

THE DAILY BEE.

E. ROSEWATER, Editor.

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Average, 21,076.

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THE NEBRASKA DEMAND.

The eastern press, even that portion of it which professes a desire to be fair, falls into the railroad way of reasoning that a reduction of transportation rates would not benefit the producers of Nebraska. We have so frequently combated this idea, with reasons which seem to us irrefragable, that it appears like a work of supererogation to go over the ground again.

These who make this contention must necessarily maintain that railroad charges exert no influence, or an influence relatively inconsiderable, upon the prices of commodities. Such an assumption every man of practical intelligence will repudiate. All men familiar with economic conditions know that the cost of transportation is one of the most important in its bearings upon the cost of commodities. It is a factor of prime consideration, and in the progress of modern affairs, nothing has exerted a greater influence upon the course of values than the cost of transportation.

All the improved appliances of production and the economical utilization of labor by means of labor-saving machinery have not had more to do with determining values than this matter of the cost of transportation. If we could imagine a system of production such as prevailed say half a century ago as existing contemporaneously with the present system of transportation facilities we should be the better able to comprehend how greatly the cost of the latter has had to do with determining values. After the cost of labor it is undeniably the most important factor in the price of commodities.

It is this incontrovertible fact which sustains the demand of the farmers of Nebraska for a reduction of the rates charged by the railroads on corn. The influence of supply and demand is of course not lost sight of. Every intelligent farmer understands what this means. But he knows also that whatever the odds on one side or the other, the cost of transportation enters largely into the ultimate value. There is no getting away from this position, and the efforts of the railroad managers and those who are in sympathy with them to befog the producers with the argument that transportation rates play an insignificant part in fixing the prices of their products will not stand the test of intelligent examination.

The demand upon the railroads in behalf of the farmers of Nebraska simply is that the rates upon their staple product shall be placed upon a fair and equitable basis as compared with that of other states. Nobody has asked that the railroads shall make exceptional rates in favor of the producers of this state. The farmers of Nebraska do not ask and do not require any discrimination in their interest. They simply demand, what is just, reasonable and equitable, to be determined by what is accorded to the producers of other states. They do not desire that any special favor shall be shown them, but they do ask and insist that they shall not be discriminated against and placed at an undue disadvantage in the markets of the country. They believe that this is the position they occupy now by reason of the excessive charges of the railroads—charges which, by comparison with those in Iowa, Kansas and other states, can be clearly shown to be unjust and unreasonable—and they ask that this discrimination shall be remedied.

This is the whole meaning and purpose of what is called in the eastern press the "Nebraska demand." If there is any injustice in it, if there is anything in it that is not justified by the facts, the railroads will have the opportunity to show before the federal commission wherein the claims of Nebraska are at fault. The farmers of this state will await the result with the fullest confidence.

THE ALIEN OWNERSHIP LAW. Congress a few years ago passed a law prohibiting aliens from acquiring title to lands or real estate of any kind in the territories. This law was passed for the reason that organized companies of foreign capitalists had taken up immense tracts of the public lands on which were placed large herds of cattle, and in many instances had obtained by purchase tracts of land embracing thousands of acres. This law prevents aliens from investing in mines as well as in lands, and to that extent is objectionable to the mining regions. In all of the territories the governors have recommended that the law be amended so as to permit aliens to invest in mines and to report a bill repealing so much of the law as prevents aliens from investing in mines. There was a disposition shown in the committee to report a bill to repeal the law entirely, but after consideration it was thought that such a measure could not be passed, and therefore the committee decided to confine its recommendation to amending the law so as to relate to the mining interests.

It has been abundantly demonstrated that the effect of the law, as far as the mining regions are concerned, has been to keep out a large amount of capital that would otherwise have been invested there, and the mining communities generally are in favor of the proposed amendment. Very soon after this law was passed it became apparent that its effect would be very harmful to the mining interests of the west. As soon as the meaning and scope of the law were understood in the foreign stock exchanges there was an immediate abandonment of all investments in mining stocks, and it became impossible to negotiate the sale of mining shares except upon guarantees that made the purchasers perfectly secure. The result has been very damaging to the mining interests of the west, and it is unquestionable that many millions of foreign capital have been kept out of investment in the western mines by reason of this law.

In its primary purpose the policy of prohibiting the investment of foreign capital in this country in such a way as to absorb vast tracts of alluvial soil, and the expediency of maintaining that policy will not now be questioned. But when this is made to shut out the investment of foreign capital in mining interests, which usually comprehend only a very small area and that not of a character to be available for agriculture, the matter assumes an altogether different aspect. The bill introduced in congress reflects the sentiment of the west for a modification of the law, which will allow the investment of foreign capital in mining enterprises without permitting those wholesale purchasers under which foreign syndicates have become possessed of vast areas of land in this country.

AN IMPERATIVE DUTY. In the light of the experience gained at the county and city elections last fall, there is no room for argument on the question of increasing the polling places in the city. The main point is the number of polling places necessary to enable every qualified voter to exercise the rights of citizenship without hindrance or delay. There is no occasion for hasty action. The council should consider the question in all its bearings, and particularly with regard to the coming state election.

Four separate amendments to the state constitution will be voted on at the November election. Prohibition and high license, though incorporated in one act, are distinct and will require separate ballots and boxes. The third amendment proposes to increase the number of supreme court judges from three to five, and the fourth proposes an advance in the salaries of the district and supreme court judges to three thousand and thirty-five hundred dollars respectively. In addition there will be a complete roster of state officers elected, one congressman, four district judges, a clerk of the court, twelve members of the legislature, one county commissioner, and such local propositions as may be submitted.

All these will require at least five ballot boxes. The difficulties and delays experienced at the local elections, the lack of system in the registration list, and the incompetency displayed by a majority of the judges and clerks, renders imperative a radical redistricting of the city. Of the seventeen thousand voters registered at the city election not more than seventy per cent voted. With the labors of the judges and clerks doubled at the state election, and three or more parties in the field with long tickets, it is clear that the number of polling places must be sufficient to prevent crowding and the disfranchisement of voters. It is safe to estimate that the registered vote of Omaha will exceed twenty thousand next November. By providing one polling place to each four hundred voters, the city would have fifty voting booths. This number would not be too much, in view of the labor devolved on the judges and clerks, and the necessity for prompt counting and declaration of the result. It allows one minute and a half for each voter to cast his ballot.

Another important point should be considered and acted on by the council. The registration law compels non-registered voters to appear at the city clerk's office with two freeholders of the ward, to swear in his vote. The intent of the law is to facilitate, not to hinder the exercise of citizenship. The council should therefore authorize the city clerk to appoint a sufficient number of deputies to place one at each polling place.

The one issue of prohibition at the coming election involves the vital interests of Nebraska, the prosperity and paralysis of our commercial and industrial life, and it is of paramount importance that the voters of the chief city of the state should be afforded every facility for voting.

UNWRITTEN HISTORY. The credit of conceiving the idea of building the Burlington & Northern railroad for speculative purposes solely must be awarded to the late A. E. Touzalin. The execution of that brilliant plan and the method and manner by which this stub road became a thorn in the flesh of the Burlington system and a disturber in the happy railroad family are worthy of the luckiest strokes of a Jay Gould and afford an illustration of the scandals in railroad construction and management. When A. E. Touzalin, long connected with the Burlington, severed his connection as vice president in 1883 and went into the service of the Atchison, he waited for an opportunity to strike a blow at his old friend and to display his ability as a railroad magnate of the first rank. He thereupon conceived the project of building a road along the east bank of the Mississippi from a point near Burlington to St. Paul. This was a field fully occupied with railroads. The best railroad authority of the country, notably Thomas H. Potter, then with the Burlington, recognized the fact that the road could not pay and that its construction threatened danger. Strange as it may seem, however, Mr. Touzalin interested in the plan a number of directors of the Burlington itself who pledged the support of that road in the face of the strong protest of the other members of the directors. Mr. Touzalin and some of his friends holding two-thirds of the stock of the Burlington & Northern, leaving the other third in the hands of the Burlington managers, pushed his road rapidly to completion and opened it for business November 1, 1888.

From the first it was bent on mischief and took its chances of being absorbed by the Burlington after the example of the Nickel Plate. Two policies were open to the Burlington: to treat its adventurer as an enemy or to foster its interests as a parent. The latter course was chosen. Swallowing its pride the Burlington concluded to court the favor rather than to risk war with this swaddling infant. Accordingly an agreement was drawn up between the two railroads for a twenty years' traffic arrangement of amity and friendship. But from the beginning, the new road failed to earn operating expenses and interest and ran head over heels in debt. The policy mapped out by its

projectors was carried out to the letter. It began even before the war of prominence which has involved the railroads west of Chicago. It fomented strife and trouble wherever it could. It purchased peace by bringing its powerful rivals to terms, and finally triumphed by compelling the Burlington to buy up the controlling interest of three hundred and sixty-five miles of road at a fabulous price after feeding and fattening of the Burlington's revenues for four years. How much of this blood money went into the pockets of the original promoters and of the Burlington directors who held the parent for the benefit of the unnatural offspring may never be known. But the story of the Burlington & Northern adds a dark chapter to the history of construction and operating rings. Between the lines one may read why it is that the people have lost faith in railroad financing.

NEBRASKA AND THE NEW STATES. The letters published in THE BEE during the past two months, detailing the characteristics, resources, development and prospects of the four new states, and Wyoming and Idaho, soon to be admitted into the union, furnish reliable and unbiased data, derived from actual observation and inquiry, to aid in forming an intelligent opinion of their future possibilities. Nebraska does not suffer by comparison with any of them, although in the production of the precious metals, of lumber, fish and coal, and of wheat in the Red river valley, they severally claim precedence.

Interior Wyoming is fitted mainly for stock raising with incidental farming. Its inexhaustible stores of coal are as yet scarcely touched, although for twenty years there has been a constantly increasing output. Of its oil development which is as yet confined to experimental borings, great expectations are justly formed, and the iron industry will in the near future attain to a great development. The two or three railroad lines which are now passing west beyond its eastern borders, will soon render practicable development in all directions, which will insure at an early day a large and prosperous population.

The development of the gold and silver mines of Montana is on the increase, both in the direction of production and of new developments. In the production of copper the Butte City mines stand second only to the exports of Lake Superior. In stock raising the state, east of Helena, has possibilities beyond computation, and in connection with that industry the raising of small grains and fruits, already successfully begun, will attain to great importance as incidental to its development in the directions above named.

Idaho here the same can be justly said. Nearly as in Montana, vast tracts of land require an artificial supply of water in order to become productive. With irrigation one-third of each state will produce the small grains and the fruits and vegetables in the greatest abundance. Idaho in its mining development, is rapidly approaching the front rank among the Rocky mountain states, and its known resources have been as yet only touched. In both Idaho and Montana there are supplies of timber adequate for the uses of the people for many years to come.

Washington west of the Cascade mountains, will year by year surpass its present growth. To the production of fish, coal and lumber no assignable limit can be fixed. Western Washington will take the precedence in small fruits and vegetables, which are remarkable alike for their variety, quantity and quality; and it will as the timber disappears, and with the construction of roads through the heavy forest bottom, become in the course of two or three generations a prime farming country. Its leading cities on Puget Sound, with these resources back of them, cannot diminish in their present importance. What city will ultimately assume precedence—whether Tacoma or Seattle, or some third entrepot which is yet to arise—it is impossible now to predict. The question is one which will finally be settled by railway needs and opportunities, and by the condition which ocean navigation imposes. Eastern Washington, which has a lively and growing city in Spokane Falls on the Idaho border, possesses in its valleys resources for agriculture, and especially for stock raising on its high plains, and bids fair to take a prominent place in its mining development and in that of northern and central Idaho.

The eastern one hundred miles of the Dakotas are much like eastern Nebraska, only that wheat instead of corn is the leading crop. General agriculture is, however, becoming more important. The Red River valley in North Dakota, and almost equally the valleys in the south and east of South Dakota, are phenomenally productive. The deep and rich soil is underlain with a substratum of limestone possessing strengthening qualities, and only intelligent and careful farming is needed to render it permanently productive. From Yankton north through both Dakotas, and west nearly to Bismarck, there is supposed to be an underlying body of pure water, which can be reached by artesian wells, throughout its whole extent, as it is already tapped at numerous points in two of three counties. The country west of Bismarck in North Dakota is not inviting to agriculture, especially in stock raising, and especially in sheep. It is destined to take the first rank. South Dakota west of the Missouri river, recently opened to settlement by the purchase of reservation lands, possesses no attractions at present to the husbandman, and few even to the stock raiser. The most that can reasonably be looked for in some years to come is that little by little the business of stockraising may become profitable and extensive. So far as agriculture is concerned, while the soil possesses the elements of productivity, the absence of moisture must be a bar to the pursuits of farming. When the Black Hills are approached, however, this condition disappears; there farming is successfully carried on, and certain crops are raised which in quantity are not second to those even of eastern Dakota.

Upon the whole, no state has been found, and no considerable section in any state among the six above referred to, which bears comparison with Nebraska in all the elements of successful farming—in good soil, variety of productivity, abundance of moisture, pure air and an equable climate. There is not in any of these localities anything which should for a moment tempt the average farmer, stock-grower or fruit-raiser in Nebraska to abandon his tried and proved soil and climate in search of "fresh fields and pastures new." Of course the climate of the northwestern states may possess attractions to the enfeebled and the diseased. For persons in ordinary health and strength nothing whatever is to be gained by a transfer to the conditions presented for industry and enterprise in the new states. The opportunities for business and money making are equal in most Nebraska towns and communities to those presented in the cities and towns of Montana and Washington. Here, as there and everywhere, it is the character of the business man and his methods, rather than any mere advantage of location that determines his success or his failure. Those new states are, like others two thousand miles away, pleasant places to visit. The magnificent mountain views, the noble forest scenes, the far-reaching landscapes, the beautiful water vistas, the plains and valleys, the rivers and cascades, all possess a novelty and interest to the visitor from the rich and beautiful Nebraska prairies. But scenery, while it is attractive to those from other regions, is not the all-important thing. It cannot outweigh the elements existing here which attract the husbandman to the soil, which win the business man to the pursuits of trade, and which render society at once beautiful and beneficial. Schools, churches, libraries and theaters exist there as they exist here. As to bettering his condition, the merchant, the professional man, the farmer, the laborer can do that here as well as there. It is the character, the aims, the method, the determination that makes the difference in men there or here, and the world over. There are doubtless thousands of people, residents in the states to the east, who can better their condition by going to the new states, as they indeed might do by coming to Nebraska. But no Nebraska who is reasonably successful in his chosen pursuit, can better himself by the change. There is nothing in the way of lands easily productive equal to the lands of Nebraska. Nowhere else is the climate so favorable to production and health. The Nebraska farmer and business man should remain content with his state, his condition and his lot. These cannot be improved by any change which removal to a new field and new conditions would bring.

HERE AND THERE. A very active scramble is just now going on among the young attorneys for the assistant United States district attorneyship. Said a disinterested observer yesterday: "Yes, young Mr. Balbridge has gone to Washington to see what he can do for his fencibles, and to test his steel with that of Ralph Breckinridge, who is considered in the lead for the vacant office. Yes, I am told there are a score of candidates for the important place. It's the honor, they seek, you know—not the salary. Then, of course, the appointment is something of an advertisement."

"I learn that R. S. Ervin telegraphed Senator Anderson for the place the day Gurley declined it, and that the senator has written certain parties here to leave who will not be a score of candidates for the important place. It's the honor, they seek, you know—not the salary. Then, of course, the appointment is something of an advertisement."

"I wish our banks could be induced to have some style about them and abolish this title of 'cashier.' It doesn't represent what people suppose and to me is a standing source of uneasiness in conversation."

It was William Wallace of the Omaha bank who thus gave expression to his feelings, after having been requested by no less than five men in three minutes to cash checks. At the time he was chatting with a Bee reporter on amusement topics, and being compelled to break into the conversation so frequently, long enough to direct his customers' attention to a paying teller across the office, irritated him.

"What sort of distinguishing mark would you substitute should the title of cashier be abolished?"

"Anything not calculated to convey the impression that the money is handled here."

"I believe they use the word 'manager,' which is appropriate and really covers the work of the position. Nine tenths of the people present themselves at my window simply because they see cashier in gold letters above it, supposing that I handle all the money, when the fact is I hardly ever touch the stuff. A paying teller always does that part of the work."

"How many dollars does your man handle in the course of a year?"

"I have no idea, but he is always busy as you see him now."

"He seems to fill the truck about his cage as though its value had very little weight with him."

"That is true of all bank employees, and an old man said to me when I was a boy that it spoiled young men to work in banks. They soon learn to regard money as having no particular value and spend more than they make."

A tall, weather-stained man, with long red mustache and blue eyes walked into the Omaha National bank yesterday morning and President Millard inquired whether Paymaster Wilson kept his money there or in some other depository.

"I think we have a few dollars belonging to him," replied the president. "Way, do you want to get some of it?"

"That is what I came in for, and you will oblige me by cashing this."

In the mean time Mr. Millard's visitor had gone deep down into the recesses of his inside pocket and brought up a dirty looking paper which when unfolded proved to be a draft for \$500.

"Get somebody to come in and identify you and we will give you the money for it."

"Well, I am not acquainted here and expect it will be hard to find any one who can vouch for me."

"Unless you can do it we cannot advance the money."

"I think the stranger turned sadly about and slowly walked out."

"Why do you put him to so much inconvenience and trouble," asked a reporter who happened to overhear the conversation.

"Because it is one of our rules," replied the banker.

"But you could easily put him down as an honest man. Have you no tact for reading human nature?"

"Yes, I would, were I a betting man, wager ten to one that this fellow is honest, still we can't be too careful and must treat all people alike. Men are often put to much inconvenience to get themselves identified, but there is no place to draw the line except where we have it drawn."

W. J. Arnold, who has charge of the beef killing department of Armour's Kansas City packing house, was a guest of his old friend, Jake Marzee, several days last week at the Millard hotel. Speaking of an alleged mutual admiration entertained by Philip D. Armour and Senator Vest, (sarcastic, of course), the conversation naturally drifted out to Mr. Vest's great beef investigating hobby.

"I am sure," said Mr. Arnold, "that he will witter up and blow away before discovering anything resembling a combination among packing men to control the meat product and prices in this country."