in the old guide-books, are full of interest. The passenger by these first primitive trains might claim the seat corresponding to the number on his ticket, but when there was no number, it was a case, as it is now, of first come, first served. No dogs were allowed to be taken inside the carriage, and no gratuities might be accepted for service by any servant of the company. The first-class single fare to Birmingham from London was 32s. 6d., nearly double what it is now, 17s. 4d.

Smoking in any of the carriages was strictly prohibited. As to luggage, in order to prevent loss of mistakes, passengers were requested to place "their small packets" under the seat, and no one was allowed more than 60 pounds. As the only certain means to prevent accidents from trains passing in the opposite direction, all persons were enjoined



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the entire ad--You can get all the assistance you want--We don't care--The Buck's Junior Range is now on display at our store. Call and see it. Bring your friends. Save the "ads" until you get a lot of them. Then bring them in to be counted.

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