

THE OMAHA DAILY BEE.

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FOR HIGH LICENSE IN IOWA.

As the time for convening the newly elected Iowa legislature approaches the question of modifying the prohibitory liquor laws that have proven so ineffective is becoming a favorite topic of discussion. That some change in the direction of high license and local option is desired by the great majority of the people of Iowa is now most generally acknowledged by fair-minded men of all political parties, although many of those who favor a new departure in the liquor legislation of the state originally voted for men pledged to put the prohibitory law on the statute book. This revision of feeling has been by no means a sudden one. It has been in progress a number of years and manifested itself first in the republican defection to the support of Governor Boies in his first two gubernatorial campaigns and again in the restoration of a republican governor this year, when the prohibition issue was wisely thrown overboard by the republican state convention. It is the consequence of a firm conviction that prohibition has been given a fair and impartial trial and found to be a complete failure in every locality where it was not supported by an overwhelming popular sentiment.

The conclusion then has been forced upon the people of Iowa that to retain a law that is subject to daily open violations can but bring reproach upon the fair name of their state. The returns for the election last November showed unmistakably the temper of the people, and that was for immediate and radical modification of the prohibitory statute. How it shall be modified and what shall be adopted in its place are the problems that are to be solved by the coming legislature. Already numerous projects are being urged by prominent men in various sections of the state. They all aim to carry out this mandate of the people, namely, the relaxation of prohibition, wherever it has been successfully enforced and its abolition wherever the liquor traffic has continued in spite of the state laws. Most of the plans contemplate keeping the existing law in force until each community shall have expressed a preference through the ballot for its suspension. This would give local option, with the presumption in favor of prohibition unless overturned by a vote of the people. Some variations exist in the different methods suggested for regulating the operations of the liquor dealers in case of a vote against prohibition. All agree that they should be held to a strict accountability in observing the rules laid down for the conduct of their business and should contribute periodically to the public treasury. Some want this contribution to be paid as a license, graduated in amount according to the size of the town. Others provide for the arrest and fining of the dealers at stated intervals, while still others contemplate merely the levy of an additional tax by the regular assessors upon all premises where they find liquor for sale. Of course, if the traffic is legalized, it is unjust to fine the dealers as if they were violating the law. The system of high license as in operation in Nebraska has commended itself as an eminently practical way of solving the liquor problem and should find favor in the eyes of Iowa legislators.

The revised ordinance has been approved by Mayor Bemis and an acceptance of its terms has been filed by the president of the Omaha Gas Manufacturing company. A summary of the concessions secured to the city and to gas consumers may not be out of order. The original ordinance railroaded through the council without discussion granted to the company a franchise for fifty years at a fixed rate, beginning with \$1.75 per 1,000 cubic feet for both illuminating and fuel gas, with a sliding scale decreasing the price at a rate of 5 cents of every 50,000,000 cubic feet of annual increase of consumption up to 600,000,000 a year, when the price was to be \$1.35, and when 700,000,000 cubic feet were consumed per year, \$1.30, and when 800,000,000 were consumed per year, \$1.25 per 1,000. And this was to be the limit of the lowest rate for about thirty years. The revised ordinance cuts down the term of the franchise from fifty to twenty-five years and leaves the city to re-adjust its contract according to conditions that will exist twenty-five years hence. The chances are, of course, that by that time gas will go down in Omaha to the rate that now obtains at Cleveland—from 80 cents to \$1 per 1,000. The revised ordinance cuts the rate to consumers to \$1.60 per 1,000 for lighting and to \$1.35 for fuel gas on and after the 1st of January, 1894, and a sliding scale is adopted by which the price will go down to \$1.25 when 600,000,000 cubic feet are consumed annually. The fifty-year gas ordinance allowed the company to charge the same price to the city that it charged private consumers, namely, \$1.75 per 1,000 cubic feet, until 200,000,000 were consumed per year, and then the reduction by sliding scale. The revised ordinance requires the company to supply all public buildings, including city hall, jail, engine houses, library, market house and any other buildings the city may erect in the future at \$1 per 1,000 cubic feet. The fifty-year gas ordinance made no provision for a franchise royalty. The revised gas ordinance gives the city 5 cents for every 1,000 cubic feet consumed, which will amount to fully \$7,000 the first year, and if the city doubles its consumption and population within ten years the income will be \$14,000 to \$15,000 a year, and by the end of the following ten years it will probably exceed \$25,000 a year. The fifty-year gas ordinance made no provision for purchase of the works by the city and did not contain a forfeiture clause in case the company should violate its contract. The revised ordinance contains express provisions conceding the right of purchase by the city and excluding in the appraisement of the property any allowance for the unexpired franchise. The revised ordinance also contains a specific forfeiture clause. The fifty-year ordinance left the company free to charge for extending its pipes from the mains to the curb line. The revised ordinance requires the company to lay the pipes to the curb line at its own expense. Several other modifications have been embodied into the revised ordinance relative to extensions on suburban streets that are of material advantage to the public. These extremely valuable concessions are the fruits of a stubbornly fought contest on the part of Mayor Bemis and his supporters, and inasmuch as THE BEE stood alone in backing Mayor Bemis and the taxpayers who invoked the power of the courts, this paper has a rightful claim to a large share of credit which all citizens will doubtless accord for the success that has attended the efforts to secure the best terms from the gas company.

THE DECLINING MERCHANT MARINE.

The report of the secretary of the treasury says that the year 1893 witnessed a further decline in the relative importance of the American merchant marine in the foreign carrying trade, it falling from even the low percentage of 1892 to the lowest on record. According to the treasury report for 1892 the percentage of imports and exports carried in American vessels that year was 12.3, which was the lowest up to that time. In 1860 the percentage was 65.5, so that in the last thirty-three years the merchant marine of this great commercial nation in the foreign carrying trade has been steadily declining, so that at this time it amounts to but an insignificant fraction of what it was before the rebellion. It was said in the report of the secretary of the treasury for 1892 that the amount paid per annum for the transportation of freight and passengers between the United States and foreign countries was estimated to exceed \$200,000,000, and the sum expended by our people in this way will grow from year to year under normal conditions. Most of the amount goes to support the trade and business of foreign countries, its payment constituting a continual drain on our resources. Fully \$150,000,000 annually paid by American manufacturers, producers and travelers to foreign ship owners is expended in the countries whose vessels are compelled to employ to ship our products of the factory and the farm to the world's markets. In addition to this heavy drain which we contribute every year to the shipping interests of European countries there is a loss from the disadvantage at which we are placed in competition with the countries that have a merchant marine ample for the requirements of their foreign trade. It is in the interest of the ship owners of Great Britain, Germany and France to promote trade with those countries, and this they are constantly doing. Wherever it is necessary to discriminate against the American manufacturer or merchant in the matter of rates or other conditions in order to retain or secure trade for the competing manufacturers and merchants of their own countries these foreign ship owners will not hesitate to do it. There can be no doubt that this has operated as a restriction upon our commerce, particularly with the countries south of us. It is a fact attested by experience that a people prefer to do business with the country that has its own facilities of transportation and there are valid reasons why this should be so. The theory that trade follows the flag rests upon substantial grounds. The delegates from the South American countries who attended the Pan-American conference a few years ago all agreed in saying that it was of the greatest importance to the success of the policy of establishing closer commercial relations between the United States and the countries of the southern continent that we should

have our own facilities of transportation instead of doing business with them under a foreign flag. There can be no question that there is a very great deal in this, and it involves a matter which ought to command the interest of our whole people, for every section of the country is concerned in whatever will contribute to the expansion of the nation's foreign commerce. It is probable there will be legislation by the present congress looking to the restoration of the merchant marine, and certainly it is a subject which calls for early and wise action. The large amount of money which we pay out every year to foreign ship owners is well calculated to arrest attention, to say nothing of the disadvantages in other ways and the humiliation to national pride incident to the absence of our flag from nearly all the ports of the world.

WHAT HAS BEEN GAINED BY THE CONTENTS?

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A QUESTIONABLE CLAIM.

There is an element of weakness in the movement for the retirement of Fire Chief Galligan which will not bear close inspection. The insurance men are going to the property owners of this city with the statement that the fire department is inefficient, and for that reason as much as anything else they demand increased insurance rates. Chief Galligan may have outlived his usefulness. It is possible that his long years of service have largely incapacitated him. He has earned a title to some place in the department the duties of which are less exacting. But the average citizen will decline to believe that the fire department is less efficient than formerly or that in comparison with departments of cities of Omaha's rank it would suffer in the least. In fact, the insurance men have statistics from Kansas City, St. Paul and other cities which go to show that Omaha with a much smaller number of firemen and far less annual expense shows decreased average fire losses in money and more effective fire fighting as a whole. This fact is within itself conclusive proof that the Omaha fire department is well organized and efficient. It follows, then, that the demand for increased insurance rates cannot properly be based upon the false assumption that the fire department is not up to the standard in point of equipment and capacity. The insurance people will have to present other and better reasons for the advance in rates. The threat that leading companies will abandon Omaha to her fate if higher tribute is not paid them will not do. Outside insurance companies do not like the Nebraska statutes regulating their business and taxing them for the premium money drawn from the state. They are disposed to retaliate until such time when our laws may be amended to their liking. During the past sixteen years in Nebraska the per cent of premium receipts paid in fire losses is 41.9. Granted that losses have been unusually heavy this year, it is not possible that the loss ratio will exceed a general average of 48 per cent. Add to this 35 per cent for average expenses, a net profit of 17 per cent on Nebraska business is shown. This is certainly a fair profit in a year when business in all other lines is dull. The demand of the insurance people for a 20 per cent advance in rates cannot be justified by facts. They must not be permitted to attack our local fire department in order to bolster up a questionable claim for excessive profits.

ONLY ONE POPULIST CONGRESSMAN HAD THE COURAGE TO STAND UP AGAINST THE MILEAGE APPROPRIATION GRAB WHEN IT WAS RUSHED THROUGH THE HOUSE UNDER PRESSURE FROM THE COMMITTEE ON RULES. THE REASON IS FOR RETRENCHMENT, BUT FOR RETRENCHMENT ONLY IN SUCH MATTERS AS DO NOT AFFECT THE POCKETS OF THE MEMBERS OF CONGRESS.

Fleeing Greatness.

It is gradually becoming apparent that the administration will have to keep its promise to find another place for William L. Wilson. By the time the next election is over the time will have passed when Mr. Wilson left to fill an individual suit case.

A Georgia Howl for Action.

The solid business interests of the country are clamoring for action. They are not splitting hairs about the tariff. They want democratic action! They want results! They want something on which they can base their operations and their contracts!

Forest Preservation.

The destruction of protecting forests on steep hillsides and mountain slopes is always attended by the washing, more or less rapid, of the surface soil into the valleys. This may be slow enough, and usually is in this country, to permit the starting of a second growth of trees before the humus is all gone. But there is a limit to this power of recuperation and in this great destruction of timber has in recent years stripped the once green mountain sides until now those same once verdure-clad slopes are bare and naked rock. The soil of these mountain sides has been washed down into valleys, filling up the river beds and covering many square leagues of fertile lands, once highly productive, but now made barren by the superimposed gravel and sand. The destruction goes on. Every rain is attended by the downpour of turbid torrents from the mountain sides, which have become so barren that no green thing grows there and not so much as a bird's nest is to be seen. 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