

THE OMAHA DAILY BEE

E. ROSEWATER, Editor.

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GEO. B. TZSCHUCK, Secretary.

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POPULAR ELECTION OF SENATORS.

The principal lesson the average citizen draws from the deadlock into which the senatorial contest in Nebraska has resolved is that the demand for the election of United States senators by direct popular vote must grow in strength until it is answered.

If our United States senators are to represent the people the more direct their responsibility the more likely are they to reflect the popular sentiment upon great public questions.

If United States senators were elected by direct popular vote deadlocks would be impossible and the danger of the state being left without representation in the senate entirely removed.

It is just because the business men do not assert themselves at the proper time and in the right place that men have represented them in the United States senate who, when once elected, have considered themselves only as agents of some great corporate interest.

The reports respecting conditions in Porto Rico to be deplorable are not sustained by the statements of Governor Allen in a letter to Secretary of the Navy Long.

Aside from all consideration of needless expense and interruption of legislative work, the election of United States senators by direct vote will alone do away with the pernicious influences called into play to bring pressure upon legislators to disregard the interests of their constituents.

The demand for the election of United States senators by direct vote has hitherto been an insurmountable stumbling-block in the senate itself, where all proposed constitutional amendments looking to that end have found their graveyard because of the opposition of members afraid to entrust with the people the continuance of their public life.

But one effective way exists to overcome this obstacle and that lies in the election of men to the United States senate firmly committed to the principle of popular choice, who can be depended upon to exert themselves in favor of the submission of the necessary constitutional amendment.

If the Nebraska legislature heeds this growing sentiment it will see to it that the vacancies in Nebraska's representation are filled by men whose professional careers form a guaranty that they will assist in the accomplishment of this much-needed reform.

BOER CONFIDENCE.

However groundless it may seem, the confidence manifested by the Boers in the ultimate triumph of their cause must command admiration.

In the world at large has abated, as appears to be the case, there has been no decline in their determination to go on with the war and what they have recently been doing is well calculated to strengthen their confidence and stimulate their tenacity.

According to the statement of the consul general of the Orange Free State at New York, the present Boer forces number over 25,000 men and this appears probable from their recent operations, particularly in Cape Colony.

Who do not watch closely the course of events in South Africa will be surprised at Consul General Pierce's statement within the last week or two by the Boer forces. The raiding of Cape Colony has been remarkably successful, greatly increasing the difficulties of the situation for the British.

Mr. Pierce's assertion that the Boers can continue the war indefinitely, regardless of the number of British troops sent against them, may appear too optimistic, but if they are as numerous and as well armed and supplied as he states, the continuance of the war for at least another year is now being going on over fifteen months is probable.

Such an outlook must be anything but pleasant to British taxpayers, promising as it does a very large increase of the heavy burden which the South African war has already imposed.

BUSINESS AND POLITICS.

In his address to Chicago business men before the close of the late campaign Senator Hanna declared that business is politics and politics is business.

In other words, American business men are necessarily interested in politics because the policies of the government exert a controlling influence upon the business of the country.

It stands to reason that any radical change in our existing system of finance or any material revision of our tariff and revenue laws affects every banker, merchant and manufacturer.

Manifestly, therefore, the business men are vitally concerned in the selection of the men who shape the policies of the nation, not only in executive, but in the lawmaking branch of the government.

If the election of presidents is of great moment to the business men, surely the election of United States senators is also of vast importance to them, as well as to other classes of citizens.

Yet we have in this community and in this state business men who assert that the election of two United States senators from Nebraska does not concern them and that they have no personal interest at stake.

It is usually this class of citizens that refuse to take part in primary elections and nominating conventions, but always complain loudest about the low standard of politics and the bad men who get into office.

The same class of business men may also be depended on to deplore the lack of energetic and efficient attention to their interests at Washington when any important measure affecting commercial interests is before congress or the departments.

When, for example, the question of increasing or decreasing the number of United States depositories is under consideration by the treasury, every national bank officer keeps the

SENATORIAL POTPOURRI

Cambridge Clarion: The senatorial situation is growing more disgusting every day.

Those candidates who are receiving a few votes, with no prospect of getting any more, should be pulled off, as they are only retarding the progress of business and interfering with the election of senators.

Osmond Republican: Senator Young of this district is out in a letter to one of his constituents who calls for a vote on the senatorial question.

The senator strikes right from the shoulder and gives as a reason for supporting Rosewater that he is brainy and free from railroad domination.

To our mind the senator is doing his best to represent his large constituency in a satisfactory manner.

Kearney Hub: The Lexington Pioneer declares that there can be no doubt that a large majority of the republicans of Dawson county favor the election of Edward Rosewater for the United States senate.

North Nebraska Eagle: It is a duty that every republican in Nebraska owes to the good and welfare of the state to write their candidates whose names are on the ballot Rosewater for United States senator.

Broken Bow Republican: The last few days the candidacy of Edward Rosewater has been more favorable with the members of the legislature for the United States senate.

Albion Argus (pop.): No man has ever done more for the republican party in Nebraska than E. Rosewater.

Grand Island Independent: A large railroad service to the cause of republicanism counts for anything, is entitled to have his claims seriously considered.

Auburn Granger (pop.): Very naturally the Granger's sympathy is with E. Rosewater in the present senatorial contest.

Norfolk News: A letter from Senator W. Young of this district, published in Tuesday's Bee, gives very strong reasons for his support of E. Rosewater for United States senator.

Another Turn on Wire. Not satisfied with its earnings of nearly \$5,000,000 last year, the wire trust has decided to advance the price of its products \$2 a ton.

The Pace Too Rapid. It is a fact of disagreeable significance that one out of every 300 people in the United States is afflicted with insanity.

A Long Wait Assured. Must we wait until the next generation for 1-cent postage, for lower telegraph and telephone charges, for lessened expenses for cheapened coal, ice and gas, for the abolition of roads for less expensive cab service?

Mode of Electing Senators. Unquestionably the chief effect of the vexatiously prolonged contests in the legislatures of Nebraska and Delaware over individual rivalries has been to increase popular dissatisfaction with the present conditions governing the choice of senators.

Relic of the Cuban War. After a great deal of backing and filling, it now appears that the government is not to purchase the Spanish dry dock in Havana harbor after all.

Experience Gives Theory a Fall. It is not difficult to remember when political economists of the Manchester school were wont to scoff scornfully at the splendid balance of trade which this country had in its favor under a protective tariff.

War as an Eye-Opener. A Spanish railway has ordered 520 cars from American manufacturers.

Spanish War Penisons. The number of penisons so far granted on account of the war with Spain and the greater troubles allowed to grow out of it is 3,900 and the applications number over 35,000.

RAILROAD SAFETY APPLIANCES.

Marked Benefits of the Law Shown by Statistics.

The operation of the safety appliance act, which after long delay became effective on August 1 last, has been reviewed at some length in the latest report of the Interstate Commerce Commission.

A compilation by the commission from the newspaper reports of railway casualties to employees up to December 1 last shows that 841 casualties occurred, 255 of which were fatal.

Of the total number it would appear that 618 were either purely accidental or resulted from apparent carelessness.

The commission's figures for 1899 (the latest year for which reports have been received from all railroads) indicate that the new safety appliances have effected a marked reduction in the number of men killed and injured while coupling or uncoupling cars.

Unquestionably the general employment of automatic couplers and airbrakes on trains will tend to render employees less careful when going about their dangerous work.

When all the statistics of railway accidents shall have been secured for the current year, it is believed that the effectiveness of the safety appliance law will probably be reflected in the complete figures.

The railroads are doing a vastly increased business without a corresponding increase in the number of men employed, and the safety appliances of the transportation have been a source of public concern for years past.

When the law was enacted, most of the accidents were due to the use of hand-couplers and hand-brakes.

Small cars and lighter locomotives have been displaced by a heavier equipment; the weight and speed of freight trains has been largely increased.

Capable of carrying fifty tons each have been introduced. In mixed trains of heavy and light cars the draft of rigging and couplers are subjected to unusual strain.

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It Hangs On

We are talking about your cough. One cold no sooner passes off before another comes.

But it's the same old cough all the time. And it's the same old story, too. There is first the cold, then the cough, then pneumonia or consumption, with the long sickness and life trembling in the balance.

AYER'S Cherry Pectoral loosens the grasp of your cough. The congestion of the throat and lungs is removed; all inflammation is subdued; the parts are put perfectly at rest, and the cough drops away.

Three sizes: 25c, 50c, \$1.00. All drug stores. J. C. AYER & CO., Lowell, Mass.