THE DAILY BEE.

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THE BEE PUBLISHING COMPANY, PROPRIETORS.

E. ROSEWATER, EDITOR.

THE DAILY BEE.

Sworn Statement of Circulation.

State of Nebraska, County of Douglas. } s. s.

Geo. B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of the Daily Bee for the week ending May 20, 1887, was as follows:

Saturday, May 14	14,300
Sunday, May 15	14,000
Monday, May 16	14,225
Tuesday, May 17	14,100
Wednesday, May 18	14,100
Thursday, May 19	14,100
Friday, May 20	14,100
Average	14,203

GEO. B. TZSCHUCK.

Subscribed and sworn to before me this 21st day of May, 1887.

N. P. FEIL, Notary Public.
[SEAL.]

Geo. B. Tzschuck, being first duly sworn, deposes and says that he is secretary of The Bee Publishing company, that the actual average daily circulation of the Daily Bee for the month of May, 1886, 12,439 copies; for June, 1886, 12,298 copies; for July, 1886, 12,314 copies; for August, 1886, 12,464 copies; for September, 1886, 13,030 copies; for October, 1886, 12,989 copies; for November, 1886, 13,348 copies; for December, 1886, 13,237 copies; for January, 1887, 16,266 copies; for February, 1887, 14,198 copies; for March, 1887, 14,400 copies; for April, 1887, 14,316 copies.

GEO. B. TZSCHUCK.

Subscribed and sworn to before me this 7th day of May, A. D., 1887.

N. P. FEIL, Notary Public.
[SEAL.]

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JEFF DAVIS announces that the south will never attempt to secede again. Not if Mr. Davis will only give the people a rest on his war articles.

IN the last issue of the *Current*, William Arch McClean writes a strong article fafavoring a longer presidential term than four years. Mr. Cleveland is no doubt in sympathy with Mr. McClean's views.

THE report is now in circulation that Mr. John Ruskin's eccentricities have culminated in unmistakable insanity. When Mr. Ruskin wrote that there was no free trade measure that would ever lower the price of brains, he also said that without brains a man could never be insane.

IT is said that the millionaire senators from California are vieing with each other, Stanford attempting to eclipse Hearst in the luxuries of living. In all their wild and unchecked extravagance it might be well for them to remember that an honest man with a humble cottage possesses elements of happiness that their ill-gotten gold will never purchase.

THE announcement made by the BEE to the effect that an effort was being made to supplant Judge Mason on the railroad commission by the appointment of Major Pierce, has already called forth comment unfavorable to the pliant major. The Lincoln *Democrat*, speaking of the appointment, says: "The record made by Major Pierce in the legislature is not calculated to inspire the public with any great degree of confidence in his devotion to the people in matters where their interests conflict with the interests of the railroads."

THE question is propounded, directly to this paper, by the Council Bluffs Daily *Rip Van Winkle*, "What has the BEE done towards building up Council Bluffs?" We have not time to go into details, but among many things we will mention the well-known fact that the buzz of the BEE awakened the Council Bluffs Daily *Rip Van Winkle* out of its twenty-year slumber, and infused vitality enough into it to make it respectable. Incidentally the BEE is laboring for Council Bluffs every day in the year by circulating a metropolitan paper and advertising her boom to all the outside world. It is true that the BEE has contributed largely toward making Omaha what she is, but in doing so it has materially advanced the bright prospects of Council Bluffs. For further information apply at the Omaha or Council Bluffs office of the BEE, where polite clerks are employed to answer all questions.

THE board of railroad commissioners will make a tour of the Elkhorn Valley road next week. They will be accompanied by a stenographer, and it is their desire to hear from all people living on the road who know of any discrimination, over-charges or other violations of the law. It is hoped that the plundered farmers and merchants in and near each town from Norfolk to Chadron will meet them, and recite the facts as they know them to exist. There is no way to get redress from a railroad company without demanding it and insisting upon it. Then it is doubtful whether the monstrosity named commission would attempt to right existing wrongs. There may be some satisfaction in letting the case, and we hope all concerned will meet the commission as it passes along the routes. There are some wonderful facts to be presented.

Mr. McShane's Paper.

For obvious reasons the BEE can take no notice of the personal pretensions of Mr. McShane's hired man. The inordinate egotism and presumption of this person will be estimated at their true value in this community. Mr. McShane cannot however evade the responsibility for the policy pursued by his paper by standing behind a dummy. According to his conceited editor Mr. McShane is merely a figurehead in the concern so far as its editorial conduct is concerned, while his subaltern is allowed to exercise the unrestrained privilege of making and proclaiming the policy of the paper. If this is true, the readers of that sheet ought to be made aware of that fact. It is a grave injustice to permit them to assume that they are receiving counsel and admonition from a respectable and responsible citizen in the person of Mr. McShane, when in fact they are being misled by the prejudiced utterances of a self-seeking adventurer, who has neither reputation nor responsibility. Mr. McShane has already suffered in public confidence by reason of the belief that he is responsible for the utterances of his hireling. He must suffer further if that individual is permitted to go on unchecked and the popular belief is not removed. It is a matter, therefore, of personal importance to Mr. McShane, that the public should be properly advised in this matter. It is hardly conceivable that he can approve the course of his editor, and if he does not he is phenomenally blind to his own interests and that of his paper, in permitting the editor to continue in that course. Let it be known whether it is McShane or his hireling who is really both captain and pilot of the democratic craft.

Women in the School Board.

The mayor of Chicago has been asked to appoint women to fill several vacancies about to occur in the board of education of that city. This move is earnestly seconded by some of the Chicago dailies, notably the *Times*, which makes a very plausible and forcible appeal in favor of the innovation. "Why not?" asks our Chicago contemporary.

There is no work that falls more clearly within the somewhat ill-defined boundaries of "woman's sphere," than the care and training of the young. Not only in the household, but in the school room, woman practically monopolizes this most important and responsible function. Her peculiar fitness for it is universally recognized. It is pre-eminently the work which nature has marked out for her, and the most conservative and hide-bound adherent of the "home and fireside" view of woman's field has never intimated that she was out of place at the teacher's desk. In the public schools of Chicago there are 1,250 female teachers and but 50 male teachers. A similar ratio prevails everywhere. The instruction of the young in all countries is left almost entirely to the hands of women, and there it is certain to remain. * * * * * * *

The experiment of mixed boards is not an untried one. It has been tested in New York, in London, in Boston, and in other important cities of Europe and America, with the most gratifying results. Everyone who is at all informed upon educational matters knows something of the splendid achievements of Miss Helen Taylor, a daughter of the late John Stuart Mill, as a member of the London school board. She has originated many invaluable reforms in the educational methods of the metropolis, and the importance and success of her labors have been cordially attested by many eminent Englishmen, who regarded the appointment of a woman to a position of this kind as a dangerous innovation.

In view of the impending election of a new board of education, in Omaha, the question will naturally be asked, "Why not nominate a mixed ticket, made up of men and women?"

The BEE is not hide-bound in its views, and always has favored every practical reform. If any advantage is to be derived from placing women on our school board, we certainly would not oppose its innovation. We are not, however, convinced that women are better qualified to manage our public schools, in their present stage of rapid evolution, than men, although we admit that there are women better qualified for such duties than some men who aspire to be members of the board. Useful membership does not depend on mere educational attainments or familiarity with methods of teaching. The board has to wrestle with financial and mechanical problems which require executive ability and practical business experience rarely possessed by women.

Another question presented would be as to the number of women that should be given places on the board. One or two women would be very lonesome. Those who are most familiar with school board work in Omaha do not favor the new departure.

The Coming Fourth.

Already in a number of cities measures have been set on foot for a more than ordinarily imposing and patriotic observance of the 111th anniversary of American independence. It occurs periodically that the people experience an awakening in this matter, and become infused with a feeling of duty to let the world know that on this greatest day in our calendar the hearts of the American people beat as one in recollection and reverence of the great event that made this a free nation, and in patriotic devotion to their country. It is indicated that the present year is to witness such an awakening. The conditions that conduce to it are the almost unparalleled prosperity of the nation and the nearly universal contentment of the people. We see the evidence of progress on every hand, we are conscious of a rapidly growing strength, and the masses of our population are satisfied and happy. It is in the nature of things that a people thus situated should desire to give expression to their contentment, gratitude and their love of country, and the American people are peculiarly fortunate in having a day which inspires such expression and in which it can be most fitly made.

Omaha must not be behind other cities in adequately observing the coming anniversary of our independence. If we have been somewhat lax in giving attention to this national holiday in the past, there is now an opportunity to make amends and attest to the nation that the patriotism of this community does not fear comparison with that of any other in the republic. Agreeably to the suggestion made by Mr. Powderly, that the Knights of Labor throughout the country should make the coming Fourth of July the occasion for proclaiming and demonstrating their devotion to American institutions, the members of the order in Omaha have already begun preparations for celebrating the day on their own behalf, in the event of no general celebration being projected. Otherwise they will cheerfully take a place as a part of any plan of general celebration, and as we understand would prefer an observance of the day with which all interests should be identified. Such an observance is practicable and ought to be had. Let there be an imposing street parade surpassing anything of the kind Omaha has ever known, comprising the military, the civic societies, the labor organizations, and a trades display to which our public-spirited merchants and manufacturers should generously contribute. Let there be, perhaps at the exposition building, a repetition of the interesting exercises which were enjoyed by our fathers—the reading of the Declaration of Independence, the oration, and the singing of national hymns by children of the public schools, to whom the experience will be a lesson in patriotism never to be forgotten. Let there be a central display of fireworks in the evening that will meritoriously top off the festivities of the day. In a word, let the celebration of the coming Fourth be an old-fashioned jubilee, in which all classes and conditions of the people can participate and be made glad, and the memory of which will be a perennial pleasure. Were such a celebration assured, twenty thousand people would join with us from neighboring towns to share in its attractions and enjoyments, and Omaha would have done something worthy of her metropolitan position and character.

It is not too soon to consider this matter and begin the effort to ascertain whether such a celebration can be successfully carried out—that is, whether the business men, upon whom success would largely depend, are disposed to give their countenance and support. Five weeks is not more time than will be needed for arranging and organizing a programme for a comprehensive celebration. The movement to this end could begin nowhere better than with the board of trade.

University Memorials.

The death of a son of the late Amasa Stone, of Cleveland, O., while a student at Yale, gave to that city one of the largest and best equipped colleges in the country, which bearing the christian name of the young man, Adelbert, will stand for generations a splendid memorial of paternal affection. A week ago yesterday, at Palo Alto, California, there was laid the corner stone of what promises to be, in its extent and appointments, the greatest university in the world. This magnificent institution, as it will be when completed, is also a memorial of paternal affection. Shortly after the untimely death of Leland Stanford, jr., Governor Stanford resolved to establish an institution in California which should serve at once as an attestation of perfect grief and a perpetual benefaction to the youth of the state. His plans were first made known in 1885, and involved a gift to the people of California, in lands and money, of the princely sum of $12,000,000. In carrying out this project, however, an amount much greater than this has been found necessary. The endowment for this grand undertaking embraced the free gift to the state of the Palo Alto ranch, valued at $1,300,000; the Gridley ranch, $1,600,000, and the Vina ranch, $2,500,000; a total of $5,300,000 in land and a balance of $14,700,000 in money, making up a total foundation of $20,000,000. The Palo Alto tract of land consists of 7,200 acres of land, about 5,000 of which have been in cultivation for the past two years. The Vina ranch lies along the Sacramento river, in Butte and Tehama counties, and consists of 55,000 acres in vineyard and agricultural land, while the Gridley ranch is a trifling wheat field of 22,000 acres in Butte county.

The name of this institution will be the Leland Stanford Junior university, and it will have accommodation for 1,000 students. Provision is made for supplying it with everything necessary to a complete university, in the fullest and broadest sense of the term. As to the character of the institution, the idea of its founder is that its aim should be to entertain and inculcate broad and general ideas of progress and of the capacity of mankind for advancement in civilization. Thorough instruction in the principles of cooperation was provided for, and the founder asked that it might be early instilled into the student's mind that no greater blow can be struck at labor than that which makes its products insecure. The existence of an all-wise God is to be taught, but sectarianism is not to be allowed entrance. The education of both sexes is to be equally full and complete, varied only as nature dictates. In fine, the object of the university is not alone to give the student a technical education, fitting him for a successful business life, but it is also to instill into his mind an appreciation of the blessings of this government, a reverence for its institutions and a love of God and humanity, to the end that he may go forth and by precept and example spread the great truths, by the light of which his fellowman will be elevated and taught how to attain happiness in this world and in the life eternal. The completion of this great and commendable undertaking is expected to consume five years.

American Navigation.

A little inquiry into the subject of our maritime interests may recall to our minds a few facts which every one ought to know in regard to the navigation of his own country.

Almost immediately after the American revolution the struggle began between England and the United States for supremacy in the carrying trade on the Atlantic ocean. During the first half of this century the conditions for a rapid growth of our ocean navigation were very favorable. Without any apparent effort on the part of anyone our shipping seemed to outdo itself in a spontaneous and not unnatural growth. Immigration to this country began to assume large proportions, and to accommodate that vast movement, ships, and American ships principally, sprang into existence apparently from nowhere. Our breadstuffs found an increased demand in foreign markets, and were exported in American ships. The discoveries of gold in California and Australia called for numerous vessels to carry passengers and goods to these places. The Crimean war took many British vessels out of the merchant service, and their places were filled with ships of American build.

England made a desperate effort to maintain her hitherto superior position on the sea, but the famous "Baltimore Clippers" and "American Liners" proved to be much faster and much better adapted to the merchant trade than the clumsy and slow-sailing British vessels. Thus we see that in spite of the growing tendency to hoot at anything in the shape of an American ship, there was a time, and that not long ago, when American seamen gave up the palm to no one in the race for ocean trade.

But the period of American supremacy was not a long one. The year 1861 marks its culminating point, and since that time the decline of American shipping and ship-building has been as rapid as its growth was before.

Meanwhile, steam navigation had been introduced. The English Cunard line was organized in 1838, and to offset this the American Collins line came into existance. Some of our older readers may remember the fate of the latter. It was subsidized by congress, and in order to get renewals of the subsidies it had to make every effort to become a successful rival of the Cunard line. This called for the spending of large sums, which added to poor management and heavy losses at sea, compelled the company to wind up its business in 1858.

Later improvements in navigation were iron vessels with screw propellors. Since these inventions, England has been constantly gaining and the United States has been losing proportionately. Last year the number of ocean ships built in this country was six, which just equals the number built here in 1815.

America won the first half of the race up to 1861, because the ships then used were built of wood, and America was all woods. England has been winning the last half of the race sincee 1861, because nearly all ocean vessels are now built of iron, and England is a nation of iron workers.

Barbarous Coal Barons.

While the people of the United States are very properly extending a hearty sympathy to the oppressed people of Ireland, suffering from the heartlessness of landlords, it will not be amiss to remind them that in their own country cruelty and oppression are practiced quite as severe in their character and consequences as those inflicted upon the tenantry of Ireland. An impressive example is reported from Hazlebrook, in the anthracite coal regions of Pennsylvania. The company operating the mines in this locality own every foot of ground in the neighborhood. The homes of their employes are all the property of the operators. They compel all workmen to reside in company houses, mere shells as a rule of the most miserable kind. No man can build a house for himself, for the reason that the company will not sell or lease the land upon which to build. Only company stores are permitted to locate there, and workmen are compelled to trade at these, necessarily to their own pecuniary disadvantage. To all intents and purposes the employes are in a condition of abject slavery, out of which the employers profit. Unreasonable rents are charged for the miserable homes, if homes they can properly be called, and the company stores exact any prices they please for goods, generally inferior in quality. The bills are stopped out of the wages of the employes, some of whom say they have not received a cent in money for months at a time—all their earnings swallowed up in rent and store charges.

These unfortunate laborers occupy their homes solely at the will of the company. On taking possession they are required to sign a form of lease which gives the company the power to eject them at any time, without recourse or delay of any kind. In this respect they are even worse off than the Irish tenant. How this outrageous system operates has recently been deplorably demonstrated. The company some time ago declared war on the Knights of Labor. A few weeks ago it was discovered that some of the men had joined the order and they were discharged, being told at the same time to quit their homes and the company's grounds within ten days. Sympathizers with these men struck, and this afforded an opportunity for a more conspicuous exhibition of the cruelty and vindictiveness of the company. The men were ordered to remove their tools and leave their homes at once, but they were not allowed to bring a wagon or team in the company's ground to enable them to do this. In this helpless condition they could not move, and a week ago the company commenced a wholesale eviction. The houses were invaded, the occupants driven out, their scanty possessions thrown out after them, and the houses nailed up. When these shelterless victims of corporate tyranny appealed to their neighbors for relief and a temporary resting place, they found that the company had warned all its creatures to deny the poor wretches whom it had cast out either food or shelter, on peril of being themselves thrown out, and the hapless creatures gave heed to the warning. Homeless and hungry, some of these unfortunate men, women and children walked for miles in search of succor beyond the possessions of the company, while others remained on the mountain side for two days and nights, subsisting on what could be secretly conveyed to them by a few of their former neighbors.

The outrage is to receive judicial investigation, at the instance of the Knights of Labor assembly having jurisdiction in that region. This may lead the company to abandon further threatened evictions. But it must put every American to blush to know that such a state of things can exist in this free country. And while this case may be exceptional in some respects, in others it has its counterpart elsewhere in the great coal districts of the country, where the employes are subjected to conditions no less unjust and oppressive than those prevailing at Hazlebrook. Such facts show that there is a very large beam in our own eye to be removed while we are demanding of others to remove the moat from their eye.

THE commissioners now in attendance upon the Presbyterian assembly in this city have made a most favorable impression upon every observer. They are gentlemen in both act and appearance. They seem impressed with the fact that they have been sent here to work, and that it is a matter of conscience with them to see that the work is accomplished. They have ten days in which to bring their business to a close; yet, thus far, they have not allowed a single moment to pass unimproved. The moderator is a quiet but potent factor. He has the confidence and respect of his brothers, and while he allows the greatest liberty consistent with the rules, the members in no manner seem disposed to draw him into an exercise of his power. Report after report, as called for, is ready and made. While being read, it is attentively listened to, so much so that one hesitates which the more to admire, the excellent system of the assembly or the devotion and studiousness of those who compose it. As a consequence of this method and devotion, the amount of work thus far accomplished has been a marvel to many of the most experienced of the commissioners.

THE Lincoln papers announce that that most blatent of all railrogue blatherskites this side of the Baltic sea, Captain Humphrey, is making a last struggle to be appointed judge in the First district. Governor Thayer must remember that the man whom he appoints to this responsible position should possess the confidence and respect of the people. This Humphrey does not do. He could not be elected justice of the peace in Pawnee county. The man appointed must not be so obnoxious that the famous Colby massacre will be repeated. Humphrey had better remain on ice.

POLITICAL POINTS.

Mahone's rehabilation is a possible outcome of the Virginia debt muddle.

Ex-Secretary Chandler thinks the prospect exceedingly good for his election to the senate.

Michigan prohibitionists are going to thoroughly reorganize for the purpose of keeping up the agitation for an amendment.

The Vicksburg Herald predicts that the Kentucky indorsement of President Cleveland will be repeated in all the southern states.

Mr. Halstead thinks that in making a nomination the republicans should endeavor to displease the mugwumps as much as possible.

The Durham, N. C., Tobacco Plant denies that Senator Vance, in opposing the president's administration, represents the democracy of the state.

Chauncy M. Depew thinks the actual possession of the New York Central presidency is a better thing than a nomination for president of the United States.

Congressman Holman and John Sherman stand on the same ground as regards revenue reform. They are willing to reduce the tariff on sugar if the tobacco tax is abolished.

The Texas prohibitionists are led by a Baptist clergyman and the anti-prohibitionists by an ex-judge of the supreme court. Both parties have regular headquarters at Waco.

Why Not?

Hastings Gazette-Journal.

If Lincoln is entitled to Omaha rates from Chicago, why is not Hastings entitled to Lincoln rates from Chicago?

The Governor May Recover.

Plattsmouth Journal.

The editor of the Omaha Republican was a candidate for a place on the Omaha police force or some other position. Governor Thayer did not appoint the aforesaid editor and now the Republican doesn't like the governor, but it is thought that the latter will recover.

The Good Fellow.

Philadelphia Times.

The free-handed good fellow who spends his money liberally with the boys is very popular always—until his defalcations are found out and he turns up in prison or in Canada. Then the free-handed good fellow is voted a very bad fellow, even by those who drank and feasted upon his employer's money. But that the free-handed good fellow is certainly destined to turn out a bad fellow in the end should be as certainly known to all who can look an inch beyond their noses before the exposure comes as after. An ordinary salary cannot support the style of living of one of these good fellows, and sensible business men ought to know whether their tellers are good fellows or not before the cash is gone.

Railroad Rates.

Hastings Gazette-Journal.

The position assumed by the state board of railroad commissioners, that Lincoln is entitled to the same rates from Chicago that Omaha is, is hardly tenable. Lincoln is fifty miles further west. Assuming that Lincoln's somewhat extraordinary demand is reasonable, why in the same line of reasoning, shouldn't Hastings demand an Omaha rate from Chicago? Of course Hastings is still further west, but Lincoln evidently does not include the distance from Chicago in its calculations. Of course the commission is acting perfectly right and proper in seeking to guard Lincoln from unjust discrimination in the matter of wholesale rates; but at the same time the commission is equally bound to protect Hastings or Beatrice from any discrimination in favor of Lincoln.

The Abuse of Governor Thayer.

Wood River Gazette.

If the Omaha Republican thinks it can maintain a reasonable claim to the leadership in the republican party of Nebraska and at the same time keep up its virulent abuse of Governor Thayer, let it continue to hound our worthy executive as it has been doing since the governor refused to put Rothaker on the Omaha police commission, and we will see how much influence that sheet will have with the party in the gubernatorial campaign of 1888. The idea that Governor Thayer could not use his best judgment in giving the metropolis of the state an efficient police commission without the impudent dictation of the transient editor of the Republican, is the greatest absurdity we have heard of for many a day.

Omaha's Financial Showing.

Hastings Gazette-Journal.

The metropolis of Nebraska, Omaha, according to the Bradstreet's has a financial showing that the entire state should be justly proud of. This reliable commercial reporter says: "The total value in 1886 is placed at $125,000,000 an increase of 25 per cent over the preceding year. Omaha jobbers now sell goods in Nebraska, Iowa, Kansas, Colorado, Dakota, Wyoming and Idaho. When it is recalled that the territory naturally tributary to this city is still far from being fully developed, the probable proportions of this trade in the future are very attractive. The boot and shoe, wholesale grocery and hardware lines are especially active. Lumber has been aided by activity in building. The spring trade exceeds that of last year by over 30 per cent. The outlook was never better."

Patchwork.

Written for the Sunday Bee.

From silken scraps and rainbow shreds,
With shining, shimmering flossy threads,
Odd remnants—dainty labor left—
She wrought with patient fingers deft,
So useful and so fair a thing,
That many praised its fashioning.

He, who with love-annointed eyes,
The good and fair of Life desires,
In common things which fill each path,
Of every day —— a treasure hath;
To some rare souls the gift is given,
But love can draw it down from heaven.

FONTANELLE, Iowa. MINNIE M. GOW.

SUNDAY GOSSIP.

"While on my way to New York the other day I had the pleasure of meeting Mr. George M. Pullman on the limited express from Chicago," said Mr. E. Rosewater. "The first time I met Mr. Pullman was quite a number of years ago when I was manager of the Western Union telegraph office. He came to Omaha to introduce his sleeping cars on the Union Pacific. In the course of conversation during the trip to New York, I gathered much interesting information from Mr. Pullman about himself and his various enterprises. His ideas of a millionaire's duty were expressed in his remarks about the town of Pullman, of which he was the founder.

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"'I take more pride and comfort,' said Mr. Pullman, 'in solving the great problem of what to do with wealth and how to make men comfortable and happy than in any of the enterprises with which I am connected. There are in the town of Pullman over ten thousand people. We have the best mechanics in the world and the happiest community in America—probably on the face of the earth. These people have their schools and churches. Their theater seats 1,000 persons. There is not a saloon in the place, and no liquor has ever been sold there. Its traffic is prohibited by clauses in the deeds to property. The sanitary arrangements are perfect. The sewerage and water works system has had the supervision of the best engineers, and the mortality rate is lower than any city of equal size in the world. They call me King George, and the newspapers sometimes charge that I rule the people with an iron rod. The fact is that I never interfere with them or their government. I believe that the world is governed too much, and the less government the better, all things being equal.

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"'I am by no means the Pullman Palace Car company,' continued Mr. Pullman, 'although I am its president. There are $30,000,000 in stock, owned by more than 6,000 persons, many of whom are widows who have invested in these securities. The stock is worth $1.53 in the market. The company's credit is high because it pays dividends regularly, and is conducted on strictly commercial principles, not depending on patents. We care nothing now about patents, because our work is done by the best mechanics and most perfect machinery in the world, and because our relations with the railroads are more in favor of the roads than of the company. The Union Pacific, for instance, gets 75 per cent of the gross receipts. This is more than it could get if it owned its sleeping-cars.

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"I am getting $10,800 a year salary, while I venture to say that Tom Potter, who has gone over to the Union Pacific, receives $50,000 a year. He is a very able railroad man, and I predict that the Union Pacific will reap incalculable advantages from his management'."

While walking through Madison square, New York, the other day, two Omaha ladies attempted to talk to George Francis Train, who continues to spend the most of his time in the square talking to children only and feeding the birds. He would not reply to the ladies, but spoke to a boy, telling him what to say to them. "Tell the ladies," said he, "that I was one of the first men in America to advertise Omaha as one of the coming great cities. I have big interests there yet, and am always glad to see people from Omaha." The boy didn't seem to hear or understand what he was saying, and didn't repeat it to the ladies, who, of course, heard him, as he intended. He kept on talking at the boy, and in this way carried on the conversation. Train presents a very bronzed appearance and with his white hair reminds one very much of Fred Douglas.

BILL NYE is now regularly and exclusively employed on the New York World. He writes from a quarter to a column a day on some local topic in his humorous and original vein, and besides this he contributes daily about a quarter-column humorous editorial on some live subject. He is doing excellent work. He is now conceded to stan at the head of his class, and is constantly improving. Mr. Nye's vein although pretty thoroughly worked does not seem to play out. It was only a few years ago that Nye was "discovered" in the wild west by a Denver editor, who was attracted to his wit by a funny advertisement which he inserted in a Cheyenne paper. Mr. Nye's work, which was at first rather rough and unfinished, is now of rather a refined order. His thousands of western friends are glad to hear that he is getting big pay and enjoying a boom of prosperity and good health. We are not surprised after all that he has refused to accept the second-hand throne of Bulgaria.

"There never was a fairer franchise asked from the city of Omaha than that of the Metropolitan cable railway company, which proposes to run a line to the Patrick farm," said a prominent property holder, "and the company ought to have no trouble in securing it. The terms of that franchise are all in favor of the city. The franchise is to run for only thirty years, and cannot be disposed of without the consent of the council. Work is to be begun within a fixed period, and a certain amount is to be done each year until the road is completed. The company must pave eighteen feet on each side of its tracks, thus virtually giving to the city a number of paved streets. Nothing exclusive is to be granted to the company. There are other conditions, all of a binding character, and in favor of the city. If granted the franchise, I know that work will be commenced at once upon the enterprise, which will involve the expenditure of a large sum of money and the employment of hundreds of men. It will contribute largely to the progress of Omaha, and in keeping up the real estate activity, a thing very much desired by the six hundred real estate agents and the thousands of men who are making money in Omaha dirt deals."

A WASHINGTON telegram recently appeared in the BEE to the effect that Edison, the inventor, was in very poor health. This attracted the attention of the superintendent of the Edison United Manufacturing company, of New York, and he at once investigated the matter. He writes to the BEE under date of May 18: "In regard to Edison's health I made it my special business to find out what truth there is in the report, and I am happy to tell you that his health never was in better condition." This is indeed welcome news to the friends of the Wizard of Menlo Park, who hope that the wonderful inventor and investigator may be spared many years yet to explore and develop the field of electricity, in which he has already made so many marvelous advances.

The Preacher Wins His Case.

Denver Tribune.

The Rev. David Marquis, of Chicago, and the W. C. T. U., of St. Louis, are trying to adjust a little misunderstanding. It seems that the W. C. T. U. sent a memorial to the last Presbyterian assembly, of which Mr. Marquis was moderator. Through some oversight it was never laid before the assembly. The temperance women charged that the assembly had trifled with them; that it had suppressed their memorial, and got out a circular to that effect, copies of which were sent to every Presbyterian church in the country. Mr. Marquis knocks out the W. C. T. U. in one round by saying that all its charges are false and foolish. He is not afraid to express his opinion on the liquor question. In answer to a question as to "what proportion of Presbyterian ministers believe in wine drinking, he says:

I think all ministers who hold firmly to the Scriptures agree that wine-drinking is not a sin, but that the ground of total abstinence is an expediency. There is good ground for total abstenence, but it lies in the doctrine of christian expediency and not in the doctrine of sin."

This is good common sense. Sin often follows wine-drinking, but that does not make wine-dringing itself a sin. We believe that it is right for christian ministers to teach total abstenance. It would be dangerous for them to take any middle ground. But they should teach it as Mr. Marquis does, "as a docurine of christian expediency." We believe most of them do. The fact that many people believe that ministers regard wine-drinking as a sin, forbidden by the Scriptures, grows out of their faulty understanding. There are very few people who take the trouble to think clearly and accurately. The great majority find it easier to jump at conclusions. We fear that some of the good ladies of the St. Louis W. C. T. U. are tinctured with this slip-shod method of thought. Preacher Marquis has won his case.

When Our Ship Comes In.

In a cottage that stood on the wild seashore,
A little one sat 'neath the vine-wreathed door:
Shadowed and sad was that childish face,
On the soft, pink cheek was the tear-drop's trace;
For the cherished toy—best loved of all—
The poor little waxen-faced, blue-eyed doll,
Was broken. Smile not at the childish pain,
Nor the tears that were dropping like silver rain.

But the gentle mother, with loving tone,
Said, bending down by the little one,
And kissing the mouth and dimpled chin,
"Don't cry my love; when our ship comes in
We will get a new dolly, oh, far more fair,
With brighter eyes and with softer hair.
Now dry your tears, for 'twill surely be
When our ship comes in from the far, wide sea."

Oh, that ship to come! and how oft before
Had the bright eyes watched from the cottage door,
As with eager gaze they were watching now,
For the gleaming sail and the rushing prow.
But oft she ran to her mother's side,
Her sweet blue eyes with the gladness wide,
As she pictured the wonderful pleasure to be
When our ship came in from the distant sea,
The dearest gift and the best of all
To her little heart, was the darling doll.

But, oh! there were treasures unknown, untold,
All safely stowed in its precious hold;
And, standing thus, with her beaming eyes,
The tears all gone and the childish sighs,
She turned the sweet face with its smiles to me
And said: "Have you any ships at sea?"

Child, you know not the wild throb of pain
Those light words sent through my heart and brain,
Ah, we all have ships on the stormy sea!
Ah, weary watchers for them are we;
And when the tempest and cloud are rife—
When storms sweep over the sea of life—
With tearful eyes, by the sounding shore,
We watch for them; we have watched before.

But of all who, weary and trembling wait
For the coming ships with their precious freight,
'Tis known, oh, Father, to none but thee,
If they safely arrive or are lost at sea.

Hear the Other Side.

St. Louis Republican.

The inter-state commerce commission has done one part of its duty well. It has shown the country how the new law will affect large cities that are railroad centers, and therefore competing points. It has shown how it will effect the interests of large shippers and corporations in these competing cities, and it has forced the great railway systems to tell how it will interfere with the partial, personal and inequitable methods which they have so long pursued. The testimony submitted to the commission at the railroad centers and large cities, where rail and water meet and struggle in constant fierce competition, is voluminous, and very interesting—and the country recognizes the good service the commission has rendered in illuminating what was, before, a dark and ill-understood subject with such a mass of instructive information which could not have been brought out by any other agency.

But the commission has not done its whole duty. It has not elicited the whole truth. The whole truth is not to be found in the great competiting cities nor in the great railway offices. It is interesting, certainly, to know what St. Paul or New Orleans, or San Francisco and New York think of the fourth section of the new law; but it must not be forgotten that between St. Paul and New Orleans and between Boston and San Francisco lie thousands of small town and millions of population that have some interest in the subject also. Indeed, between the four points named lies the whole country, with its vast and diversified local interests, and its myriad of quiet communities, that consume the interchanged commodities, and are, therefore, quite as much concerned in freight rates as the metropolitan centres. These numerous local communities have not been heard. Their testimony has not been taken, and their views on the fourth section are not known except so far as they may have been incidentlally reflected in the testimony taken in the competing cities; and yet, these myriad local populasions of producers and consumers living along the railroads and having connection with one another, and with the world through ten thousand way-stations are the very element for whose protection the short and long-haul clause and the anti-discrimination prohibition were inserted in the law. They constitute the unheard other side, and it is only fair that the commission learn what they think of the new law before it resolves to suspend the most important section of it.

It has been the railroad practice to make these way communities pay not only the freight charges on what they ship and receive, but four-fifths of the freight rates on which distant competing communities ship and receive also—and the commissioners' investigation will not be complete till it has given the injured intermediate communities an opportunity of telling what they think of such an indefensible injustice.

Mr. Depew's Presidencies.

New York Tribune: Being told that not a few people were talking of him for president, Mr. Depew said: "That reminds me that I was told the same thing by a gentleman out West, during my recent trip out there. My reply was that I already had as many presidencies as I could well give attention. 'Well, but wouldn't you like Mr. Cleveland's seat?' he persisted. Then I opened up my valves and went at him. 'My dear sir,' I said, 'I am president of the New York Central railroad. That is an office that takes up all the time I can possibly spare for business and literally absorbs all my business energy and capacity. I am president of the Union League club. That position gives me all the practical and theoretical politics that any man could desire to indulge in. I am president of the Yale alumni, which is a position that ministers fully to my intellectual yearnings and aesthetic tastes. Now, I have mutual friend who has told me that President Cleveland has recently declared that he would exchange places with me for two of these presidencies.' It was my confident expectation," added Mr. Depew, "that this would settle my western friend. But you never know what the practical western mind will evolve. My listener had stared me intently in the face, and when I had finished he asked eagerly and pointedly: 'Which two?' I haven't discussed the presidency with anybody since."