

ROSEWATER EDITOR

Governor NASSE says he is still for Padock. The governor thinks the people aren't posted on his secret states.

THERE are 43,000 postoffices in the United States, employing 60,479 persons, with seventy-four senators to distribute the patronage.

ACCORDING to the superintendent of the census, the population of the United States in 1890 will be about 64,467,000, an increase of over 14,000,000.

CAN Senators Burd and Evans and Representatives Jensen and Roberts face their constituents if they throw their votes for the Union Pacific can didate in direct defiance of their instructions and solemn pledges.

THE walls of the capitol at Albany are said to be considerably out of plumb and the entire structure crooked, doubtless due to the crooked conduct of New York legislators who have been occupying it.

MR. WHITE, of Saunders county, was virtuously indignant two weeks ago over THE BEE's exposure of his purchase by a suretying contract. What do Mr. White's constituents think of THE BEE as a practical prophet?

THE great legislative week has opened and the senatorial fight is drawing to a conclusion. It is to be hoped that a man of honesty, integrity and more than average abilities will be selected to represent the state for the next six years at Washington.

THE United States can't hold a candle to France in the number of official appointees and elective. At the municipal elections shortly to be held in the next Republic, there will be 500,000 candidates for office. This is even beyond the requirements of Ohio.

ALGERNON SINNEY may be good on stock "straddles and blinda." Certain well informed congressmen say so and we are not disposed to question their accuracy. Nebraskaans are principally interested to know that he has "straddled" every important question since he entered the senate and has been "blind" to every interest except those of his relations' pockets.

THE Philadelphia Press demands restriction of telegraph rates by the general government, and remarks: The right of the government to regulate railroad rates cannot now be questioned, whatever may be thought of its expediency. By the same right the government can see that the charges of telegraph companies are just and reasonable if the companies themselves are so short-sighted as to provoke its interference.

THE republican side of the house of representatives missed the able leadership of Gen. Garrison. Up to the present time his mantle hasn't fallen on any one hard enough to hrt him. The next house is not to be deprived of the services of Conger and Hawley, who will be promoted to the senate. Those gentlemen, with Secretary Sherman, will prove valuable additions to the senate.

THE statistics at Dublin are proving unusually tall. The speeches of the traversers at the different meetings of the land league are being read in full in order to show the true intent of the accused in stirring up their agitation and the conviction is universal that the trials will end in an acquittal. Several important portions of the evidence for the for the prosecution have already broken down. The notes of the government reporters who took down the alleged reasonable speeches have been proven grossly inaccurate and totally unreliable, and no jury is likely to risk any man's life or liberty upon the garbled statements of amateur short-hand writers.

THE Oneida community has disbanded and its property has been taken by a company with a capital fixed at \$600,000. This ends the greatest attempt at a practical demonstration of communist principles ever made in this country. Financially the experiment has been a success. The community has always prospered in a pecuniary sense. The sole cause of its downfall was the system of "complex marriages" introduced by Noyes, its founder, a system which was revolting to the educated and raising generation.

THE senatorial contest over, it is to be hoped that the legislature will at once get down to business. From the mass of trivial and unimportant bills with which the senate and house will be flooded, there are several which by their paramount importance, demand speedy attention and thorough discussion. The railroad question is the first of these. The legislature should permit none of the clogs which the railroad attorneys and capers will throw into their path to avert them from their sworn duty to obey the provisions of the constitution. Having shown their desire to follow out the wishes of their constituents by asserting the right of the legislature to exercise control over the monopolies, the next thing in order will be the discussion of the most expedient manner in which to deal with discriminations and extortions when practiced in defiance of the law. Whether this shall be done through the fixing of a maximum rate for freight and passenger transportation, or by a railroad commission empowered to settle disputes between the company and the public can be discussed fully and fairly, after the great principle is settled forever that the people do hold in their hands the power to regulate and control the common carriers within their boundaries, and, what is more, propose to exercise that power.

TAXATION AND SEWERERS.

THE BEE has no sympathy with a mistaken economy which would sacrifice a human life for the sake of saving a few dollars in taxation. It believes that one of the strongest inducements to settlers in a new community is the knowledge of its healthfulness and proper drainage. While capitalists may ask as the first question, "What are your rates of taxation?" heads of families are likely first of all to inquire "what is your rate of mortality?" No one doubts the fact that sewerage is an indispensable necessity for a city the size of Omaha. In the northern and southern portions of our city are two creeks along whose banks hundreds of children breathe poisoned air. These localities, as shown by the health reports of the city physician, are deadly to infant life. Between their banks flows a stinky mass of filth and drainage which poisons the atmosphere adjacent and during the next year has borne down and agreed to the most household. The value of property along the North and South Omaha creeks is seriously affected by this fact. Fathers of families hesitate to rent in their neighborhood. Were it not for the scarcity of houses in the city many already occupied would be vacant. Public safety as well as the financial interests of the city demand that these creeks should be sewered. Any prating on economy when human health is at stake is criminal. A few thousands of dollars distributed by tax on 30,000 people is trifling when compared with the value of a single human life. Whether Omaha needs at once a complete and extensive sewerage system is a matter for public decision. There can be no discussion about the necessity of completing what work has been begun, and making it possible to continue the work as the health of the community demands.

THE RIGHT AND DUTY OF STATE AND NATION TO REGULATE RAILWAY TRAFFIC.

Views of the Governors of New York, Pennsylvania, Illinois, Ohio, California and Nebraska.

NEW YORK. ANNUAL MESSAGE OF GOVERNOR CORNELL. The last legislature devoted a large part of its session to the consideration of measures designed to remedy certain evils in railroad management. The two houses having failed to agree the unsatisfactory condition of this subject still continues, and should receive your thoughtful attention. Aside from public taxation, perhaps, no question so seriously touches the interests of the people at large. Every community and all branches of business are directly affected by it. Unjust discriminations in the rates of transportation cause embarrassment and unnatural competition. Favoritism for one interest results in hardship to another. Stability and uniformity in freight tariffs are necessary for the safe conduct of business. Not only should equality of service be rendered to all citizens, but as well to all communities. For like service all patrons should be placed upon an equal footing; and as far as practicable, general publicity should be given to freight tariffs.

IN securing justice for the people it is not necessary that justice be visited upon the railroad. The principles that have so largely aided the growth and development of the state are entitled to fair treatment. With the experience of the past as a guide it is to be hoped that your wisdom will be equal to the importance of this question, which should receive a complete and successful solution at your hands.

PENNSYLVANIA. ANNUAL MESSAGE OF GOVERNOR HOYT. The relation of common carriers, more especially the great trunk railroads, to the commerce of the country has assumed a very important economic aspect. So far as the control of interstate traffic is concerned, it must be returned to the national legislature. Our own statutes must terminate in their operation at our state lines. Within these lines, there are certain policies to be executed, so obviously just and right as to preclude question of debate. Our constitution has both defined them, and, by its mandate, provided the details of their enforcement.

Section three, article XVII of the constitution provides that "all individuals, corporations and companies shall have equal right to have persons and property transported over railroads and canals, and no undue or unreasonable discrimination shall be made in charges for, or in facilities for, transportation of freight or passengers within the state, or coming from or going to other states. Persons and property transported over any railroad shall be delivered at any station at charges not exceeding the charges for transportation of persons, and property of the same class in the same direction to any more distant station, and excursion and commutation tickets may be issued at special rates."

Section seven of the same article provides that "no discrimination in charges or facilities for transportation shall be made between transportation of companies and individuals, or of freight of other, by abatement, drawback or otherwise, and no railroad or canal company, or any lessee, manager or employee thereof shall make any preference in furnishing cars or motive power."

Section 12, article XVII prescribes that "the general assembly shall enforce by appropriate legislation the provisions of this article." Your attention is called to the fact that this requirement of the constitution has not, up to this time, been complied with.

That all shippers in the state may be in condition to have the protection of the statute law, it is urged that you enact the necessary legislation so that the provisions of the constitution may be enforced. The same is urged by the courts over all transportation companies, at all times, in all places and in all interests.

ILLINOIS. ANNUAL MESSAGE OF GOV. CULLOM. The annual report of the railroad and warehouse commissioners will be found to contain a comprehensive statement of the condition and operations of the railroads in this state more than ever before. This vast interest, whose annual gross earnings are nearly \$50,000,000 and which employs over 30,000 persons in our state, and in which every citizen is interested, either as taxpayer, stockholder or patron, which enters into and concerns every business interest, necessarily demands the careful study and attention of the law-maker.

The past year has been an unusually prosperous one for railroads. Their business has been immensely enlarged and their earnings increased. Very many have come out of a condition of insolvency or serious financial embarrassment, and have been reorganized under hopeful auspices. The present favorable condition of these corporations is the result of great business activity and general prosperity. The power of the state to enforce proper regulations upon common carriers to prevent extortion and unjust discrimination, and provide for public safety, is now established and admitted. It has been recognized and affirmed by the highest courts in the land. In the exercise of this power, in the light of the experience of other communities as well as our own, the necessity of a tribunal like the railroad and warehouse commission is now generally recognized. Through their agency the relations between the public and the railroads are becoming better understood and many evils have been reformed. I hope that, under the influence of public opinion, enlightened by the decisions of the courts, the railroads will adopt such documents to offer any one who will erect a packing house.

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