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Geo. B. Tschuck, secretary of The Bee Publishing Company, does solemnly swear that the actual circulation of The Daily Bee for the week ending August 25, 1888, was as follows:

Table with 2 columns: Day and Circulation. Sunday, August 27, 15,215; Monday, August 28, 15,000; Tuesday, August 29, 14,800; Wednesday, August 30, 14,600; Thursday, August 31, 14,400; Friday, August 25, 14,200; Saturday, August 26, 14,000.

Sworn to before me and subscribed in my presence this 25th day of August, A. D. 1888. N. P. FELL, Notary Public.

After all it may turn out that Cleveland is only coddling.

COME into the union, Miss Canada, and all will be forgiven.

THE lovers of fast horse-flesh will not be disappointed at the string of entries for the fair races.

PRESIDENT CLEVELAND going down deep into his breeches' pocket for a \$10,000 contribution to the democratic campaign fund makes a pretty big hole in his last month's salary.

OUT of consistency, the delegates to the deep water convention at Denver, ought to partake of those beverages only which will constantly remind them of the purpose of the meeting.

THE cow has become the symbol of politics. The nomination of James T. Hoard, the great dairy king of Wisconsin, for the governorship of that state, makes the cow, and a Jersey one at that, the badge of the Badgers this fall.

THIS fact that the republic of Hayti has driven out its president ought to impress Dr. Brooks of the prohibitionists and General Curtis of the American party with the necessity of transferring the campaign immediately to that island.

CHAIRMAN BALCOMBE is prodding those property holders who are putting off to the last moment the laying of permanent sidewalks in the stone sidewalk district. He has given them grace until the 25th inst., when the city sidewalk contractor will step in and do the work.

THE county commissioners have awarded a contract to Bailey & Olson for fifty thousand sewer brick to be delivered at Florence. Why should the county build a sewer at Florence at the expense of Omaha tax-payers, for Omaha pays about nine-tenths of the taxes of the county.

THIS campaign is destined to bring out some joint political discussions after the manner of the Lincoln-Douglas debate, thirty years ago. Chairman Jewett, of the Indiana democratic committee, is preparing a challenge for a joint discussion between Hovey and Matson. A debate between Blaine and Carlisle is also talked of, but it is not likely to take place.

THE news comes from Wall street that the negotiations between President Adams of the Union Pacific, and Henry Villard, of the Northern Pacific, looking to the revival of the joint tripartite lease, has fallen through. This leaves the Union Pacific's present position unchanged as regards the Oregon Railway and Navigation company's lines. The next move on the railway chess-board will be watched with interest.

THE attention of congress has been called to the fact that government bonds have gone up five per cent in the past few months owing to the activity of the secretary of the treasury as a purchaser. Senator Beck has therefore pointed out the danger of a possible bond trust whereby ten men in this country could corner all the bonds and send them up one hundred per cent. This remedy appears to be in the repeal of the sinking fund laws in order to counteract any move of bondholders to corner bonds.

THE usual midsummer falling off in pork packing has affected all the large pork packing centers, notably Chicago and Kansas City. Omaha, although sharing in the depression usual to this time of the year, shows up better than any of the other cities. Chicago packed 1,430,000 hogs from March 1 to August 22 in 1887. For the corresponding time this year the number packed was 1,305,000, showing a loss of 125,000. Kansas City has a still poorer record. In 1887 the number of hogs killed was \$16,630. For 1888 for the same period the number has fallen to \$25,000, a clear loss of over 190,000. For Omaha there is a gain of 41,000 in the number of hogs slaughtered this year. In the light of these facts, it does not take a prophet to predict which city will lead in the pork packing industry within the next twelve months.

Our Sensational President.

Mr. Charles A. Dana says Mr. Cleveland is the most sensational president the country has ever had, and cites the evidence as follows: The silver coinage letter to General Weaver foretelling commercial disaster and financial calamity, was a great sensation. So was the civil service letter to Mr. Curtis. So was the appointment as minister to England of E. J. Phelps. So was the marriage, often denied, and yet at last beautifully confessed. So was the tariff-smashing message of last December. But now this anti-Canadian, anti-British, true blue, North American, Jacksonian message lays them all out.

It may be interesting to inquire what those several sensational circumstances have amounted to. As to the first, its immediate effect was to array four-fifths of the democratic party in opposition to the president, and it was a long time—something like two years—before this effect began to disappear. Meanwhile the country continued to prosper, thus demonstrating that Mr. Cleveland's apprehensions of calamity were groundless. He of course had really no opinion of his own on the subject, but wrote under the direction of Mr. Manning or Manton Marble, who in turn were under Wall street influence. With respect to the civil service letter the country knows, and Mr. Curtis himself has admitted, how far short the administration has come of fulfilling the pledge conveyed in that letter. Instead of the reform the country hoped for there has been a mockery which has caused more than half the people to look with contempt upon the policy of civil service reform. The appointment of Phelps has been harmless, except to the extent that it is not a true representative of American feeling and sentiment, but instead a toady to the English aristocracy. The next sensational incident in Mr. Cleveland's presidential career was one that the whole American people heartily approved, and doubtless all of them regret that it has thus far been unproductive. There is certainly no disposition to make any political capital out of his failure in this respect. The effect of the "tariff-smashing message" will not be fully known until after the sixth of next November, but the present indications are that Mr. Cleveland will not subsequently to that date recur to it as a source of pleasing reflections. It will also be some little time yet before the full effects of his last sensation are developed, but in the light of his obvious motive it can hardly be of more advantage to Mr. Cleveland than those which preceded it. The abortive results thus far of the president's sensations do not assure them a very conspicuous place in history.

Hill or Defeat.

The cloud that has for some time past hung over the democratic situation in New York is still lowering and no man can tell with certainty what will be disclosed when it shall clear away. As the date for the assembling of the democratic state convention draws near, the anti-Hill sentiment manifests itself with great vigor and increasing bitterness. The mugwump newspapers especially are persistent and unsparring in their abuse of the governor, repeating from day to day their warnings to the democracy that to renominate him will be to insure the defeat of the state ticket and put in peril the chances of the national ticket. Hill is denounced by them in unmeasured terms as having dishonored the executive office of the state and shown himself wholly unworthy of confidence or respect.

The reply of the supporters of Hill, and they are doubtless in the majority, to all this is that the governor is the ablest and most popular democrat in New York, having all the strong points of availability, that he has been faithful to democratic principles and to his friends, and that if he is not renominated the defeat of both the state and national democratic tickets must inevitably be the penalty. They will listen to no suggestions of compromise or any arrangement that does not include Hill as the next candidate for governor.

Meanwhile the question that fills all with anxiety is, "What is the attitude of Mr. Cleveland in the matter?" The New York Sun, which is earnestly for Hill, says that there is a perfect and entirely satisfactory understanding between Cleveland and Hill, but the Sun's authority is not to be accepted unquestioningly. At all events, the democracy of the empire state is in a dilemma, and it is certain that whatever shall be the outcome somebody will be seriously hurt.

A Little Too Antiquated.

The venerable democratic candidate for the vice-presidency has returned to his home, and while his going forth was marked by considerable interest and curiosity, it made no distinct impression that will benefit his party. His speeches have unquestionably been disappointing. They lacked freshness, force, spirit and timeliness. As a matter of fact, although he spoke a number of times, he made in the main but one speech. What he said on the two principal occasions during his trip was in the same vein, varied only slightly in the manner of presentation. Giving almost exclusive attention to the tariff, he demonstrated that he knew very little about its details, and his repeated definitions of the nature of a tariff were simply amusing in view of the universal knowledge on that point, which months of discussion in congress had supplied. Mr. Thurman seemed to be impressed with the idea that what the people required was primary instruction in tariff principles, when every fairly intelligent voter in the land was long ago advanced beyond this and had for months been studying the effects of the operation of those principles. The trouble with the old gentleman was that he had himself failed to keep up with the class on this subject, and as something was expected of him he could do nothing better than expound what he had learned up to the time when, years ago, he ceased to give any thought to the tariff, and when he was counted among the sturdiest opponents of any degree of protection. Of course enlightenment of this sort was not what the democracy had hoped for and ex-

pected of the "Old Roman." He was placed on the ticket not so much for his well-attested democracy, or for his acknowledged integrity, as for the intellectual service it was thought he could render the party. His nomination was especially applauded because it gave brains to the ticket which it was believed would be of great usefulness and influence in the campaign. The president cannot with propriety go about the country making speeches. It would not be well to leave the greater part of the oratorical work of the campaign to the southern leaders of the party. The brains of Mr. Thurman were therefore required to expound democratic principles and arouse the democracy of the north to action. Expectation mounted high when the veteran statesman started out to open the campaign. We ventured to say there are few democrats now, from the president down, who, if they should speak truthfully, would not confess to feeling a little "tired."

Men of all parties have a kindly feeling for Mr. Thurman. His ability, in the direction in which it has been employed, is freely acknowledged. His sincerity, his rugged integrity, his incorruptibility, are heartily conceded. But it is obvious that as a political leader this veteran of seventy-six years has outlived his usefulness. He is no better fitted to lead the democratic forces in this vital campaign than would Von Moltke be to command the German army in a great war. The new circumstances and conditions call for men whose minds are free from the moss and mold of the past, and are capable of being impressed by the fresher thought and the facts of today. Mr. Thurman's resources are too antiquated for the demands of the present.

STATE AND TERRITORY.

Nebraska Jottings. Twelve divorce cases are on the docket for the next term of court in Box Butte county.

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A Daves county farmer claims to have a record-breaker in a five-acre field which produced 248 bushels of wheat from eight bushels of seed.

The tower on the court house at Chadron is nearly completed, and now the people think that the one thing needful is a town clock to place in it.

The third annual fair of the Hayes County Agricultural society will be held at Hayes Court September 4, 5 and 6. It promises to be the most successful yet held.

The people are kicking because Barnum gives the town the go by just as he did eight years ago. The Prettiest thinks she is a good enough town for even the "greatest show on earth."

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Very neat invitations have been issued for the Nebraska City bridge celebration next Thursday. The preparations for the event are in an advanced stage, and it is expected to entertain the biggest crowd which ever gathered within her limits. Genuine western hospitality will be extended to all.

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The Masons of Des Moines are beginning to make a report on the northern Iowa branch of the Grand Chapter of Iowa Royal Arch Masons which is to convene in Cedar Rapids on the 29th inst. The grand officers, together with the other grand officers expect to hold a grand chapter school of instruction on Saturday and Sunday prior to the convention of the grand lodge. The grand secretary, Past Grand High Priest S. S. Beave, of Creston, will be in charge, and instruction will be given in the course of several degrees, and each degree will be exemplified and conferred on actual candidates.

In several localities in the state the druggists are declining to take out new permits to sell liquors under the pharmacy law, passed last winter. In Black Hawk county all the druggists have made an agreement not to take out any more permits, and on the general issue of the law, they have agreed that they will sell no liquors to anybody for any purpose, whatever. Some of the druggists of the Missouri valley, however, have concluded. The new law has such stringent provisions that many self-respecting druggists say they will have nothing to do with it, and they will not be troubled with the liquor for the necessities of the community can be obtained.

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Two Ways of Doing Business.

Dry Goods Chronicle: The report of the department of agriculture for July, on pages 319 and 320, affords a good illustration of how some railroad-observers their duties to the public and some do not.

On page 319 a schedule is given of the rates of the Washburn, St. Louis and Pacific railway, which operates under the east and west trunk line classification, and which makes a discrimination by putting small quantities in a higher classification, of about 50 per cent., against a small shipper; while on page 320 the schedule of the Louisville and Nashville road is given, which operates under the Southern classification, and which makes no discrimination against the shipper of less than car load lots.

The one policy makes the common carrier a powerful agent to make the large shippers larger and the small shippers smaller; the other recognizes the duty of a common carrier to the public, to treat the small shipper justly, whose vote had as much to do with conferring the franchises under

state convention. The name of the metropolitan of the Missouri was also changed to Platt.

But few of the country papers of the state have as yet had an opportunity to express an opinion on the vote of the late republican convention. A limited number have referred to the outcome briefly, and here is what they say:

Nebraska City Press: Loese was nominated and Yost was left. Even yet there is a Lord in Israel. The ticket is a good one; one of the best, taking it as a whole, ever nominated in the state. The Press can support it heartily and conscientiously.

Hawaii Courier: Mr. Grosshans of Salt Lake, failed to secure the nomination for the office of state auditor at the state convention Thursday, and his defeat occasions sincere regret in his home county. His successful competitor, Mr. Benton, will undoubtedly receive a full vote in this vicinity, but many will wish, as they deposit their party ticket in the ballot box, that it had contained as one of the nominees of the convention, Clay county's representative, the well-known and respected wharfer he is known, Henry Grosshans.

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which railroads exist as that of the large shipper.

It is not too much to say that the unjust discriminations of railroads have had more to do with creating inequalities of wealth in this country than any other one agency. The inter-state commerce law was enacted to prevent this, yet the spirit and intent of this law, evaded under the guise of "classification," putting less than carload lots in a much higher class than carload lots, thus preventing the small shipper from choosing in what market he will buy or sell his goods, compelling him to buy of his local dealer, building up a class of middlemen, and accomplishing by trick and device the same results which were accomplished by special rates, rebates and drawbacks before the enactment of the interstate commerce law.

How long will the farmer and small merchant submit to such injustice?

Fast Train Service.

A number of papers have undertaken to prove that the fast time made on the London & Northwestern recently is not the fastest ever made in the world. The New York Evening Post has gone to considerable trouble to collect the figures and facts on the subject, and from that article the following extracts are made: "Three years ago there was some doubt as to the relative speed of the best English and American passenger trains. Even then the best judges thought that the balance was slightly in favor of England; to-day it is exactly the reverse. The London (London and Northwestern railway) runs a train 400 miles in eight hours. On the opening day this train arrived at its destination eight minutes ahead of time, having made the run at the rate of fifty-one miles an hour, including stops, or fifty-three and three-fifths miles, excluding stops.

The first of these figures is quite without precedent for the distance in question, or in fact for any long-distance run. The fact is not that the London is faster than any American record which surpasses it in many particulars. On the West Shore road, July 9, 1885, a special train a trifle heavier than the Scotch express, was run from East Buffalo to West-hawkon, 122 miles, in 2 hours and twenty-three minutes, including twenty stops. A special train, arranged on short notice, was of course liable to detentions of this kind. It is said that one hour and thirty minutes was lost in this way. On the late Chicago and North-western, who's sudden death this summer, while in the performance of his duties as yachting editor of the New York World, is still fresh in the mind of the public. Some forty pages have been added, giving complete lists of American yachting in 1886 and 1887 by Charles E. Clay, editor of Outing, and author of "Bermuda Yachting and Diablings." These new chapters are illustrated with portraits of all the best yachtsmen, and a complete list of the derbills of Alva and Mr. Munro's Now Then.

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