

THE DAILY BEE.

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

OFFICES: Omaha, The Bee Building, 27th and 28th Streets. Council Bluffs, 16 Pearl Street.

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

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

The Bee Publishing Company, Proprietors.

SWORN STATEMENT OF CIRCULATION: State of Nebraska, County of Douglas.

Table with 2 columns: Date and Circulation figures for various months from Feb 1 to Feb 20.

Average: 24,361. Sworn to before me on this 24th day of February, A. D. 1892.

Notary Public, N. F. Felt.

Average Circulation for January 24,324.

The Board of Trade should never rest until milling-in-transit rates have been secured for Omaha.

The Union Pacific never made a greater blunder than when the switching charges were raised to extortionate figures.

CASH talks louder than resolutions. The Omaha Real Estate association needs cash to successfully carry forward its plans for upbuilding the city.

The Iowa road that breaks down the bridge arbitrary of 5 cents per hundred will make a ten-strike for Omaha business to Iowa and north Missouri points.

The farmers of Douglas county are enthusiastic over the proposition to establish a beet sugar factory here. It will not be their fault should the enterprise fail.

The Iowa legislature has a warehouse bill before it for consideration, modeled after the law passed by the last session of the lawmakers of Nebraska.

The city council should relocate all useless hydrants and take the chances on the legality of the action, especially since Mayor Bemis secured an agreement with the water company conceding this point.

There is one man in the New York delegation to the democratic national convention who is itching for an opportunity to break from Senator Hill to Governor Flower. He is the lieutenant governor.

There is no possible chance of carrying Nebraska for the republican party this year with a ticket loaded down by men who have a record that must be defended and men who are notoriously subservient to railroad corporations.

It is to be hoped the council will, without further delay, pass all the ordinances framed for the purpose of revising the salary lists and abolishing sinecures. This should have been done within ten days after the new council was organized.

The late chief of inspector refuses to turn over receipts, stub books, vouchers, etc., belonging to the office of his successor, Mr. Louis Heimrod. This is because E. C. Carns has always looked upon a public office as a private snap and not a public trust.

Whether Vanderbilt has gobbled the Union Pacific or not will probably become known by the time of the annual meeting next month. There are some straws floating in the atmosphere which give color to the rumor of another Union Pacific revolution.

This is a bad year for hoodlums and railroaders, and republicans who belong to that class may as well curb their ambition and let the party nominate men who are free from corporate influence and are known to be beyond the reach of jobbers and bribe-givers.

DENVER is negotiating with an Ogden firm for a fruit canning establishment, and yet nothing but small fruit is grown to any extent in the vicinity of the Queen City of the Rockies.

Perhaps the approach of a senatorial election in Nebraska is responsible for the sudden interest aroused in the question of the actual residence of men and women in the departments at Washington who are charged to Nebraska. The conditions complained of have prevailed for many years, if at all, and this is the first time any protest has been made.

It is to be hoped the trip abroad of Secretary Foster will speedily result in the full restoration of his health. The Treasury department in recent years has put a very severe strain upon its chiefs.

Two secretaries of the treasury, Manning and Windom, have died within five years, the arduous duties of that office being in a large measure responsible for their breaking down.

When Mr. Foster assumed the duties of secretary of the treasury he was a vigorous man physically, and although always an active man of affairs with extensive business interests that gave him ample work to do and a great deal to think about, the demands of the Treasury department appear to have overtaken his strength.

It is undoubtedly the most exacting and laborious office under the government.

HEMP GROWING AND BINDER TWINE.

The Fremont binder twine factory has introduced a new and important industry into our state and has made hemp growing profitable to Nebraska farmers.

It is further announced that the experiment at Fremont has been sufficiently profitable to warrant the establishment of additional factories in this state.

Congressman Bryan, having resided in the state but a short period, could not be expected to know of all its industries.

THE HILL PLAY: The first act of the interesting play in which David Bennett Hill is the leading character, has ended, and Mr. Hill is formally proclaimed a presidential candidate.

It is safe to say that the property of other railroads within the city limits is worth at least two millions of dollars.

Give the Town a Chance: The town of Creede, adjoining the Holy Moses silver mine, is growing rapidly by magic.

Too Much of a Full: Conking was a bigger man intellectually than Hill is, and he had as much of a "pull" with his party.

How About the Bar?: If Mr. Whitney is really a presidential possibility he should check Ward McAllister when he attempts to class him as among the "real" political bosses.

Politically Doomed?: The Omaha Bee says it is "time to call a halt" on the "political bosses' answer."

Campaign Issues: The regularity of the fifty-first congress fixing the present customs duties will afford the leading issue.

Regarding Telegraph Tolls: The state of Georgia is trying an experiment which will be watched with interest by other states.

THE RED, RED WEST: Eugene Field in Chicago News: I've travelled in heaps of countries and studied all kinds of art.

NOVELTIES IN JEWELRY: Butter stickers for butter ads are pretty trifes for the table.

and the price of anthracite coal, is in violation of the provision of the state constitution...

AMERICAN congressmen exhibit a woful lack of information regarding the interests of other communities than those in which they reside.

THE wool growers of the United States produced last year 350,000,000 pounds of wool.

Investigating a Mysterious Death: Last fall Mrs. Post, a wealthy widow of Litchfield, fell in love with a music dealer named M. A. Wilson.

Give the Town a Chance: The town of Creede, adjoining the Holy Moses silver mine, is growing rapidly by magic.

Too Much of a Full: Conking was a bigger man intellectually than Hill is, and he had as much of a "pull" with his party.

How About the Bar?: If Mr. Whitney is really a presidential possibility he should check Ward McAllister when he attempts to class him as among the "real" political bosses.

Politically Doomed?: The Omaha Bee says it is "time to call a halt" on the "political bosses' answer."

Campaign Issues: The regularity of the fifty-first congress fixing the present customs duties will afford the leading issue.

Regarding Telegraph Tolls: The state of Georgia is trying an experiment which will be watched with interest by other states.

THE RED, RED WEST: Eugene Field in Chicago News: I've travelled in heaps of countries and studied all kinds of art.

NOVELTIES IN JEWELRY: Butter stickers for butter ads are pretty trifes for the table.

to some other form of lyeing upon their friends. Chased silver boxes are used to surround the sardine box of commerce.

Options Secured by a Syndicate on Agricultural Implement Manufacturing: Chicago, Bureau of the Bee, Feb 23.

Two representatives of a syndicate of eastern capitalists have been at work in this city for the last two days.

Negro Friend Strong Up: Miss Carrie Lewis, the handsome daughter of the late John Lewis of St. Louis.

Investigating a Mysterious Death: Last fall Mrs. Post, a wealthy widow of Litchfield, fell in love with a music dealer named M. A. Wilson.

Give the Town a Chance: The town of Creede, adjoining the Holy Moses silver mine, is growing rapidly by magic.

Too Much of a Full: Conking was a bigger man intellectually than Hill is, and he had as much of a "pull" with his party.

How About the Bar?: If Mr. Whitney is really a presidential possibility he should check Ward McAllister when he attempts to class him as among the "real" political bosses.

Politically Doomed?: The Omaha Bee says it is "time to call a halt" on the "political bosses' answer."

Campaign Issues: The regularity of the fifty-first congress fixing the present customs duties will afford the leading issue.

Regarding Telegraph Tolls: The state of Georgia is trying an experiment which will be watched with interest by other states.

THE RED, RED WEST: Eugene Field in Chicago News: I've travelled in heaps of countries and studied all kinds of art.

NOVELTIES IN JEWELRY: Butter stickers for butter ads are pretty trifes for the table.

Further Action Taken Looking to the Revocation of Certain Privileges.

RESOLUTIONS ON THE SUBJECT PASSED: Mayor Bemis Refuses to Affirm an Appointment—Grading Contracts and Viaduct Matters—Important and Interesting Meeting.

The city council has not yet quit being business with the railroad companies.

As amended the ordinance passed, President Davis being the only member who voted "no."

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

RAILROADS IN THE COUNCIL

Further Action Taken Looking to the Revocation of Certain Privileges.

RESOLUTIONS ON THE SUBJECT PASSED: Mayor Bemis Refuses to Affirm an Appointment—Grading Contracts and Viaduct Matters—Important and Interesting Meeting.

The city council has not yet quit being business with the railroad companies.

As amended the ordinance passed, President Davis being the only member who voted "no."

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

proposed levy to cover the one-half cost of grading Twenty-eighth street from Leavenworth to Woolworth avenue.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

Resolved, That the committee on viaducts and railroads, be and are hereby instructed to wait upon the office of the Union Pacific and the B. & M. railroad companies.

BROWNING, KING & CO. S. W. Corner 15th and Douglas Sts. Facts about George Washington--- George Washington was born Monday, Feb. 22, 1732, and ever since that, Monday's been Wash day.