

THE DAILY BEE.

E. ROSEWATER, Editor. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION.

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CORRESPONDENCE: All communications relating to news and editorial matter should be addressed to the Editorial Department.

BUSINESS LETTERS: All business letters and communications should be addressed to The Bee Publishing Company.

The Bee Publishing Company, Proprietors THE BEE BUILDING.

Table with 2 columns: Day, Circulation. Rows include Daily Bee (without Sunday) and Weekly Bee (one year).

Sworn Statement of Circulation. State of Nebraska. N. P. Fell, business manager of The Bee Publishing Company.

Notary Public. State of Nebraska. County of Douglas.

For the Campaign. In order to give every reader in this state and Iowa an opportunity to keep posted on the progress of the campaign.

Patronize Omaha Industry is not a plank in the council platform.

In the great game of international chess in Europe, England invariably manages to checkmate Russia.

County Attorney Mahoney will lose no sleep because Governor Thayer does not like him.

The State Board of Transportation went to a great deal of trouble and fired off a good deal of pyrotechnic powder in reaching a foregone conclusion.

No man can afford to allow business engagements to prevent his attending the meeting of manufacturers at the Board of Trade rooms today.

Let every delegate who believes the time has come to retire the railroads from politics be at the state convention.

The arguments of Messrs. Koozitz, Dilworth and Johnson in behalf of the existing schedule of rates would have been more convincing if the time had been taken in their preparation.

If the Douglas county delegation numbering sixty-three delegates should vote as a unit in the state convention its influence would decide most of the important questions to come before that body.

Judge Broady preserves a discreet silence as to whether or not he will accept the nomination for justice of the supreme court.

Admitting the correctness of their conclusions for argument's sake, what prevented the railroad secretaries from announcing this for full four months after their tabulated comparative statement was prepared.

When everything else fails in the way of news to the Washington correspondent he always falls back upon the "proposed changes in the cabinet."

Considerable discussion is going on in railroad circles as to the effect of certain movements relative to the Denver & Rio Grande railway.

LIFE is short and time is fleeting. It took the Board of Transportation four months to decide that long haul rates are delugingly in our favor.

OUR democratic friends out in the state are not making a fair open fight. They are directing their attacks against the court houses under cover of the independent guns.

JUDGE AMASA COBB was allowed to select the Lancaster county delegation to the state convention.

ENCOURAGING OUTLOOK.

THE BEE's special dispatches from nearly every county in Nebraska clearly show that the republicans of the state are full of energy, enthusiasm and hope for the approaching campaign.

There is no mistaking the signs of today. The rising sun of the morning is no more certain to reach its zenith at noon than the rekindled blaze of republicanism to sweep everything before it.

A RACE FOR THE NEW LANDS. At noon tomorrow about 800,000 acres of land in the eastern part of Oklahoma will be opened to settlement.

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OMAHA AS A GRAIN MARKET.

Advantages to be Reaped From an "Open Board" at This Point. CHICAGO'S PROFIT FROM NEBRASKA.

Interesting Interviews on a Topic of Vital Importance to the State.—Opinions and Sage Suggestions.

"There seems to be some little friction in starting the machinery of the new warehouse law and the carrying of the Board of Trade into its chrysalis state."

"Of course," he continued, "it was not expected that it would move off with the graceful regularity of our new 15,000,000 gallon Omaha pump for various reasons."

"I regard this warehouse question as one of great importance to Omaha and the state of Nebraska. The law may be imperfect, but it can be strengthened in its weak points."

"I noticed this paragraph: 'Some members claimed that a public warehouse could not be maintained in Omaha, for the reason that to ship there and then reship would prevent them from competing with the western through shippers.'"

"Omaha and the Convention. Omaha has started out to raise \$100,000 as a republican national convention guarantee fund."

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THEY WILL FORCE RATES UP.

Des Moines, Ia., Sept. 20.—[Special to The Bee.]—For some time past there has been a movement among the railway men of this state in the direction of organization different from the usual form.

The meeting was not what might be called a grand success, but few being in attendance. The only credentials a member must possess is the fact of being employed in some capacity by a railway company.

"No Secret Contract. It is true, as is reported, that the Union Elevator Company has a secret contract with the Union Pacific whereby that company is given a lower rate on grain than a given other grain dealer."

"Most emphatically not. As I said before, an order of attorney or person would be given the same rates as are given the Union Elevator company."

"My opinion, as a citizen of Omaha, is that this is the natural order for grain, but it is not the natural order for the state of grain, and that will force the buyers from all over the country to come here."

"But are not the rates on grain into Omaha practically prohibitive when it is considered that the grain must be reshipped after going through the elevator?"

"To illustrate: The rate on wt. at the Missouri river to Chicago is 19 cents per 100 lbs. From the first to the west of the river the rate to Chicago is 30 cents."

"Now no one will pretend to say that any railroad could haul wheat from the western end of the state to Omaha for 6 cents per bushel."

"Here's Richness. Mr. C. Crow, now of Whitewood, S. D., but formerly of Omaha, was in the city last night."

"Mr. Crow charges that discrimination of rate was made by Chicago and Omaha in the interest of Minneapolis and St. Paul by the Fremont, Elkhorn & Missouri Valley railway."

"I am an Omaha man," exclaimed Mr. Crow, "but I am not a politician."

"Some Hope in Sight. 'The B. & M. is disposed to do better by us, but we will not let it go until we have told me one day that he had instructions to 'throw everything for Lincoln.'"

"There is another thing. If Omaha wants to be a grain market, she must establish a grain elevator. The general idea is that we can't expect farmers to ship grain in here and not know what they are going to get for it."

"The trouble is right here. These people who have the elevator, the Union Elevator company and all the rest of them, are interested in keeping this from being an open grain market just as long as they possibly can."

"I have had some experience with that railroad myself," continued Mr. Crow as the telephone was hung up, "and I say it is an outrage. It is the only thing that keeps us from being a grain market."

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