

**THE DAILY BEE.**  
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THE BEE PUBLISHING COMPANY, PROPRIETORS.

E. ROSEWATER, EDITOR.

**THE DAILY BEE.**

**Strong Statement of Circulation.**

State of Nebraska, A. S.

GEO. B. TSCHUCK, secretary of THE BEE Publishing company, does solemnly swear that the actual circulation of the Daily Bee for the week ending Feb. 4th, 1887, was as follows:

Saturday, Jan. 29 ..... 14,280

Sunday, Jan. 30 ..... 13,550

Monday, Jan. 31 ..... 14,725

Tuesday, Feb. 1 ..... 13,975

Wednesday, Feb. 2 ..... 13,975

Thursday, Feb. 3 ..... 14,075

Friday, Feb. 4 ..... 14,075

Average ..... 14,099

GEO. B. TSCHUCK,  
Notary Public.

Subscribed and sworn to in my presence this 5th day of February A. D. 1887.

(SEAL) N. P. FEIL, Notary Public.

GEO. B. TSCHUCK, being first duly sworn, deposes and says that he is secretary of THE BEE Publishing company, and that the average daily circulation of the Daily Bee for the month of February, 1887, was 10,500 copies; for March, 1886, 11,637 copies; for April, 1886, 12,191 copies; for May, 1886, 12,459 copies; for June, 1886, 12,889 copies; for July, 1886, 12,914 copies; for August, 1886, 12,941 copies; for September, 1886, 13,030 copies; for October, 1886, 12,969 copies; for November, 1886, 13,345 copies; for December, 1886, 13,327 copies; for January, 1887, 13,325 copies.

GEO. B. TSCHUCK.

Subscribed and sworn to before me this 5th day of February A. D. 1887.

(SEAL) N. P. FEIL, Notary Public.

AMONG the army retirements, the first one should be the retirement of the Salvation army.

DISPATCHES from Montreal, Canada, state that counterfeit one dollar United States bills are being circulated there. The sublime cheek of some of our visiting cashiers really excites admiration.

SCIENTISTS have finally agreed that earthquakes are caused by electric disturbances. All electric disturbances, however, do not produce earthquakes. If they did Lincoln would long ago have been swallowed up. The bell boys in the hotels are quite often disturbed down there by the lobbyists who press the button for cock tails.

THE statements of the savings banks of some of the larger eastern cities bear gratifying evidence to the prosperity and thrift of the people, and show that notwithstanding labor troubles and the common complaint that the wage earners are unable to more than subsist, there are hundreds of thousands of working people who have their bank account. As a single example, the savings banks of New York city report that at the close of 1886 they owed to 669,443 depositors the sum of \$270,560,390, and that the increase in their deposits during the year was \$14,633,218. Assuming the population of the city to be 1,400,000, it thus appears that 48 persons out of every 100 have money on deposit in the savings banks.

THERE is a breach in the republican ranks in New York which may prove to be serious. Senator Miller has not taken his defeat by Hiscock with the composure which a man who takes his chances in politics is expected to do. On the contrary, he is reported to feel very hostile to the senator-elect, whom he charges with having made a corrupt combination to secure his election. This also involves Mr. Morton, who surrendered his vote to Hiscock, and is an imputation against all but the original supporters of the latter. Miller declined an invitation to the dinner given in Washington last week in honor of Hiscock, on the ground that the latter was not fit to associate with. It is said also that the senator is not less vicious toward Blaine. Miller has a considerable following and his attitude is quite naturally a cause of concern to the republicans of the state, and especially to the friends of Mr. Blaine. A repetition of the stalwart-halt-breath contention would be a very dangerous matter for the party next year, and something of this kind seems to be threatened. Of course there is a very wide difference between Miller and Conkling, and the former probably will not be able to make and maintain the breach created by the latter, yet he can do mischief. There appears to be an earnest effort making to placate the recalcitrant senator, but its success is questionable.

That Charter Compromise. The compromise between the citizens' committee and the Douglas county delegation throws the confederated editorial bushwhackers and contractors into spasms of rage and convulsions of agony. Why? Because it bids fair to assure the passage of a new charter for Omaha. The only aim of these charlatans and frauds has been to defeat the whole character for personal ends and to precipitate this entire community into municipal chaos to advance their own private interests. Backed by the railroads, who were determined to kill the charter if the sweeping taxation of railroad property was insisted upon, these adventurers thought they read their clear title to what they termed a great victory over the tax payers and progressive elements of this city. Now that mutual concessions have assured an even chance of the passage of the charter, practically as it came from the hands of the committee of fifteen, these hyenas are shrieking "fraud" and "treachery" with ear splitting vigor, but to empty benches.

Omaha has never yet secured a charter which was not the result of compromise. If the new charter passes, it will be no exception to the rule. The Douglas delegation were brought face to face with the alternative of carrying their point in the tax clause and defeating the charter, or of yielding to a compromise with a fair chance of its passage. They were besought by the leading merchants and capitalists of Omaha not to imperil every interest both of labor and capital by throwing this city into the disorder and confusion of operating under the charter framed for Lincoln. They were assured that the railroads would agree to municipal taxation on a large amount of property now untaxed, and in return for the concession would withdraw their opposition to the passage of the charter. It was a fair issue of no charter or a modified charter. The delegation, much to our regret at the necessity, but with the wisdom that takes three quarters of a loaf in preference to none, decided to a compromise which while not all that could be desired is a great advance on the tax question over what we have had heretofore. So far as this paper is concerned, its views of the equities of equal taxation have not changed. What should be unfortunately does not always coincide with what can be. Partial taxation of railway property is better than total exemption. Municipal government under the task of bribing and browbeating individual members to defeat the measure when it comes before the houses. The bill, which might have been amended in committee, is killed in open session.

The Difference in Methods. When private enterprises, municipalities or individuals feel that proposed legislation will unjustly affect their interests they appear before the proper legislative committee and advance arguments against the measure. Facts and figures are adduced. Papers and statements are brought forward. Such citizens assume that legislatures and legislative committees are composed of honest men. They proceed on the theory that their members are reasoning and reasonable, open to argument and unwilling to commit an injustice.

When a public corporation believes itself assailed, it orders out its special car and a few hundred blank passes. It collects for hire a mob of strikers and hooligans, and invades the state capital with a heavy lobby composed of dead beats and bilks. Steering clear of committee rooms because such a following could have no influence upon reputable men, it concentrates all its energies to the task of bribing and browbeating individual members to defeat the measure when it comes before the houses. The bill, which might have been amended in committee, is killed in open session.

**A Word of Caution.**  
There are duties which an honest newspaper cannot shirk without forfeiting popular confidence. The sense of such an obligation impels us to utter a few sober words of caution at this critical time.

It is an open secret that the BEE is reaping a golden harvest in midwinter from the Omaha real estate boom. With full knowledge that we shall materially curtail this very profitable patronage by what we are about to say, we propose to fearlessly call attention to the breakers which we see ahead in the very near future. With all her bright prospects, the failure to pass the new charter, which is now almost certain by reason of the organized opposition, Omaha is about to experience a very marked reaction in her real estate market and more especially in present real estate values outside of the city limits. It is no use to disguise the fact that the outside real estate boom is already unduly inflated by over speculation. The only thing that holds it up to day is the prospective extension of the city limits, proposed boulevards, parks, and projected public improvements. All these must be abandoned for two years or more if the legislature adjourns without passing the new charter. What the effect of the impending collapse of the outside property boom will be on inside real estate we can only conjecture. The failure to enlarge the tax area of the city will certainly retard and prevent some important enterprises. All public building projects, except alone school houses, will, of course, have to be given up, and with them many important business blocks that would otherwise have been built this year.

In view of the fact that thousands of industrious workingmen and working women are liable to be drawn into the speculative chasm and have their earnings of the past and future swallowed in property that may become unsaleable, we feel it our sacred duty to say—slow. You can better afford to wait until after the legislature adjourns than be ruined by hasty or reckless speculation.

**Do They Want It?**

The house has passed the bill abolishing the bogus railroad commission. Public sentiment is responsible for a result which all the work of the corporation lobby could not obstruct. The commission was conceived in fraud and born in iniquity. Its creation was in open violation of a popular expression through the ballot box. Two years of its operation were sufficient to prove its paternity so clearly that no honest man doubted its origin or the necessity for its burial. It remains for the senate to complete the obsequies.

With the railroad commission abolished the work is only half done. Another duty still remains to be performed. The legislature cannot rest upon the mere abolition of a means for redress which proved only an obstacle to remedial legislation.

The people of Nebraska demand a law which will curb the rapacity of the giant corporations which are fattening from the proceeds of honest labor by exorbitant passenger and freight tolls. It has been charged that Rosewater has said that all the legislation needed could be put on one sheet of paper. The charge is true. It has been charged at the same time by the railroad lobby that the assertion was evidenced that the editor of the BEE is in league with the railroads. Are they anxious to discover the fact by a practical application? The test will be an easy one. If the scoundrels who for the sake of misrepresenting the editor of this paper will receive assurance from their corporate masters that no opposition will be made to a bill of the length mentioned we shall be glad to make the attempt without any fear of the public disapproval which they intimate would follow. A single page would be ample room. A half a page would do. Twenty printed lines would suffice.

**That Charter Compromise.**

The compromise between the citizens' committee and the Douglas county delegation throws the confederated editorial bushwhackers and contractors into spasms of rage and convulsions of agony. Why? Because it bids fair to assure the passage of a new charter for Omaha. The only aim of these charlatans and frauds has been to defeat the whole character for personal ends and to precipitate this entire community into municipal chaos to advance their own private interests. Backed by the railroads, who were determined to kill the charter if the sweeping taxation of railroad property was insisted upon, these adventurers thought they read their clear title to what they termed a great victory over the tax payers and progressive elements of this city. Now that mutual concessions have assured an even chance of the passage of the charter, practically as it came from the hands of the committee of fifteen, these hyenas are shrieking "fraud" and "treachery" with ear splitting vigor, but to empty benches.

Such is the view taken by the Central Traffic association which held a meeting a few days ago at the office of President Newell of the Lake Shore road, in Cleveland, Ohio. It was determined to continue the association, and among the resolutions adopted was one declaring that the inter-state commerce law should

be accepted and interpreted with a just regard for the great mutual railway and public interests involved generally, in conformity with the definitions of the law explained in the senate debate thereon.

It was also resolved that the association will co-operate with the commissioners under the law in securing, as far as possible,

the benefits of the statute, and in the faithful observance of all its provisions.

This is in the right spirit, and it is the policy which the entire railroad interests of the country should pursue.

There have been several recent examples of the house method of providing inadequate appropriations. Our correspondent expressed the opinion that the legislative bill, as perfected in the house, would certainly result in a deficiency, and that this is well known to the chairman of the appropriations committee.

Mr. Randall, who also knows, or expects,

that the amounts necessary to be provided will be added by the senate. This, however, will not detract from the reputation of Mr. Randall as an economist.

Another example is the appropriation for the coast survey, which is claimed to be

so far short of what is required that it

would very seriously cripple the efficiency

of that organization.

There is a state law against disturbing a religious meeting.

It is plain that the measure will not

hesitate on which side to throw its influence.

If the salvation army disturbs the peace there is a law to cover the case,

but within their own meeting room they

have every right to security from the attacks of toughs and bruisers.

The government has been always loth

to build and maintain permanent military posts on reservations where full control

is not ceded by the state. Nebraska

has ceded her legal rights in the site of

Fort Omaha. Both Illinois and Colorado

have recently ceded all rights over the

sites granted to the government for mili-

tary posts at Chicago and Denver. Such

cession is needed to prevent unwarranted

and petty legal interference with the mil-

itary justice in the garrisons. Colonel

Kautz has called attention to the fact

that Nebraska has not ceded her

rights over the Fort Niobrara re-

serve, and that until such action is

taken he shall not recommend any addi-

tional building at that post. Governor

Thayer's message on the subject has al-

ready been sent to the legislature. If

they are not already included it would be

well for the committee in charge to in-

clude any other military reservations in

the state on which garrisons are now

maintained. Such action would assist

materially in ensuring their permanency.

Underhand means are resorted to for the purpose of accomplishing what many opposition might more easily have attained. The corporations proceed on the theory that every man has his price. Sometimes they find themselves mistaken.

Railroad methods are chiefly responsible for the antagonism to railroads. It is a creature of their own making fostered by themselves and nurtured by the disputable methods used to curb its influence. Many men respect an honest fight. They are not won over by the dirty work of the lobby.

**A Recital and a Society.**

The piano recital given by Miss Bella Robinson, of Council Bluffs, under the auspices of the Ladies' Musical Society, is deserving of something more than passing mention. Miss Robinson's performance was an agreeable revelation to many present who had not before had the pleasure of listening to a display of her powers. In a programme which covered the musical field from John Sebastian Bach to Chopin she showed uncommon versatility in execution and exhibited quite remarkable results of the combination of natural talent and pains-taking study. In portions of her rendering of the programme, Miss Robinson displayed a mastery of technical difficulties and an appreciation of the spirit of the composers which left little room for criticism, even by comparison. But the concert was noticeable not less for the fine audience which it attracted than for the brilliancy of the performance. Any evidence of an increasing interest in musical study and musical appreciation in our city is worthy of attention and comment. Culture, like confidence, is a plant of slow growth in new communities. It does not seek virgin soil. When transplanted it requires careful nurture and steady forcing. The original impetus to any development of art must come from the few and not from the many, and the consequent education of the public taste is invariably the result of the conscientious and unselfish labor of a small coterie of enthusiasts. No one who has followed for years the current of musical events in New York, is it reliable and automatic, and leaves no room for mistake and collision. Other points in Mr. Colby's bill which are open to criticism are its failure to provide some authority to whom an appeal can be taken in cases of dispute, and its indefinite provisions as to the sale of oils denominated as "deficient for illuminating purposes." While the measure is a commendable effort to reach a desired end, it is crude and fails to cover the ground.

**Respect the Law.**

It is gratifying to find that there are judicious men connected with the railroad interests who regard the inter-state commerce law as an enactment to be respected, and are disposed to aid in giving it a fair trial, rather than to seek to obstruct its operation. Those who are differently disposed, and it is not doubted there are some such, have time before the law goes into effect to reflect upon the folly of their attitude, and it will be well for the interests they represent if they shall see the futility of further opposition, and the mistake they would make in attempting to put obstacles in the way of a full and fair trial of the law. Nobody expects that the law will prove to be perfect. The beginning of all such legislation is necessarily experimental. Practical experience with this law will undoubtedly show the necessity for changes and modifications, which are quite as likely to be favorable to the railroads as otherwise. But the principle of the law is fixed and immutable, and having triumphed after a struggle of years, will never be surrendered by the people. The power to regulate commerce between the states, is devolved upon the representatives of the people in congress by the constitution, and declared by the highest judicial authority in the nation to exist there alone, will hereafter be exercised as a permanent part of public policy. This being assured it is obviously the part of wisdom for the railroad corporations not only to cheerfully acquiesce in the requirements of the law, but to give every assistance which they may properly render to the authorities appointed under it in order that it may be freely, fully and fairly executed. In this way will faults and defects, if they exist, be most surely and promptly discovered and the required changes and remedies suggested. That is the interest of the railroads to pursue this course ought to be plain to every official connected with them.

Economy for Bumcombe. Our Washington dispatches of Tuesday noted a fact not familiar to the general public, but well known to everybody informed regarding congressional conduct, that it is the invariable policy of the house to pare down appropriations to the very lowest point, always under the estimates furnished by the several departments of the government, with the certainty of making a deficiency unless the senate increases the amounts to somewhere near the estimates. The effect of this course with the public has been to create the impression that the senate is proberbialextravagant, and from this the basis of the church government. There can be no line drawn between the priest and the man who questions which the church considers as affecting its interests are involved. Church discipline, like military discipline, cannot