

THE DAILY BEE. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION: Daily (Morning Edition) including Sunday...

THE BEE PUBLISHING COMPANY, PROPRIETORS. J. E. ROSEWATER, EDITOR.

Sworn Statement of Circulation. State of Nebraska, County of Douglas, J. E. Rosewater, Secretary of The Bee Publishing Company...

Sworn to and subscribed to in my presence this 26th day of October, A. D. 1887. N. P. FEIL, Notary Public.

THE WARD BUMMERS are holding back their influence until the candidates have bought them those promised overcoats.

DENVER papers are now engaged in giving news of the Crow outbreak. Some people suspect that it is another Colorowdy uprising.

WE have heard of sword swallowers and burning coal eaters, but Mr. McShane employs a cannibal on the Herald who swallows an anarchist for breakfast every morning, and still goes hungry all day.

OUR neighbors across the water-way are afraid their hills will disappear by excavation. Council Bluffs has waded put the accent on the "bluffs," and if they should vanish the oldest inhabitant would feel very lonesome.

THE man who is supposed to take care of the pest house, which has not had an inmate for two years, will draw his pay next week as usual, but the policeman who are faithfully doing their duty will be refused their hard earned wages.

WITHOUT registration there is nothing which may happen on the 8th of November. The only way to block repeaters and fraudulent voters will be to arrest the first man who attempts anything crooked.

SAN FRANCISCO papers state that the transcontinental lines are beginning to be afraid of the public growing against railroad extortion and discriminations and predict better things after November 1. Such predictions have been made before several times but they do not materialize.

THE anthracite coal robbers of the Lehigh region in Pennsylvania now state that the strike of the miners will probably soon be at an end. The mine barons have made no concessions. Starvation and cold weather came to their aid, helping them to maintain the most inhuman slavery at present existing on this side of the Atlantic.

THE democratic organ is trying to make a scapegoat out of County Clerk Needham for all the shortcomings of the commissioners. It charges that he has given some of his clerks more pay than the law allows. Suppose this is true, how could those clerks get their pay if the commissioners did not vote the allowance? What has this overpay of clerks to do with George Timme's extra mileage and pay for services not rendered?

A TEST of the Westinghouse air-brake applied to freight trains was made at Chicago the other day with satisfactory results. These showed that a heavy train, of two thousand feet, going at a rate of nearly forty miles an hour, could be brought to a standstill within five hundred feet. One experiment showed that a long train could be broken in the middle and both sections stopped in two seconds. There have been great improvements in the air-brake since it was first used nearly twenty years ago. It then required about eighteen seconds to stop a train which can now be stopped in two. The inventors have done much in bringing railroad traffic to a state of safety and convenience. It now remains for the companies to be more liberal toward the public and toward their employees.

A MUNICIPAL election will take place in Baltimore to-day, which will furnish the first test of what has been accomplished by the reform campaign so vigorously prosecuted there. The promise of success for the republican and independent democratic ticket is regarded as very favorable, and if the regular democratic ticket should be defeated in the city there will be very great probability of the success of the republicans in the state election. The Gorman crowd will not hesitate at any sort or extent of cheating to win, but every possible precaution has been taken to prevent fraud. Baltimore has rarely if ever known so vigorous and exciting a campaign, and the result of to-day's election there will have an interest throughout the country. It is to be hoped it will be in the interest of honest and decent politics.

Working Together. It is gratifying to observe a spirit of harmony and a disposition to work together among the business communities on the Missouri river in relation to the important matter of defending their interests against unjust railroad discrimination favorable to eastern trade centers. The grievances of which these communities complain, and which it is the intention to present to the consideration of the inter-state commerce commission, are so plain and obvious that it is hardly possible the commission will do otherwise than direct such remedial action on the part of the railroads as it is within its power to require. The policy of the railroads with regard to Missouri river points has become rather more glaringly unjust under the inter-state law than it was before, and discrimination, practiced in every possible way, has been carried to a point where it is no longer to be quietly tolerated. The law says that it shall be unlawful for any common carrier to make or give any undue or unreasonable preference or advantage to any particular locality, or to subject any particular locality to any undue or unreasonable prejudice or disadvantage in any respect whatever. It can be clearly shown that the present practice of the railroads with regard to Missouri river points affects these unlawful conditions, which it is now proposed to aggravate by additional discriminations. It is inevitable if the policy pursued by the railroads, with the added disadvantages to Missouri river merchants that are proposed, is permitted to stand, the business of every trade center on that river must suffer seriously, while Chicago, St. Louis and other eastern points will have the benefit. The action of the railroads is thus manifestly giving an undue preference and advantage to those points to the prejudice and disadvantage of the business communities on the Missouri river.

There ought to be no difficulty in making a strong and convincing case against the railroads, but it is highly essential that it shall have the united support of the communities interested in the correction of the discriminating policy. The disadvantages are felt by all in very nearly equal degree, and there must be a common and harmonious effort for their removal. This seems to be the general view, and there is favorable promise that the demand from this section for relief from undue and unjust discrimination will be unanimous.

Wanted—A Manufacturers' Exchange. Less than two years ago the Kansas City board of trade organized a bureau which is known as the Manufacturers' exchange. Its functions are to stimulate manufacturing industries by procuring sites for factories and lending other material assistance to parties desiring to embark in industrial enterprises in Kansas City. The exchange employs a secretary who compiles statistical information in regard to advantages and resources of their city, which would accrue to the benefit of manufacturers, and keeps a register of all the lots and lands that can be secured at reasonable figures, and are conveniently located for railway connections. The secretary also keeps up correspondence with all parties in other cities who are contemplating a relocation, and if any of them call at his office he is ready at all times to show them the locations and give them all the information possible that may in any way be of service to them. The result of this bureau so far is the acquisition of seventy-five manufacturing concerns, small and large, in and around Kansas City, and the permanent employment of over two thousand workmen. This means an addition to the population of that city of fully ten thousand, and the assurance of a continued increase as the factories are enlarged to meet the demands of a growing business.

Why cannot the Omaha board of trade establish a manufacturers' exchange? What was practicable in Kansas city can hardly fail in Omaha. In many respects Omaha affords better facilities for manufacturing enterprises than Kansas City, and our manufacturers have a better territory to supply. A prominent Kansas City business man, who is also interested in Omaha, is now in this city, and expresses himself as willing to give the Omaha board of trade the benefit of his observations upon the workings of the Kansas City exchange and the methods there pursued to stimulate industrial enterprise. It seems to us that the board should not lose this opportunity.

Evidence That Does Not Prove. The demonstrations made by the unemployed laborers of London, said to number twenty-five per cent of the working people of that city, are being referred to by papers of strong protection views as evidence favorable to the system they advocate. A Boston contemporary asks: "Have we any such percentage of laborers unemployed in the United States under the policy of protection?" There will be no plea for free trade involved in saying that a fair illustration of the operation of the trade system of England with respect to labor cannot be made by reference to the condition of the working people of London. It can only be made by referring to the general condition of labor in the country, and more particularly in the manufacturing districts. London is not a great manufacturing city, and the great mass of its working people are mechanics for whom there is employment necessarily during only a part of the year, and common laborers who must depend on such casual employment as a great city affords. Thousands of these people flock to London every year, and once in the meshes of the great city they are unable to extricate themselves. They go there just as people in this and all countries, particularly the unskilled, go to the large cities in the hope of finding better employment and larger reward, only to discover that the supply of labor exceeds the demand. But how is it in the great industrial districts of England, where skilled labor finds demand? Is there any such percentage of idleness in those localities as there is in London? We evidently do, or we should hear of

such complaints from unemployed labor elsewhere as have come from London. It will not be questioned that the situation of labor in this country at present is more favorable than that in England. We have had two years of exceptional prosperity, which has called into service all the labor of the country and generally paid it well. But it must not be forgotten that under protection we have had periods when a vast amount of labor, including all classes, could not find employment, and when distress was widespread and clamorous. Nor should the fact be lost sight of that even during the present period of prosperity the number and extent of labor conflicts in this country have been very much greater than in England. Certainly this must be regarded as showing that the workmen of England as a whole are more contented and satisfied than those of the United States.

Granting that there is not twenty-five per cent of the laborers of the United States unemployed, and conceding for the sake of argument that this is due to protection, will our contemporary tell us what this system is doing for the thousands of miners in the anthracite coal regions who are engaged in a battle for the means of a meager subsistence which the protected coal barons refuse them, while they exact from the consumers of the whole country an outrageous price for their product? And what is it doing for the women and children of the cotton and woolen mills of the east, who have driven men from employment and are working for starvation wages? As a matter of fact the prosperous workmen of this country are not those engaged in the protected industries, but those whose labor has no protection, as carpenters, stone masons, bricklayers, painters and many others. We do not hesitate to say that the average earnings of those employed in the protected industries of the United States are not greater, taking into account the difference in the cost of living, than are received by the people of England in similar industries. Candid people will see that there is no relation whatever between the free trade policy of England and the present condition of the London labor market, and they will not be easily convinced that the high tariff is to be credited with the prosperity of the United States which has given general employment to labor.

THE recent decision of Judge Collins in Chicago, giving the bucket shops a new lease of life, has attracted very general attention as affording a support to those objectionable institutions very likely to start them into general operation again. The Chicago board of trade attempted to drive out the bucket shops by refusing to give them quotations, and was to a large extent successful. There was resistance, however, and a case coming before Judge Collins he decided that the board of trade had no right to discriminate against bucket shops by refusing them quotations, holding that the quotations of the board have become necessary to the conduct of business and therefore it is unsafe to vest in any one individual or company the power to discriminate against any one. The judge evidently had no partiality for the bucket shops, which he thought should be suppressed by criminal prosecutions, but he was clearly of the opinion that they could not lawfully be put down in the way intended by the board of trade. There is no question regarding the evil these institutions are capable of doing, and both public policy and morality require that they shall have no more toleration than other gambling institutions. The simple and direct way to deal with them is to prohibit them by law as gambling places and prescribe such penalties for carrying them on as are provided for the punishment of other forms of gambling. This should be done by every state in which they exist or can find the opportunity of existence.

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Judge Groff is a very bad man to allow himself to be voted for on the non-partisan ticket, but we would bet a five dollar bill against a nickel that Ballou would not refuse to run on a non-partisan ticket if he could only induce anybody to put him on.

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