THE OMAHA SUNDAY BEE.

PAGES 11 TO 18

ESTABLISHED JUNE 19, 1871.

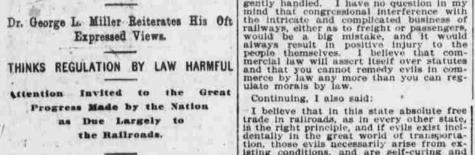
EDITORIAL SECTION.

SINGLE COPY FIVE CENTS.



The second se	package Schepp's Cocoant2000Tam til.00Green Trading Stamps with pint22cFive (50c) Green Trading Stamps with far10cDiamond S pure Fruit Preserves.10cThirty (35.00) Green Trading Stamps with ten1.00Thirty (35.00) Green Trading Stamps with ten1.00Tan (41.00) Green Trading Stamps with ten1.00Ten (41.00) Green Trading Stamps with ten1.00Ten (41.00) Green Trading Stamps with ten25cpackages Unceda Biscuits25cTen (41.00) Green Trading Stamps with ten18cTen (41.00) Green Trading Stamps with ten18cTen (41.00) Green Trading Stamps with ten18cTen (41.00) Green Trading Stamps with can18cTen (41.00) Green Trading Stamps with can18c	Balama, Plocked Ham, Polish Corvelet, Dewey Bliced Cooked Ham, Polish Cooked Baus, age, Jellied Pigs' Feet, Quaker Meat Loar, Yeal Loar, Columbia Ham, Home Chipped Beet, Best Bologna Sausage, Cooked Beet Tongue, Morrell's Iowa Pride Prepared Meats in Jars, Pickled Calf Tongues, Bone- less Hocks, Honey Comb Tripe, Boneless Pigs' Feet, Ox Lips, Pig Hearts, Sliced Buemer Sausage, Granulated Beef, Sliced Buemer Bausage, Granulated Beef, Sliced Buemer Bausage, Granulated Beef, Sliced Buet, Pickled Lamb Tongues. DOUBLE GREEN TRADING STAMPS WITH THE ABOVE ALL DAY MONDAY. MEATS-BASEMENT.	1.25partson,Stamps.Ten (\$1) Green Trading Stamps with pound Shell1.28Ten (\$00°) Green Trading Stamps with large box Cara- mels.65cTen (\$1) Green Trading Stamps with Salt or Pepper Shaker	Quartered golden oak, serpentine front, high polish finish, \$28.00 22.00 value, at	Specials in Carpets Axminster Rugs, 27x53, fine patterns to select from. special 2.25 Art Squares, all wool, new spring patterns, special 9.00 Stair Carpets, good patterns, 19C Bissell Sweeper, standard, 2.25	and the second of the second second
	RAILROAD RATE PROBLEN lation is a hindrance and vexation and danger to the people and the railroad jointly, whose interests are one, if intelling sently handled. I have no question in mind that congressional interference will the intricate and complicated business of	Would Stop Overbuilding. president, you say?	ion, which is including the facinc railroad's power those, lands of the river front thus donated to it by generous-minded people would not hav been worth \$2 per square mile to ind		In fear of the agreement, the buyers not wishing to be caught with high priced corn on hand. Buying orders are now said to be confined pretty well to Nebraska by the east and the orders to be of the seven-	2

Continuing, I also said:
Continuing, I also said:
I believe that in this state absolute free trade in railroads, as in every other state, the railroads.
OMAHA, Feb. 7, 1995.—Hon. Edward Rosewater, Editor of The Bee: I address this communication to you personally for publication in The Bee for reasons which are satisfactory to myself. It concerns the regulation of freight rates on railroads by law, which, after twenty years of surcease, is again a paramount question be fore the whole.country. I read with great interest the recent publication in The Bee of the testimony which you gave before a congressional committee which met in this city twenty years ago, of which Senama. city twenty years ago, of which Senator city twenty years ago, of which Senator Platt of Connocilcut was the chairman. As was to have been expected by those who know your conceded ability and your grasp of public questions, it displayed a knowledge of the question before the committee that was at least remarkable at that day. This committee made a circuit of the country, taking the testimony and parts of the unkon. On the arrival of the committee in this city I was absent on a visit to Washington. Returning one more from Senator Manderson to appear before the committee. I had not time to brush the dust off my coat, after reaching my editorial room, be fore responding to the summons. I ddi not even know on what line my views were to be sought. Asked to give them upon the subject of railroad legislation by statute. I said:
Against Interstate Commerce Law. I have come to the conclusion that legis. Platt of Connecticut was the chairman.



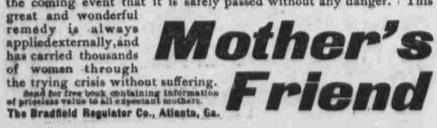
fornia has seen a constant decrease in freight rates.

it is to love the



beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. . This

great and wonderful



following question:

the conditions under which we are today,

as the reduction of freight rates on railand positive vexations, caused by the for which it was enacted. This failure is now openly and broadly confessed under the interstate commerce law, and we are now launched upon a sea of renewed agitation for repeating the same experience which we have had in the past.

Rates Go Down Normally.

transportation by railroad which the world Mark you, my friend, that during these twenty years, without the aid of law and has ever known has brought the markets in spite of law, freight rates on both long for their products at good prices to the and short hauls in the United States have very doors of the men, now enriched becontinued to decrease on every ton of youd their own dreams, with every condifreight carried, under the influence of the tion of solid comfort and reasonable luxury, laws of business, until the rate per ton who own and till them. * The beneficent per mile compared to what it was in the results and blessings which our railroads, days when your testimony and mine was with perfect freedom from every law exgiven before the senate committee, is now cept that of competition, have wrought reduced to a comparatively nominal rafe, out of sheer barbarism in this transmis General Grosvener, that very able man sissippi region during the manhood lives of from Ohio, demonstrated before the house living men is utterly without example in all

of representatives, not ten days ago, the the annals of mankind. truth of this statement when he proved Omaha would have been a farm instead that on the long haul over our great sysof a growing, powerful, semi-metropolitan

tem of railways in the United States, we city of 140,000 inhabitants if the Union not only have the cheapest railway trans-Pacific railroad had been built at Bellevue portation on earth, but that freight is when Thomas C. Durant, where, as I pernow carried for less than 1 cent per ton sonally know, at one time intended to build it, and the same result would have

per mile in our country. And what shall be said of the marvelous enrichment of this state and every other by the railway developments which have given markets to our productions, agri-cultural and mineral? Was there ever so great a blessing bestowed on the people In the history of America in so short a time as you and I, Mr. Edward Rosewater,

have personally witnessed? I am obliged to call your attention to the following paragraph in your own editorial, which appeared in The Bee Saturday, February cording to aboriginal mathematica, they as shown by investigation of 5. Referring to the legislative agitation amounted to millions in value. The actual simman, will be considered.

for the republican legislature to enact a few laws that will protect them against rapacious combinations that seek to enrich been worth \$2 per square mile to in vidual owners for any purpose, sayi nothing about taxes in those dismal da

Senator Platt at this juncture asked the following question:
Do you think the present system of rail-road building ought to be prevented by law?
Mr. Miller-No sir: I do not mean to say this tate and the state of linois.
The Chairman-To Chicago?
Mr. Miller-To Chicago; and I would stop the building of trunk lines from Chicago to the Atlantic seaboard.
Senator Platt - quite agree with you that is the building of trunk lines from Chicago to the Atlantic seaboard.
Senator Platt - quite agree with you that is the building of that class of railroads which here the foundation of that by legis.
Mr. Miller-No tat all. I want to say any mothing else.
Mr. Miller-No tat all. I want to say a mothing else.
Mr. Miller and grant railroads. I am gorry is been an injury to the people, and so far as believing that the granting of public lands has been the best thang that will do as the railroads the people, and so far as believing that the granting of public lands has been the best thang that shall be on the grower ment to the government could in its power bestow, both the starting been the granting to the section to stop this kind of injustice to themselyes and to this part of the west, weak is no far as believing that the granting of public lands has been the best thang that the failroads in Nebraska and Omaha unader which he utmost breving for to the geople, regard them as having been the space to discussion.
Now, Mr. Rosewater, I ask you, after tuking this look backwards, to consider by law will never regulate.

Allow me to recur, with the utmost brev- | country. Now, Mr. Rosewater, I ask you, after and Omaha, unaided and unvexed by stattaking this look backwards, to consider" ute regulations under your eyes and mine in forty years. For many years before after twenty years of experience, so far the deliverance that came with the railroad epoch farm lands of the most productive roads is concerned, without the aid of sort in Nebraska could not have been sold law, national or state, in the face of actual in any large volume for 75 cents an acre, and for many years after it the cream of failure of law to accomplish the objects Douglas county farm lands were a dead drag on the market at from \$5 to \$7 per acre. Farm lands are now selling inside, the semi-arid lines at from \$25 to \$100 per acre, and are worth every cent of it for

actual cultivation. And why? The an-swer is plain and easy. It is because, and only because, the cheapest and swiftest

so long about the bugaboo of the maneating "Beef trust" may possibly result in closing for the moment at least the perpetual motion of Mr. Bryan himself. The "Beef trust" has been simply a monstrous myth, and the lying that has been done about the great packing companies, which I tried to show in the press two years ago, now clearly proven by Mr. Garfield's report, ought to put the devil himself out of GEORGE L. MILLER. business.

laid.

OFFICIALS AT PROSPECT HILL

ten Mr. Garffeld's report, after a long and

exhaustive investigation of the whole ques-

tion from the books of the packing com-

pany and otherwise, has astonished the

country by making it as clear as daylight that we were entirely right about it. There

is no "Beef trust" and there never has

been any "Beef trust," according to Mr.

Garneld, and thus another great ghost is

The shock to our populistic president and

to the demagogues and "domireps" of all

sorts of politics, who have raged and raved

City Council and Others Will Listen to Requests of Improvement Club.

The members of the city council and city omptroller have accepted an invitation from the Prospect Hill Improvement club happened with the great city south of to be present at the mass meeting Wednes-Council Bluffs on the Iowa side of the Missouri, if that same Thomas C. Durant day evening, March 8, at Thirty-fourth and Decatur streets. A list of improvements had not made it possible to change the in the way of grades, trees, new-silelocation of the Union Pacific bridge from Child's Mill to Omaha. And yet T'readily recall with what musical unction the old walks and repairs of old sidewalks, as well as; crosswalks, will be presented to the visrefrain floated out upon Omaha airs about itors as things most needed by the taxthe great donations of ground for tracks payers of Prospect Hill neighborhood the ensuing season. and shops on the river front which Omaha The new light thrown made to the Union Pacific company. Asupon the price of gas lights in other cities, he loaded with corn and shipped out before as shown by investigation of Acting Mayor the rate is reinstated. The corn business

been worth \$2 per square mile to indi- vidual owners for any purpose, saying nothing about taxes in those dismal days, which were always days of doubt, and	Bailroads Agree on Tariff to Effect Next Month.		
sometimes of despair. Regulation Cry a Rage. Evils exist in rahroad management. Dis- criminations and rebates are so many wrongs to logalities and to individuals, but between these evils and the rates	LEAVES OMAHA IN SAME OLD CO Slight Reduction in Rates to Water and No Advanta Over the Terminals in		
that should be placed upon traffic there is a difference which is as wide as the	Grain Country.		

After the rage for regulation under the lead of the "Little Father," who has Taken as a whole, the men who operate taken, charge of this hemisphere by somen the Omaha grain market are glad that thing resembling divine right, sober and the rate war has been ended and that the sane people may be shown, once again, situation will settle down and become perthat railroad regulation of railroad rates marient. They are tired of the constant fluctuation of rates, which, while it may

But I ought not to close without saying give occasional advantages to some of them that the leading editorial in The Bee last are in the end demoralizing to the market Sunday on the outbreak of state socialism It takes a very foxy man to keep in touch in Kansas was a timely and ringing note with the possibilities when the rates are of warning against the agitations of the going up and down every second day. The time, which, unless soon checked, are liafarmers and country elevators are also ble, and likely, to do great harm to the more difficult to deal with, as they fear they are not getting the best of the situa-A few days ago I said to you that there is tion. With the rates nailed down, as they no such thing as a "Beef trust." You will now be with a permanent settlement, agreed with me. Since the above was writ-

> sible. Omaha Just Where It Was. The present adjustment gives Omaha about the advantages it enjoyed before the east and south began fighting for the Nebraska corn.

everyone connected with the grain business

will have leisure to learn just what is pos-

"According to the morning papers," said A. B. Jaquith, the railroads have reached a settlement of the rates which will leave Omaha the former rates to the gulf and give us a 2-cent lower rate to the Atlantic

seaboard. After the readjustment of the The daily evidence citizens right here rates following the opening of the grain

Tide

age

at home supply is proof sufficient to exchange, Kansas City had a 1-cent differsatisfy the greatest skeptic. No better ential to the gulf in its favor. During the present rate war this was removed to a cerproof can be had. Here is a case. Read tain extent and Qmaha grain went to the gulf at the same rate as it would have gone

day sort. Eastern grain men will be cau-

tious not to buy any corn they are not sure

depressing effect on Nebraska corn busi-

Marriage Licenses.

The following marriage licenses have been

Age

NDITION rate goes in. This probably will have a

ness until the last of the month.

Albert E. Pierce, Douglas county..... Edith Ostler, Douglas county.....

Earnest Henderson, South Omaha..... Emma Kuwitzky, South Omaha......

18 K. wedding rings. Edholm, jeweler.

Mortality Statistics.

Mortality Statistics. The following births and deaths have been reported to the Board of Health during the twenty-four hours ending at noon Saturday: Births-William Lindsay, 1720 Cass. boy; Hans C. Peterson, 1601 South Forty-eighth. boy; Frank Kilpatrick, 1565 North Eight-eenth, girl. Deaths-Edwin A. Moore, 2419 Dodge, 45; Infant Cott, 403 Bancroft, 13 days; Frank Coover, Fifteenth and Jackson, 32; M. Slay-baugh, Papillion, Neb., 55; Rev. Edward F, Gaule, 2006 Cuming, 57.

PROVE IT ANY TIME

By the Evidence of Omaha

People.

Name and Residence.

of getting cars for to haul before the new

Mr. Fred Miller, employed at Eds. from Kansas City. Now the differential is replaced and we are where we were before. quist's meat market, 17th and Clark sts., The 1-cent advantage of Kansas City is not living at 1611 Izard street, says: "I objectionable and gives us the ability to have been so bad with my back that 1 move our corn with profit. A question could scarcely stoop. After stooping I arises as to the 2-cent reduction to the seaboard, whether they can route the corn that could scarcely straighten, and trouble way, now they have reached the agreement. with the kidney secretions existed. I Our corn market will go off now just the tried every kind of remedy guaranteed

to be a sure cure for kidney complaint. and although I was never compelled to The Omaha Grain exchange has received stop working I have scores of times no information from the railways as to the felt inclined that way. Two boxes of agreement on grain rates. The newspaper Doan's Kidney Pills procured at Kuhn reports are the only news so far received & Co.'s drug store, corner 16th and

The former rates from Omaha to Baltimore was 25% cents, and the new one is 3 cents | Douglas streets, cured me. If I have a lower. The rates do not go into effect unrecurrence of kidney complaint I now til April, but it is the general impression know what to use." the car famine will exist in the west from For sale by all dealers. Price 50 now on until the advance of 6 cents is

made in the rates. . It is thought the railcents per box. Foster-Milburn Co., ways will take care not to have too many Buffalo, N. Y., sole agents for the United cars returning empty into the corn belt, to States

Remember the name, Doan's, and has been adversely affected for some days take no substitute.

amount the rate has advanced. That is to be expected." "Car Famine" Will Continue.