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THE HOUSE MAJORITY REDUCED.

Senator Gorman of Maryland is another democrat who has little sympathy with the cheese-paring notions of the Indiana demagogue, Mr. Holman, and his adherents. The Maryland senator recognizes that the country is growing, and that there must necessarily be a growth of expenditures. In the course of a debate in the senate on the naval appropriation bill a few days ago, Mr. Gorman said that the expenditures grew during the four years of the Cleveland administration, and he presented a table showing that every congress since the Forty-third, with the exception of the Forty-eighth, had increased appropriations over those of the preceding congress, no matter what administration was in power. The total expenditures under President Cleveland's administration, said Senator Gorman, were greater than under President Arthur's, and as the country grows and you go on with the construction of your navy and open the harbors and deepen the rivers and make great guns for the army and navy, those expenditures must increase.

ANOTHER DEMOCRATIC SENATOR.

Another democratic senator, Gray of Delaware, speaking on the same subject, said that whatever individual opinions might be in regard to the policy of creating an American navy of modern build and equipped in modern fashion, "public opinion has settled down pretty much to recognize the necessity of a prudent and wise expenditure of money upon the navy of the United States and creating a naval force upon modern principles and constructed in modern fashion that will give us a standing among the naval powers of the world and give us a self reliance as a commercial power which it is impossible we should have without such an armament." Common sense views of this kind are not to be expected from men of the Holman type, who are more politicians, but there are thousands of intelligent democrats in the country who will agree with Senator Gorman and Senator Gray; democrats who appreciate the fact that this is a growing nation, requiring from year to year more money in order to carry on its affairs properly and pursue the march of development and improvement. It is manifestly absurd to expect a country of 65,000,000 people to meet its requirements with an expenditure that was found necessary when there was a much smaller population. The Holman policy, if fully carried out, would bring the country to a standstill, and while the people do not want extravagance they desire progress. It is fortunate that there are democrats in congress who have the courage and candor to rebuke the parsimony of the Holman element of the party.

THE NEW FREIGHT BUREAU.

The action of the Board of Trade in subscribing annually \$1,000 for the period of three years for the maintenance of the new freight bureau was patriotic and wise. The need and object of the freight bureau are quite well known in those cities where they have become permanent and useful as any other commercial union. The lack of such a bureau in Omaha is manifest. In these days the science of railroading has become one in which the brightest brains are employed—employed to secure the greatest advantages to the companies they represent. Railroads are pooled everywhere and are constantly combining for their own advantages. For one individual or several individuals separately to attempt to compete with the trained men employed by the railroad companies were folly. The railroads, consequently, it is now proposed to constitute a freight bureau which shall have as its object the study and handling of the great question of transportation of freight. It is no matter to state that the question of freight rates rises above all other questions between the railroad and the merchant. There is something more than a suspicion that a judicious investigation would show that Omaha is being discriminated against by the railroads which run into this city. At any rate it will be advantageous to compare our rates with those of other points, and if there are any evils and outrages it will then be our work and duty to remedy them. And it can be done. The action of the Board of Trade was eminently wise.

A DISAPPOINTED DEPUTATION.

The irrepressible conflict between capital and labor, which has long had an important bearing upon English politics, seems to be as far from mutually satisfactory adjustment as it ever was, and is as harassing to the party leaders as if it had not been the theme of years of debate and contention. Lord Salisbury has just done an unexpected thing in receiving a deputation from the Workmen's association of London, with whom he discussed the labor question in a spirit that was at once conciliatory and uncompromising; conciliatory in the admission of the justice of some of the grounds of complaint put forth by the workmen, but decidedly unyielding as to the wisdom of their plans even from their own point of view. The eight-hour day was the subject of the discussion and the argument of the workmen was based upon two subjects—more leisure for self culture, and a more leisure for the unemployed. The first object Lord Salisbury said was admirable, but the second he declared to be illogical, and supported his argument from the mouths of the workmen themselves. However, he asked, could the eight-hour day leave more work for the unemployed? If, as is claimed, the laborer would do as much work in eight hours as he now does in ten? All of the work performed by those now employed would still be done by them under an eight-hour law and those who are now unable to find employment would be no better off than before. But if the unemployed should not do as much in eight hours as they now do in ten the employer would have to hire men now idle, thus increasing the cost of production, diminishing the consumption, and hence reducing wages.

THE NEW BRIDGE.

On June 16 the voters of Omaha will decide whether the city shall have a railroad bridge over which all roads will be permitted to enter the city, or shall continue indefinitely at the mercy of the Union Pacific. The importance of this matter cannot be overestimated. The decision of the voters will determine whether Omaha shall by the year 1920 double its population and business, or move forward only at the present rate of progress. No intelligent and unprejudiced man can doubt what the effect will be of bringing half a dozen more railroads into this city. It will stimulate growth as nothing else has ever done. The removal of the disadvantages under which Omaha now labors in consequence of the Union Pacific bridge monopoly would give an unprecedented impetus to business in all branches. Manufacturing enterprises would be attracted here, the jobbing trade would increase and in every way the added facilities which the Nebraska Central bridge would give would result in benefits to the city that would repay a hundred

THE SOUTH AND THE WEST.

English capitalists who were eager enough a few years ago to invest in property in the southern states are becoming more conservative in consequence of their failure to realize the profits expected. The bright future which was said to be dawning upon the south was set forth too much after the manner that prevails among the American promoters and boomers, and the result has been disappointment. The truth is that some portions of the old south have been excessively "promoted" of late years and have not fulfilled the promises of those who brought them to the attention of northern and foreign investors.

FOR BETTER SCHOOL PARKS.

There is one element of a city's beauty and grace in which the fair city of Omaha is sadly and woefully deficient. While keeping pace with rival western cities in commerce and growth, it must be confessed that she lags behind most of them in the matter of school grounds. In St. Paul, for example, the citizens have made the school parks places of delight, provided with beautiful lawns, trees, fountains, playgrounds and with many other aesthetic and comforting features. In Minneapolis much the same plan is followed. The lesser cities of Des Moines, Kansas City, Springfield and Peoria, not to mention many others, take great pride in their schools and their environments. In fact, it is the rule in every village to concentrate all the loveliness and grace possible in the school building and the grounds. Schools are their only boast, and they are determined that they shall be beautiful.

BEAUTIFY THE SCHOOL GROUNDS.

Now there is no sensible or logical reason in the world for Omaha pursuing an opposite course. It is no honor nor credit for Omaha to be compelled to admit that there is scarcely a sightly school park within her borders. And it is the positive duty of every Omahian to steer all visitors clear away from the Leavenworth, Hartman, Park, Dodge and Cass schools, with surroundings are simply disgraceful. The High school building is well situated and partially well surrounded, but the opportunities there are not improved to the extent of which they are capable. It is so all over the city. One of the greatest prides of America is her free school system. We can stoutly refer to it as an exponent of our progress and enlightenment; but if the old proverb, that knowledge comes from association and environments, is true, then we have little to claim in the knowledge of Omaha children.

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THE CAPITAL OF THE PEN.

This romance about the contemplated removal of the state penitentiary from Lincoln to Kearney is becoming interesting. At first it had the appearance of a joke. Now the newspapers have progressed so far as to be able to give the details of the whole scheme. The Ravenna News devotes a third of a column to the subject, from which it is learned that a syndicate of capitalists has been formed to offer a large tract of land, big cash bonus, etc., etc. The High expects that Kearney people will awake some of these bright mornings and behold the ramshackle of the penitentiary frowning from Capital Hill, so long reserved as a site and future seat of state government.

THE PEOPLE'S NATIONAL CONVENTION AT OMAHA.

The people's national convention at Omaha, July 1. The democratic national convention at Chicago, June 21. The republican national convention at Minneapolis, June 7. General Van Wyck talks about "Free Silver and Its Relation to Labor" in Denver, May 24. Mr. Edison is confident of his ability to establish telephone connection with Mercury and Mars, and says he can find out whether the inhabitants of those planets are civilized or not. Lieutenant Totten, having failed to make the world wind up its business on the day he had fixed for that event to come off, will now take his revenge by writing a history of the human race from the creation to his own failure as a prophet.

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HELPING OUT FREE SILVER.

What the Administration Has Done and is Doing for the Movement. Little hope for legislative action. Democrats refuse to bear out the party's pledges—opposition from western senators that is poorly based—the international conference. Washington, D. C., May 18.—(Special to The Bee.)—Those who are interested in the silver question are anxiously awaiting a definite announcement from the white house of the success of the administration in bringing about an international conference. Thoughtful men, who are devoted to bimetallicism, look upon the efforts of the president and his advisors as wise, prudent and patriotic.

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