THE DAILY BEE

E. ROSEWATER EDITOR.

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SWORN STATEMENT OF CIRCULATION

State of Nebraska, } ss
County of Douglas, }

George B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of THE DAILY BEE for the week ending January 17, 1891, was as follows:

Sunday, Jan. 11	35,285
Monday, Jan. 12	30,831
Tuesday, Jan. 13	30,435
Wednesday, Jan. 14	30,153
Thursday, Jan. 15	29,809
Friday, Jan. 16	29,140
Saturday, Jan. 17	29,183
Average	30,692

GEORGE B. TZSCHUCK.

Sworn to before me and subscribed in my presence this 17th day of January, A. D., 1891.
(SEAL.) N. P. FEIL, Notary Public.

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

George B. Tzschuck, being 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 January, 1890, 19,555 copies; for February, 1890, 19,761 copies; for March, 1890, 19,815 copies; for April, 1890, 20,564 copies; for May, 1890, 20,188 copies; for June, 1890, 20,501 copies; for July, 1890, 20,162 copies; for August, 1890, 20,759 copies; for September, 1890, 20,870 copies; for October, 1890, 20,762 copies; for November, 1890, 22,130 copies; for December, 1890, 23,471 copies.

GEORGE B. TZSCHUCK.

Sworn to before me, and subscribed in my presence, this 31st day of December, A. D., 1890.
N. P. FEIL,
Notary Public.

THE Indian temper has been notably sweeter since General Miles sent the braves a supply of sugar.

COLONEL FORSYTHE will face his accusers with a diamond hilted sword, presented him by his Nebraska admirers.

THE American paragrapher has had lots of fun with Nebraska in the last few weeks, but the joke is getting a little threadbare now.

IN THE light of the council investigation, the plumbing superintendent should heed the suggestiveness of his name and plunge into private life.

CENTRAL AMERICA is on the verge of another war. It is to be hoped that somebody will get thoroughly and permanently whipped this time.

AFFLICTIONS multiply in Kansas City. An amateur boomer proposes an air line road to the gulf, thus increasing the troubles of a town already overburdened with wind.

As chairman of the state relief committee General Thayer has an opportunity to continue the splendid work in which he has been enaged for the last two months.

THE bounty on maple sugar is a sweet morsel of overripe protection to "infant industries." But Vermont is as much entitled to a pull on the national treasury as Louisiana.

TELLER and Wolcott have made up their minds to swallow ex-Senator Hill as a monetary commissioner, but the face they make up while performing the act is not at all becoming.

STATISTICS of crime show that 4,290 murders were committed in the United States last year, and only 102 of the criminals were convicted and executed. No wonder crime is rampant.

COLORADO is rich in mines of every description. It has not a foot of naturally arable land. And yet its agricultural product in 1890 surpassed in value the output of all its mines. That fact represents the triumph of irrigation.

THE Nebraska delegation in congress cannot more effectively guard the commercial interests of the state than by insisting on unobstructed railroad entrance to Omaha. No charter for bridging the river at this point should be granted that does not provide for the passage of railroad trains.

THERE were three states at the beginning of the year that had gubernatorial contests on hand. But Nebraska is the only one of the trio that is still wasting valuable time on that account. The legislatures of New Hampshire and Connecticut have settled their differences and got down to business.

SENATOR FASSETT of New York announces that he will move to California because he is convinced that New York is disgustingly democratic. He has been the most prominent of the Platt leaders and was said to be booked for governor. It is plain that the New York democrats are driving the bright men west by placing a prohibitory tariff on the offices.

THE Omaha newspaper that advocates the abandonment of the semi-arid counties to stock raising attempts to betray the settlers into the hands of their worst enemies. Ask the people of Kimball county who is responsible for the fact that their farmers are not building irrigation ditches this winter and receiving pay from the proceeds of county bonds, instead of asking aid from the state.

DESPITE a vigorous beating of the drum, the great western railroad syndicate fails to materialize. The hidden mainspring of the movement to organize a massive pool is gradually coming to light, and exposing the long-bladed knives which the larger are running into the vitals of the smaller corporations. The unity and harmony which prevailed at the New York meeting is succeeded by general distrust and positive denunciation. The present condition of affairs promise an early war rather than prolonged peace.

FINANCIAL IMPROVEMENT.

The Omaha bank clearings for the past week show an increase as compared with the corresponding week of last year. For the four preceding weeks they had shown a decrease. The improvement in the local financial situation thus indicated reflects a general change for the better that has taken place since the beginning of the year. This is due both to an increase of the circulation and to a partial restoration of confidence. During the month of December the circulation was increased $24,000,000, made up of gold and silver certificates, gold coin and legal tender notes. According to the last treasury statement of the currency account the total amount of money in circulation at the beginning of the present year was $1,528,935,943, which would give an average holding of over $24 for every man, woman and child in the country. The amount of gold in circulation is $35,000,000 larger than it was a year ago, the amount of silver certificates $25,000,000, gold certificates $22,000,000, silver dollars $6,000,000 and United States notes about $3,000,000. There is thus shown by the official figures to have been an increase in the circution during the past year, including all forms of currency of over $90,000,000, while national bank notes to the amount of $20,000,000 were retired, making the net increase of circulation $70,000,000. This is nearly doble the amount wh ich some of the ablest financiers regard as a safe annual addition to the circulation in order to keep pace with the growth of population and business.

The improved confidence in financial circles is due to several favorable conditions. One of these is the better outlook for the transportation business of the country. There is more faith in the successful operation of the new agreement between the presidents of the western roads, the effect of which is to remove the apprehension that existed of widespread disaster to the carrying interests from a continuance of conflict between them. Another favorable condition is the promise of improvement in most of the manufacturing industries of the country. The iron and steel interest is at present somewhat depressed, but with this exception there is little complaint from manufacturing enterprises. Still another fact is that the long-continued monetary stringency weeded out most of the weak and speculative class of business men, and those who have gone through the pinch have established a claim to confidence that financial institutions feel called upon to recognize. It is very probable that the growth of confidence has been somewhat checked by the financial propositions in congress, but the fear of radical legislation is very likely not so great nor so general as it was some months ago. At any rate, the improvement in the financial situation, both locally and generally, is a welcome fact, and there is no reason to suppose that it will not continue.

A BILL THAT OUGHT TO PASS.

Senator Moore of Lancaster has introduced a bill providing that all counties having less than 125,000 population shall be governed by three commissoners, and all having more than that number by five. This is a wise measure and ought to be enacted into law.

It is aimed at the cumbersome and expensive system of township supervisors now in vogue in a number of counties in Nebraska. The present system is prolific of evils and abuses that can only be reached by a stringent state law. It is true that counties now have the option to choose either the commissioner or supervisor system, but in the nature of the case the law is practically void. A board consisting of from twenty to forty township supervisors is a political machine not easily overturned. Having one or more representatives in every township, and controlling the appropriations for every road, bridge or other improvement that is asked, the board of supervisors is in a position to perpetuate itself in spite of public opinion. There are several counties where commissioners are preferred, but the power of the extensive board over merchants, newspapers and all classes of people doing business with the county, is too great to admit of a fair discussion of the question.

The supervisor system compels the employment of from twenty to thirty men to do the work which could be done far better by three. It is enormously expensive to the taxpayers. It divides responsibility among so many that it is impossible to fix it upon individuals. The worst botches in the construction of court houses and the most notorious scandals have occurred where a large number of irresponsible supervisors have been employed instead of three level headed commissioners. There is no excuse for the further existence of this expensive and ineffective system.

A state law is required to remedy the matter, and therefore the Moore bill, or one like it, should be passed.

INDEPENDENT BRICK YARDS.

One of the great drawbacks to building operations in Omaha is an almost total lack of independent brick yards. With few exceptions, every brick manufacturer is a contractor and the output of the yards as well as prices are gauged by the number of contracts secured.

A majority of building enterprises are projected during winter. It is the time for consideration and preparation of plans, and the making of all necessary arrangements for active work at the opening of the building season. But builders are met at the threshold of work with exorbitant prices of brick. With the scant stock on hand controlled by contractors, builders must either accept their terms or defer operations to a later period. The effect of this grasping policy is conspicuous every spring. It chills enterprise at the outset, delays active building operations, inflicts serious loss on mechanics and indirectly injures trade. The temporary gain to the brick combine is overbalanced by the reduction of the building season as well as the total amount of work.

The annual capacity of the Omaha yards is about one hundred and fifty million brick. The stock on hand at the present time is 10,000,000. One year ago it was 16,000,000. It is safe to say the reduced stock on hand will serve as an excuse for another squeeze in prices the coming spring, producing the inevitable paralysis of building operations at the opening of the season. The claim that brick is sold at bed rock prices in Omaha is untrue. With facilities for the manufacture of brick equal to those of Kansas City, Omaha prices are from one to two dollars more per thousand the year around, in addition to the regular spring squeeze.

The radical extension of the fire limits affords tempting inducements to capitalists to open and operate independent brick yards in or near the city. The raw material abounds everywhere, and all that is required to rear a profitable business is capital, energy and stable prices for the product. The success of the enterprise is beyond question. The demand is pressing and local capitalists should promptly move in an enterprise that not only guarantees remunerative returns on the investment but will bring about competition in brick making and give independent contractors an equal show with those operating brick yards. The time is ripe to force a division in the combination of brick making and contracting and give stability to prices during the building season.

REFORM IN RAILROAD RATES.

A radical reform in the cost of passenger fares on American railways is a certain development of the early future. It may come through peremptory legislation, or by the adoption of progressive ideas on the part of railroad managers, but in one form or another it is sure to be realized, sooner or later.

The state railroads of Hungary and Austria have recently put into practical operation the zone system of railroad tariffs, which is based upon a theory fundamentally different from that prevailing in this country. It has been the subject of agitation in England since 1840, but the real attempt to organize the movement for this reform dates no further back than 1883, when a distinguished Austrian economist began in earnest to press it upon the attention of railroad managers and the government. The state railway office of Hungary was the first to adopt his theory, but it was quickly followed bythe government railroad managers of Austria, and later by the private corporations of that country.

The American mileage rate is based on the theory that it costs twice as much to haul two passengers a given distance as to haul one. The zone system assumes that this theory is erroneous and attempts to adjust railroad charges on the theory of uniform letter postage, within certain limits. The entire length of a railroad is divided into zones, adjusted both for local and distance traffic. Discarding the Austrian terms of kreutzers and kilometres to express cost and distance, and putting it in the American form of cents and miles, tickets are sold as follows: The lowest ticket is 4 cents, good for any station within 6.2 miles; the next costs 8 cents, good for 12.4 miles, and for longer distances as follows:

12 cents up to	18 miles
16 cents up to	31 miles
26 cents up to	40 miles
32 cents up to	50 miles
40 cents up to	62 miles
49 cents up to	79 miles
60 cents up to	93 miles
70 cents up to	108 miles
80 cents up to	124 miles
100 cents up to	155 miles
120 cents up to	186 miles
140 cents up to	217 miles

After the twelfth zone the additional fare is 20 cents for every 31 miles or fraction thereof.

It is interesting and instructive to compare these rates of the Austrian railroads with the rates now prevailing in Nebraska. The following table is based on facts furnished from railroad headquarters and makes the comparison with points on the Union Pacific west of Omaha:

	Miles.	Present Fare.	Zone Rates.
Fremont	46	$ 1.10	$ .32
Columbus	91	2.60	.60
Grand Island	153	4.41	1.00
Kearney	196	5.68	1.40
North Platte	291	8.54	1.40
Sidney	414	12.24	2.80
Denver	569	18.15	3.80

It is not to be hastily concluded that the fare from Omaha to Denver ought not to be more than $3.80, instead of $18.15. Such a conclusion would be unjust to the railroads. In Austria there is a small extra charge for baggage, and the rates above quoted are for third class accommodations, which are doubled for the best coaches and fastest trains. Then, too, the population to the square mile is vastly greater in Austria than in Nebraska. But this does not affect the principle.

The indisputable fact is that the cost of railroad service all over the United States is out of all proportion to the cost in the most progressive countries of Europe, and that our rates are based upon the erroneous theories that it costs twice as much to carry two passengers as one, and that the science of railroading consists in charging the public all it will stand. Both theories are exploded by the experience of the last six months in Austria and Hungary, where it is not to be conceded that either the people or government are intellectually superior to ours.

There is no apparent reason why the zone system can not be applied to American railroads, at least to a limited extent. The mileage rate in this country varies from 2 to 3 cents, and this rate is maintained in our most densely populated states. Massachusets, with more people to the square mile than either Austria or Hungary, and New York, with fully as many, pay from 2 to 3 cents a mile on their enormous traffic, instead of 6 mills, as in the foreign countries quoted. If density of population has not operated in favor of low rates in all the years that railroads have been established in the United States, why should it now be regarded as an obstacle to at least a partial application of European methods?

The fact is that American railroads have been slow to see the fallacy of Jay Gould's theory that passenger and freight charges should be "what the traffic will bear." They have never been willing to give a fair trial of the principle of small profits and large business. And yet all the evidence at hand favors the latter principle.

The report of the interstate commerce commission shows that the average train consists of three cars and one-half, with a capacity of 200 passengers. But the average train carries only 42 passengers—21 per cent of its capacity. The 42 people who travel are thus required to pay for the accommodations of the 158 who do not. The result is high fares for the traveling public, with no corresponding degree of profit to the railroads.

What have the cheap fares of the zone system done for the Austrian and Hungarian railroads that formerly found difficulty in making their earnings meet expenses? The first five months showed a net increase of 133 per cent over all the lines, while in eight months the local traffic in the vicinity of Buda-Pest rose from 255,000 persons to 4,367,586—an increase of 1,600 per cent. There is another good illustration near at hand. In 1890 the Chicago & Northwestern reduced its mileage rate from 3.31 to 2.17 and thereby increased its business 200 per cent. These facts are well worth the study of the people, the lawmakers and the railroad managers.

Austria and Hungary have one advantage Americans do not possess. The government owns or controls their railroads, and when the king issues a decree it is carried into effect. In this free country there is no king so powerful as the crowned heads of our railway systems, and when the people issue decrees they find it very difficult to make them heeded. The Hungarians pay no interest on watered stocks and bonds, which is another point in their favor.

But, in spite of the difficulties which surround our railroad problem, the time is coming when it will be solved on a basis more just to the public and, very likely, more advantageous to the railroads themselves.

METHODIST WOMEN.

The indications are that women will have representation in the next general conference of the Methodist Episcopal church, which is to be held in Omaha in 1892. Full returns of the vote of the churches on the question of admitting women to the supreme legislative body have not yet been made public, but about three-fifths of the districts have made their returns, and these give 196,828 votes in favor of the proposition to admit women and 117,674 against. It is believed that later returns will not reverse this verdict or materially affect its proportions, so that it is doubtless safe to say that one of the most important issues under discussion in one of the greatest religious bodies in the world is decided so far as the laity is concerned. This, however, is not final. It yet remains for the annual conferences and the general conference to give the final decision, and in order to make complete the victory of the movement in favor of feminine representation in the general conference it is necessary that three-fourths of the ministers who are to vote this year shall vote in favor and two-thirds of the members of the general conference. But these requirements do not cause apprehension to the advocates of the innovation, who argue that as the ministry, prior to the conference of 1872, respected the vote of the laity in 1869. So it may reasonably be expected that the ministry voting in 1891 will show respect to the vote of the laity in 1890. It is suggested, however, that it would be no compliment to the laity of the church for the general conference to ask its views on a question so important and then to have that expression overridden and defeated by an adverse vote of the ministry, while it is not to be expected that those who did not choose to vote at all are to have their votes counted as in any way in opposition to the decision of those who obeyed the summons of the general conference and cast their votes upon the question. It would therefore be a matter of astonishment if the ministry should fail to ratify the vote of the laity. Yet as a matter of fact there has been a very pronounced hostility among the ministry to admitting women to representation in the general conference.

Until the year 1872 the general conference of the Methodist Episcopal church was composed entirely of ministers. The agitation for lay representation was continued for a number of years, and was finally successful in 1871, laymen having been first admitted to the conference in the following year. Subsequently women were elected as reserve delegates and prior to the general conference of 1888 as regular delegates, but after a long and animated discussion in the conference they were rejected, the ministerial vote being against them by a small majority. Then it was resolved to submit the question of the admission of women to a vote of the entire adult membership of the church, and this was done last October and November with the result already stated. It was urged in favor of the proposition that women by their intelligence, their devotion to the church, and their interest in its institutions and operations, were entitled to recognition in its chief legislative body, and that the spirit of Methodism in recognizing the rights of women in the church demanded this measure. The opposition was on the ground that the measure was against precedent, against the teachings of scripture, and was likely to lead to woman suffrage in the state and to the ordination of women as preachers. The large majority in favor of the proposition will be accepted as substantial evidence of the progress of more liberal views respecting the rights of women, at least in the churches. Women are greatly in the majority in the Methodist Episcopal church, it being estimated that they comprise at least two-thirds of the membership, and they are also the most vital force in Methodism, as in other denominations. It must be confessed that the churches would have but a feeble life without their faith and devotion, their earnest labor and unflagging zeal. The church being thus so greatly dependent on them for its welfare and success, it would seem to be not only a matter of justice but of sound policy to admit them as counsellors in the highest legislative body of the church. Manifestly this is the view of a majority of the Methodist laity, and if the ministry should refuse to sanction it now the agitation will continue until it triumphs. What may follow, or proceed from, the attainments of this demand of women for a broader recognition in church affairs it would hardly be profitable to conjecture.

CATTLE PRICES IN THE FUTURE.

The stock raisers and feeders of Nebraska, Kansas and Iowa have brought their cattle to a low market for several years past. There is apparently reason to hope for better prices hereafter if it is true that no combination exists to depress the market without regard to supply and demand and the cost of production.

In his elaborate statement submitted to the senatorial committee on November 30, 1888, Mr. Philip D. Armour made a good showing for the theory that overproduction was alone responsible for the persistently low prices which had prevailed up to that time. In this issue of THE BEE his argument is carefully reviewed in the light of the latest statistics of the business, and shown to be no longer tenable as an excuse for low prices in the future.

During the past year the receipts of cattle at Chicago, Kansas City and Omaha have been increased 18 per cent. In the same period the foreign market has increased over fifty-five per cent and the home market at least three per cent. The demand has thus made a net gain of 40 per cent on the supply. In the meantime the cost of fattening corn-fed cattle for the market has increased nearly four hundred per cent. If the natural laws of supply and demand and cost of production govern the price of cattle, must not prices show a substantial increase in the immediate future?

If this result does not follow will it not be justifiable to infer that there is an unnatural combination to deprive the producers of their just share of the profits of the beef business?

SENATOR FAULKNER of West Virginia has made a record as a prolific talker which we believe has never been exceeded in congress. He begun a speech on the elections bill Friday evening and concluded it Saturday morning, having occupied twelve hours in its delivery. Speeches occupying more time than this have been made in the British parliament, and the cases are doubtless numerous in which forensic oratory has been drawn out to a greater length, notably in the trial of Warren Hastings, when one of the lawyers talked more than sixty hours. But we think Mr. Faulkner extended his speech over more time than was ever before occupied by an American congressman, although John Quincy Adams, in replying to charges preferred against him in the house of representatives, answered an inquiry as to how much time he would probably occupy by saying that he might be able to finish in a month if he was not interrupted. The charges were withdrawn. The West Virginia senator spoke just three times as many hours as Daniel Webster occupied in his celebrated speech in reply to Hoyne, and it need hardly be suggested that there is a more noteworthy difference in the merits of the two efforts.

THE salaries paid by railroad companies to employes is a private matter, but when a corporation forces competent men out of service by starvation wages and imperils the lives of passengers, the public has a right to protest. The reduction of the wages of operators on the Milwaukee road cannot be justified by the management. It is a penny wise and pound foolish policy, which will react on the business of the road. Next to the engine men, the telegraph operators occupy the most responsible position in the operating department of a road. The running of trains is in their hands. The safety of life and property depends on their competency, reliability and care in forwarding and receiving orders. A single mistake may plunge a train to destruction. It is the height of folly to squeeze this class of skilled workmen. Such a policy will harvest a sufficient number of disastrous wrecks to more than wipe out the pittance saved from the reduction of wages.

EMMA ABBOTT'S public career was as full of generous deeds as her domestic life was pure and ennobling. It may be said of her that cheerfulness was her poem and good will her lyre. The spirit that guided her footsteps and shaped her destiny is conspicuous in the disposition of her estate. After providing liberally for immediate relatives and friends, nine churches in which she worshipped are given $5,000 each, and the remainder of the estate, estimated at nearly $1,000,000, is to be divided equally among various eastern benevolent institutions for the care of the young, the aged and infirm. Neither sex nor creed hedge her bequests. Christian and Hebrew, Catholic and Protestant, are treated alike. Her benefactions are as broad and free as her career was boundless. They accord with generous impulses that dominated her life, and add affection to admiration in the public's memory of the American songstress.

THE officers of the National American Woman Suffrage association announce that the 23d annual convention will be held in Washington city from February 26 to March 1. The circular that makes this announcement expresses an enthusiastic faith in the favorable prospects of the cause for which the association has been laboring for nearly a quarter of a century, and eloquently congratulates the friends of woman suffrage upon the victory achieved in the admission of Wyoming "with equal rights for women guaranteed in its organic law."

NATIVE shrewdness did not desert the Indians in the hour of defeat. The surrender of ancient arms will enable them to put in a claim for modern weapons in the near future.

ONE by one the combine sunflowers fall by the wayside.

The girl that can make the kitchen fire
Without the coal oil can
Is the coming girl. Let's hear no more
About the coming man.

THIS AND THAT.

Under the head of "Omaha Modesty," a writer in the St. Louis Post-Dispatch discusses the destruction of Bouguereau's "Spring" in this city by Warbington and characterizes the act as most criminal. "But," says the writer, "last week I heard another exhibition of modesty in art that was as amusing as it was pleasing and touching for its very innocence. A family who were about to leave the city had in the house an exquisite collection of statuary, many pieces of which, owing to the contemplated removal, were sold to friends. Among the beautiful works of sculpture was quite a large-sized one of Venus in the undraped manner in which the goddess usually is shown. An Irishman was sent to convey the statue to its owner, and he rolled cheerily up in his wagon and called for that for which he was sent. Very promptly the marble Venus was handed to him and the companion who had come with him, another man of his own country. For a moment the two men looked aghast, then crimsoned with shame, and before carrying the offending goddess to the wagon they looked furtively up and down the street to see if any one was unfortunately in sight. Only in the distance were people approaching (but unobserved from a window was the young lady artist who told me the story). Then a bright thought flashed through the mind of the first man. It was cold, but he was also modest, and his keen sense of modesty forbade his going through the streets with the undressed Venus with him. So, for a moment pale and white, was the goddess placed lonely on the ground whilst the overcoat of the man who was to carry her was hastily taken off and presto, as swiftly wrapped about the chiseled form of Cupid's mother. Then with this achievement and the nude statue warmly covered with his overcoat the man walked triumphantly to the waiting vehicle, and placing the overcoated goddess securely in it, drove to his destination in great content. It was an intensely amusing scene, but there was a pretty vein of delicacy beneath the ridiculous aspect, for he who could not understand art certainly did that of not offending modesty."

"I never had much use for an Indian and never will," said an Omaha man the other day while discussing the Sioux outbreak. "They will steal anything they can carry away and that they think will be of the least use to anyone. I'll tell you of an illustration. Only a few years ago I ran a little store in the northwestern part of the state where the Indians were considerably thicker than they are now. In those days we lived chiefly on canned goods, and the tin cans, after being emptied of their contents, were thrown out of the back door, that being the easiest way of getting rid of them. By the wind or other means the cans became scattered around until the ground in all directions about the house presented a very unsightly appearance, being covered with cans of all sizes and shapes. My wife had spoken to me several times about it, but I was at a loss how to get rid of the cans except by picking them all up and carrying them away. However, one day an idea struck me and I decided to try it that very afternoon. When I went home to supper I told my wife that I had a means of getting rid of our old tin cans and explained the details. She doubted my ability to make the scheme work successfully, but I told her to wait and see.

"After supper I went out and began to sort out the cans, apparently with great care, and piled them up in little piles of a dozen or so in each. Just as I expected, while I was engaged in this work some squaws passing by stopped to see what I was doing. It was a new sight for them to see a white man apparently about to make some use of old tin cans. The news evidently spread rapidly, for before I had completed my work there was a group of at least fifty bucks, squaws and children watching me and jabbering continually among themselves. I paid no attention to them and as soon as I had the cans all nicely piled up went into the house. By this time it was growing dark fast and I sat down and patiently waited for developments.

"In the course of an hour or two we heard several rattlings and I said to my wife, 'There go the cans.' Sure enough the next morning when we opened the door and looked out, not a can could be seen; all had mysteriously disappeared."

Omaha and THE BEE have secured a great deal of advertising out of the Indian troubles from the fact that nearly all of the dispatches to the newspapers of the country have been sent from this office. Some of the advertising, however, has not been to the advantage of the city. A well known press operator here received a letter from his mother in Virginia the other day pleading with him not to expose himself unnecessarily during these troublous times. "I know," she wrote, "that your business calls you out at night and that you are obliged to expose yourself to some extent. But, my dear son, to relieve your mother's anxiety, promise me that you will not venture into the suburbs after dark."

THE MODEST MAID.

Life.

"He told me," said the modest maid,
"I was the pearl of pearls;
My charms displayed would overshade
Ten thousand other girls.
He vowed I was his cherished prize,
His goddess, his delight;
He praised my eyes more blue than skies,
Their glance than gems more bright,

He swore gold glittered in my hair,
No word could tell my worth;
He called me fair beyond compare
With anything on earth."
"And trust you," asked the matron wise,
"In what he says to you?"
From the maid's eyes shone sweet surprise:
"Of course! I know it's true."

WINTER SPORT ILLUSTRATED.

New York Herald.

WHERE THE FUN DOES NOT COME IN.

Tobogganing down on a slippery slide
Is the
blissfullest
kind of
bliss;
But it isn't so funny when you strike a stone
And land
on
your
head
like
this!

OUR PASTOR.

New York Herald.

He tends his flock on Sunday,
Makes parochial calls on Monday,
And on Tuesday, Wednesday, Thursday,
He may generally be found
In the thickest of the tea fights;
Friday and Saturday are off nights
Devoted to the sermon which
On Sunday he expounds.

THE GALLANT SKATER.

New York Sun.

They stood beside the frozen pond,
The ice was clear and thin;
The girl was timid, he was brave,
And straightway stumbled in.

She screamed; he smiled, then tenderly,
Though shiv'ring, he said:
"Be calm, my own, for fools rush in
Where angels fear to tread."

BAD TASTE.

He took her to the play,
And she was passing fair;
He sat by her side with an air of pride,
As though he were glad to be there.
Her voice was soft and low,
She smiled as maidens can;
But it's a fact that after each act
He went out to see a man!

AMONG STATE NEWSPAPERS.

THE COUNTRY EDITOR.

He is little and meek, and you'd scarcely dream
He'd ever a word to say;
But you ought to hear his adjectives stream
In a woful, wicked way,
When copy for puffs comes in by the ream—
From patrons who do not pay.
—New York Herald.

H. W. Hill has become the editor and publisher of the North Platte Telegraph.

The West Union Gazette announces that it is the "loudest paper for its size published in Custer county."

The plant of the Daykin Era has been moved to Hebron, where it will be used by the Mail of that place.

A. C. Gray has started a democratic paper at Stockham, Hamilton county, which he has christened the Vidette.

It is reported that the Platte Center Argus has been purchased by a stock company and will be moved to Columbus.

The action of the Holt county alliance in boycotting a number of papers has called forth severe condemnation from the O'Neill Item.

Colonel E. P. McCormick, late editor of the Oakdale Pen and Plow, has departed for Phoenix, Ariz., where he will make his future home.

The editor of the Cordova Graphic warns the business men of that place that if they want the paper to stay they must come to the front and advertise.

F. E. Matson has retired from the Davenport Lancet, and the new owners, Slagel & McLeese, have changed the name of the paper to the People's Weekly Journal.

The Miller Union observes that the average country editor finds it rather difficult at the present time to find news enough to fill up his paper; but he finds it more difficult to collect money enough to pay paper and coal bills.

The following "Card of Explanation" appears in a Friend paper: "The name Free Press seems to be a 'noo-do.' Therefore the best paper in Saline county, has its name changed to The People's Rip-Saw. These are hard times, and something is needed which will go through the knots. Zip-zip-p-zip-p-p—buzz-buzz-z-buz-z-z—turn on a little more steam—there! Don't it saw in elegant shape? If you want to see it saw each week, drop a dollar and a half in the slot, and don't 'monkey' with the machinery."

The first issue of the Berwyn Times was a rather remarkable sheet typographically—so much so, in fact, that the publishers felt called upon to write an article of apology with an explanation appended. "When," says the editor, "we came to look over the paper, saw many words misspelled, by the letter, z in place of, x. And d's b's & p's promiscuously misplaced. Now we do not wish the readers of the Times, to think we dont know any thing about spelling. We think the former publisher, got in a hurry, and threw his type in the case any way to get it out of his way. We think there will be less mistakes hereafter But we want the reader to bear in mind, we are new in the business, and we are not infallible."

The following notice has been issued by President Marvin and Secretary Simmons: The nineteenth annual session of the Nebraska Press association will be held at Beatrice on Thursday and Friday, January 29 and 30. Arrangements are being made to insure a thoroughly good meeting, at which the practical business interests of the members, as well as the social pleasures, will be looked after. The exercises will include an address by Hon. H. M. Bushnell of Lincoln, a poem by Mrs. Ella W. Peattie of Omaha, and papers upon subjects of interest by some of the best writers in the state. It is hoped that all members of the association and their wives will be present, and that those newspaper men who are not members will attend the meeting and join the organization. The energetic and hospitable citizens of Beatrice promise that the association will be well entertained, and an enjoyable session may be expected.

PASSING JESTS.

The ghost dance has been transformed into a rifle ball.

Faith, Hope and Charity—the loan of an umbrella.

Charity begins at home and is one of the most confirmed home bodies to be found.

Boston Commercial Bulletin: "My husband is very fond of animals," said Mrs. Furber; "last night in his sleep he turned over and said: 'Take out something for the kitty.'"

New York Herald: Sophocles McBean—Just one more kiss, Viola; those others were such little ones!

Viola Bacon—Well, what do you expect when a girl's chewing gum?

Chicago Inter-Ocean: "The home of the Keely motor is in Philadelphia, isn't it?" asked Mrs. Shattuck. "Yes," replied her husband. "You might have known that from the fact that it doesn't go."

Washington Star: "What is it, Algie, my boy?" inquired old Clubster of the young man sitting pensively before the fire. "Nothing, governor, only thinking!" "Thinking, Algie! Thinking? and you a popular society man?"

New York Herald: "Now, Mr. Bronson, we want a scriptural quotation for our church fair tickets. Can't you think of one?" asked the fair maid.

"Certainly," said Bronson. "How will 'A certain man fell among thieves' do?"

Chicago Tribune: "Ever had your life insured, old fellow?"

"No. Companies won't take me. Heart action too feeble. Nobody to insure my life for, anyhow."

"Ain't you married?"

"No. Heart action too feeble for that, too."

New York Herald: St. Peter—Well, young man, how did you get in here? What is your business?

Young Man—I am an amateur photographer, would you allow me to take a shot at the pearly gates?

St. Peter—The elevator is just going down, step right in; we press the button, you do the rest.

A DOLLAR EACH.

Only a glitter of golden hair
Over her sealskin collar!
But those glints come high, and I'll dare swear
That this one cost a dollar.