

THE DAILY BEE.

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The Bee Publishing Company, Proprietors. SWORN STATEMENT OF CIRCULATION. State of Nebraska, County of Douglas, ss. Geo. H. Teschke, secretary of The Bee Publishing Company, does solemnly swear that the actual circulation of THE BEE for the week ending March 5, 1892, was as follows:

Table with 2 columns: Day and Circulation. Sunday, Feb. 28, 28,145; Monday, Feb. 29, 23,580; Tuesday, March 1, 24,017; Wednesday, March 2, 25,017; Thursday, March 3, 24,002; Friday, March 4, 25,753; Saturday, March 5, 24,291. Average, 24,505.

Sworn to before me and subscribed in my presence this 5th day of March, A. D. 1892. Notary Public, N. P. FEIL.

Average Circulation for January 24,324. FREE raw material and plenty of it is the chief difficulty with the democratic presidential market.

OMAHA clearings continue to climb upward. The increase for last week was 32.2 per cent over the corresponding week in 1891.

The German court recently released from the Nebraska penitentiary has not thus far captured an American heiress. He has not had time.

The right of eminent domain would be worth a good deal to Omaha just now when she has money to expend upon parks and park improvements.

"Doing nothing as hard as we can," is the sententious but truthful answer of Congressman Burrows of Michigan to an inquiry as to what this congress is accomplishing.

The Gatch bill ought to pass the Iowa legislature. This conviction is fixed by the fact that the extreme prohibitionists and the extreme low license men are both opposing it.

OFFICIAL statistics are responsible for the statement that more than \$100,000,000 of untaxed money lies comparatively idle in the treasuries of the religious societies of the United States.

IF THE price of wool abroad had not fallen as much as that of the American product, there would be more sense in the effort of free traders to convince intelligent wool growers that the tariff for their protection is responsible for the low prices.

THE fact that a Denver jury has brought in a verdict of guilty against the Denver official hoodlums is not reassuring to the individuals in this city to whom the grand jury has already given attention, or to those yet to run the gauntlet of investigation.

MINNESOTA has done herself the credit of contributing over 1,500,000 pounds of flour to the Russian famine sufferers. She has also raised \$6,000 in cash to help transport the food to its destination. Minnesota's generosity entitles her to the admiration of the world.

DR. VERDI, the Italian physician who made himself notorious in connection with the Rudini New Orleans episode, is Congressman Springer's attending physician. Nevertheless his friends are encouraged to believe the chairman of the committee on ways and means will recover.

ANOTHER movement to disfigure Farm or any other business street by a promiscuous planting of telegraph poles will result disastrously to telegraph and motor poles. The people will voice their indignation by a demand that they shall all go under ground, and the city government under authority granted in the city charter will enforce the demand.

THE Chronicle closes a review of Sir Edwin Arnold's talk in San Francisco with the significant remark: "It was a magnificent audience but scarcely an enthusiastic one; it had come out to hear a lecture, to enjoy a literary effort and not a mere reading." This may console some of the Omaha ticket-buyers who did not hear "The Light of Asia."

WHEN the National Cordage company has gobbled up the alliance stores by means of the National Union company, and has destroyed the tow mills and twine factories of the west by the removal of the low tariff on binder twine, its Canadian plants will be in position to clinch the farmers at pleasure. A little common sense investigation on the part of Nebraska farmers will show them that the National Cordage trust is behind the proposition to take off the tariff of seven-tenths of a cent per pound upon binder twine and nobody will accuse this gigantic combine of philanthropical motives in the effort.

ARCHBISHOP IRKLAND's clerical and lay enemies made a mistake in following him to Rome with their personal attacks. The progressive American prelate is quite likely to bring back the red hat of a cardinal when he returns as a consequence of the false and malignant aspersions by which it was sought to prejudice Pope Leo against him. The archbishop is certain to win his way in a personal interview, for he is frank, earnest and magnetic. Not only so, but he has the respect of the best elements of America of all faiths and is, next to Cardinal Gibbons, the most influential Roman Catholic in the union.

RAILROAD RATES IN IOWA AND NEBRASKA.

The annual report of the Iowa Board of Railway Commissioners for the year 1891 has just been made public. The report is exhaustive in every detail and commends itself to our State Board of Transportation as a basis for meeting the demands of the people of this state. According to the exhibit made by the Iowa commissioners the rates which were put into effect February 3, 1889, and by which the tariff rates were very materially reduced, have not bankrupted the railroads. On the contrary, a steady increase in the tonnage and revenues has ensued. The tonnage for the fiscal year 1891 was increased by 1,389,882 tons over the corresponding period in 1890. Although there was a steady decrease in the revenues from Iowa business under the low rates fixed by the railroads themselves in 1887, 1888 and 1889, yet since the rates fixed by the commission have been in force nearly all the roads show a marked improvement in business, the aggregate climbing from \$17,148,309 in 1889 to \$43,102,399 in 1891. The commissioners affirm also that the rates they established were a reduction of about 20 per cent on local rates prevailing in 1888. As a result of this reduction the industries of Iowa have been stimulated, the cost of living has been materially reduced and farmers have been able to market their products at better prices. The new rates have greatly benefited the whole state, and the earnings of the railroads have increased thereunder.

For three years past disastrous rates have been given for the most part unknown. The railway policy of the "long-hand" has under the new system been supplanted and an exchange of products between different parts of the state is one of the commendable results. The commissioners sum up their views in the following language: "That statutory control and the commissioners' rates are not depriving the roads of revenues or confiscating railway property," is shown in a comparative table of earnings of the Iowa roads whose mileage is totally or almost wholly within the state for the year 1888, under the rates made by the roads, and 1891 under the commissioners' rates. Comparison is made with 1888 because it is the last year prior to the adoption of the latter rates. The percentage of increase in earnings is remarkable, ranging from 15 to 237 per cent; thirteen out of fifteen roads participating in this prosperity. Two roads only (both exclusively coal roads) show a decrease on account of exceptionally mild winters and strikes in the coal mines of the state.

The conditions in Iowa and Nebraska are not dissimilar. Iowa is chiefly an agricultural state. The great bulk of the local traffic is identical with that in Nebraska. Saving the coal mines, the industries other than agricultural are very nearly the same. Iowa is older, has more people, more railroads and more local trade centers. It also has more strictly local lines of railway. By allowing for the differences of conditions it is by no means difficult to make an analysis of the experience in Iowa upon which to base action in this state. In Iowa as in Nebraska the state board of commissioners are authorized to fix the rates.

The Iowa commissioners have fearlessly discharged their duty regardless of the remonstrance of railroad managers against the reduction of rates. Will the Nebraska state board ever heed the demands of the people for a reasonable reduction of freight rates, which are outrageously exorbitant as compared with the rates charged in Iowa and other western states? A few months ago the Nebraska state board issued a circular inspired if not dictated by the railroad managers in which they asserted that the rates now prevailing in Nebraska could not be reduced without ruining the railroads. The plea made in this circular is that the year preceding had been very unprofitable to the railroads, and a material reduction of freight rates could not be made without crippling or ruining them. The fact is that the Nebraska Board of Transportation is far more solicitous to serve the railroads than it is to serve the people who are taxed to pay their salaries. The people of Nebraska do not want to cripple or ruin the railroads. All they ask is that the railroads shall not levy an extortion to and oppressive tax upon the producers of the state. Last winter when the legislature was in session the railroad managers would have been only too glad to have conceded a reduction of 20 per cent on grain, live stock, coal, lumber and other heavy commodities in the face of the Newberry and Stevens bills, but like Pharaoh of old, their hearts were hardened as soon as the legislature had adjourned, and they would not let their obedient servants on the State Board of Transportation make even the most trivial concession.

What is demanded is not a radical measure like that vetoed by Governor Boyd, cutting into the established schedules indiscriminately and without regard to fair earnings, but a reasonable reduction which will relieve the producers, stimulate traffic and in the long run benefit both the people and the railroads. The Newberry bill proposed to apply the lowest Iowa schedule rate to Nebraska. In Iowa there are 8,400 miles of railways earning for 1891, \$43,102,399, an increase over the preceding year of \$1,784,295. In Nebraska there are 5,400 miles of road and the gross earnings of the lines are not proportionately equal in the two states. Therefore, an arbitrary application of the lowest Iowa maximum rates to Nebraska would not be just to the railways of this state. A reasonable maximum rate based on the Iowa schedule and taking into account the differences in conditions between the two states should be established by the State Board of Transportation just as soon as it can be formulated. Will the board do its duty to the people or will it continue in defiance of the overwhelming sentiment in this state to uphold and sustain the extortionate exactions to which for years Nebraska has been subjected?

THE INTERCONTINENTAL RAILWAY. Some one has recently predicted that before the close of the present century the great project of a pan-American

railway will be an accomplished fact. This is hardly probable, but that such a railway will be constructed in the not very remote future is not at all doubtful. The project, however, is one of such vast proportions that it is not likely to be undertaken until the demand for an intercontinental road is much more urgent than at present. When that time comes, as it certainly will in the progress of commercial development in this hemisphere, there will be no trouble in finding all the capital necessary to carry out the project, and whatever difficulties are in the way will be overcome. It is undoubtedly true, as claimed by the advocates of this enterprise, that the construction of such a road would go far toward securing to the United States the commercial supremacy of the world. Such a bond of commercial union between this country and the countries of South America would give the United States the nearly entire control of the South American trade, and with this secured we should easily be the foremost commercial nation of the world. Hence the project of a pan-American railway is one to be encouraged. There is more to be expected from it in the way of material benefits than from reciprocity agreements and it would be of the highest value in a political sense. The difficulties to be overcome are very great, but they are not insuperable. A well informed writer on this subject says that it would be foolish to attempt a line at present across any portion of the valley of the Amazon east of the Andes, and there may be elevated passes in the mountains which will oppose progress for many years to come, but in spite of all this the demands of commerce will compel the most stupendous engineering undertakings. The ability to attain the desired result will be found whenever the necessity for it becomes manifest and urgent.

It is believed that an intercontinental railway would possess a very distinct advantage for the whole central portion of the United States. The cheaper telegraphic facilities, improved postal service, and ease of specie remittances to all southern points, which will accrue from railroad union of the hemisphere day when New York will become the financial center and clearing house of the world. American influence, says a writer on this project, will flow along such a chain of railroads and its branches as the waters of a river follow its channel and spread into every inlet and cove along its margin. The result will be a commercial conquest of South America which we could never otherwise effect, for without this aid to our supremacy we should be merely upon an equal footing with every other nation which runs fast ships and sends agents to sell to the people of the south. The progress of railroad construction in South America, and more particularly in the states of Colombia and Ecuador, is favorable to the project of an intercontinental road, and it is suggested that advancing in this manner the pan-American railroad will come quietly as a natural growth. We shall have it without hardly realizing how it came, shall fall easily into the use of it, and through its agency our trade and finances will command resources which will place the United States first among the financial and commercial nations of the world. In this view of it the project of an intercontinental railway becomes one of commanding importance.

GENERAL BOOTH'S WORK. Most people have read General Booth's book "In Darkest England and the Way Out of It," which has had so remarkable a sale, or know something of the novel methods proposed by the great captain of the Salvation Army in that publication. The indefatigable leader of this new and eccentric religious organization asked the public of England for an initial gift of \$500,000 and an annual income of \$150,000. This would seem an extravagant demand and few people imagined that he could secure even half the enormous sum required. The prejudice against the Salvation Army and the apparent impracticability of his wholesale charities were thought to be insuperable obstacles in the pathway of his success. However, the money rolled in and a year and one month ago at a great public meeting in Exeter hall the gratifying announcement was made that General Booth had raised \$1,000,000 for the work he had so graphically outlined. He then and there executed a deed of trust to himself as trustee, binding himself to expend the munificent donations of people who had faith in him, for the purposes set forth in his book and no other.

A year's application of the principles advocated by the Salvationist backed by ample funds is a grand vindication of his foresight and a refutation of the statements made, by men who did not know, that Booth had exaggerated the poverty and vice of London and overestimated the number of wretchedly destitute men and women who are unable to earn a livelihood in the world's metropolis. The work as organized by General Booth provides in the first place twelve food depots and night shelters in London. There are also places of the same character maintained in other cities of England but for the purposes of illustrating the working of this original system of organized charity we shall quote only from figures published in the New York Independent applied to London. A shade above the food depots and night shelters to which the hundreds of homeless, penniless denizens of the East End may resort, are the three lodging houses called the Ark, the Harbor, and the Light House, where cheap food and lodging are provided. The popularity of these institutions is illustrated by the fact that during fourteen months ending November 30th last 2,606,548 meals of cooked food were served and 307,000 lodgings were provided. There were 25,000 free meals supplied, 96,555 meals to children, mainly, were furnished at a farthing each. Others were served at half penny and varying prices up to four pence. The beds were furnished at from two pence to four pence per night and the receipts from the people benefited reached \$28,570, the outlay being \$38,140. The general was surprised that the institution should be so nearly self

supporting as all readers will be who are in any sense informed upon the practical bookkeeping of charity enterprises. This is the elementary work of the great plan. The next step is to organize their labor and provide employment for the willing, workless myriads of a crowded city. A labor bureau is conducted at which 15,697 applications for employment were made last year and the Salvationists were able to secure work for 39 per cent. Of the number thus set upon their feet the larger proportion are skilled laborers. There is a vast host of loafers, idlers, ignoramuses and indolent, half-stayed people whom the labor bureau cannot care for and these are taken into "elevators" (factories) conducted by General Booth especially to help men into employment and to stimulate them to honest labor. Food and shelter only are provided for the first four weeks and the first job is usually wood-chopping. Several trades are carried on, however, and willing men are encouraged to learn to do something more profitable than the breaking of kindling. As many as 2,000 men were received into the factories and of this number very few proved to be incorrigible, only ninety-eight being discharged for misconduct and but eighty-five leaving of their own accord dissatisfied. The others were temporarily assisted, found employment elsewhere or still at work in the "elevators."

There is the farm colony to which men are transferred and the city colony where, in a score of ways, men, women and children are cared for and given something to do. No idleness is tolerated and only the feeble and ill are permitted to participate in the benefits of the system without making some sort of remuneration gauged by the age, ability and condition of the assisted unfortunate. The Prison Gate House is maintained for the benefit of released jailbirds and offenders. The officers of the army most discharged prisoners at the prison gates and invite them to partake of the good cheer of the home. During last year 217 cases were received and the figures show that eighty-six went either to situations, to the factories or to the farm colony; eighty-four have left or been dismissed and only four were arrested from "The Bridge," as the home is termed. The others are still in the Bridge. Space forbids speaking in detail of the criminal investigation and preventive branch, the slum work, the rescue work, the help and inquiry department, the farm colony and the over the sea colony, all of which have accomplished good results. The clever but odd individual who began his noble career of helping the vicious classes to a better life by marching the streets with drums, tambourines and other ear-splitting instruments, has set the world an example of practical charity which must prove profitable in the future. By constant association with the poor and the wicked he has devised a system of help for those who have fallen into depravity, or what in some cities is fully as bad, abject poverty, and is unquestionably lifting thousands to a better plane of existence. His ideas, apparently so crude and impracticable, prove the opposite, and unless his life wears out before the system is in full running order its success will be assured inside of five years.

THE EDUCATION OF THE FUTURE. The zeal and energy which are being given to the development of the facilities of education in this country are greater now than ever before, and the most important results are to be expected. All of the old institutions of learning are steadily expanding and new ones are being established on a broader and more comprehensive basis than those we have. In no other department of human activity is the tendency to growth and progress more marked.

The education of the future is therefore a thoroughly live and interesting theme, and it is ably treated in the current Forum by Mr. Clarence King. He observes that education has always followed and reflected the great historic changes of society. From simple utilitarian teachings of savages to the most scientific curriculum of the nineteenth century, education has simply mimicked the last phase of human activity. Hence a succession of one-sided men trained to one or more accomplishments. During 400 years men have been educated with their backs to the future. Now in the age of science, education, like a slow moving, ponderous weather-vane, has swung around and points straight into the future. This century has to its credit two intellectual achievements so radically new in kind, so far reaching in consequences, so closely bound up with the future of the human race, that we stand on the greatest dividing line since the Christian era. Knowledge of the laws of conservation of energy and biological evolution plants humanity on a world of whose character and extent we cannot even yet form any conception. In all the finer blossoming of human identity—poetry, drama, architecture, painting and sculpture—other periods have so far exceeded us that the poor nineteenth century can only stagger and blush. But in knowledge of the scheme of creation and manner of unfolding of the cognizable universe, of the nature of matter, or the broad laws which govern the ebb and flow, the conversion and effects of energy, we rise to a stature that dwarfs for ever the men of antiquity. Until now there never was a great army of sciences, all marvelously trained, all unified by the severe and approved tactics of induction, and inspired by the passion of intellectual conquest.

This is the age of energy; next will be the age of biology. So enormous is the accumulating mass of scientific knowledge, and so stupendous its utility, that there is room for no surprise that education yields like wax under pressure of the most uncompromising and powerful of modern influences. Classical culture is already outstripped and must lag farther and farther behind. Not to know how nature and man manage the conversions of energy, not to see the early light of science beginning to penetrate and illumine the very depths of space, to get no nearer than Job got to the binding together of the sun and worlds, to linger in archaic darkness as to the

building of the earth, to stop where Aristotle stopped in conception of the process of evolution, is to be a man with half his brain unborn. To choose between the old classical and the new technical trainings is simply to decide which side of a man's mind shall be developed and which carefully destroyed. Utility casts the preponderating vote, and in consequence scientific and technical education is expanding out of all proportion to the spread of the classics, and for a long time will assert its overwhelming ascendancy. But the education of the future will aim at the sound training of man. It will seek to produce men the whole round of whose faculties have been exercised into harmonious life.

The statement that a representative of the department of justice at Washington, who caused the indictment of officers of the whisky trust, is now about to proceed in the same way against the cordage trust, suggests that the department of justice has gone systematically to work to enforce the anti-trust law. Months ago the attorney general instructed United States district attorneys that the law having been declared constitutional it must be enforced, but nothing having apparently been done to carry out the instructions the impression obtained that the department had abandoned the idea of proceeding against the combinations. It is now seen, however, that the work of ascertaining facts regarding certain trusts has been quietly prosecuted, and it is probable that the government is in possession of a great deal more information than has been disclosed. This is obviously the most effective way in which to proceed against the combinations, since it gives them no opportunity for concealment before prosecution is begun, and puts the government in possession of indisputable facts. It is not unlikely that in this way the department of justice has secured information regarding a number of trusts, but at any rate it is evidently the intention to enforce the anti-trust law passed by the last congress. The administration could do nothing more certain to strengthen it in the popular regard and confidence.

THE refusal of the British government to renew the agreement with the United States under which the two governments last year undertook to prevent illicit seal killing in Bering sea may result in creating a new and serious complication. In the absence of an agreement the Canadian sealers will undoubtedly resume operations, because there is no reason to suppose they will pay any more attention now to the president's proclamation than they have done in the past. In that case it will become the duty of this government to protect its interests in Bering sea by seizing all vessels found there engaged in taking seal. Undoubtedly this will be done, and the feeling at Washington is that it may bring most energetic protests and perhaps retaliation by Great Britain. That possibility, however, is not to be considered. If the British government will not deal with the United States fairly in this matter, and decides to favor the piratical poachers, this government cannot permit its interests and the rights it claims to suffer because of the danger of protests and retaliation. It shall undertake to protect them. Lord Salisbury has not shown the right spirit in refusing to renew the modus vivendi.

THE council should put through the Sixteenth street viaduct ordinance first. Sixteenth street is already a great thoroughfare. The wooden bridge which has served for a viaduct for several years is liable to break down any day. It is manifestly the duty of the council to have that viaduct replaced by an iron and stone structure adequate for the traffic that passes over the principal north and south thoroughfare. When that is done or as soon as that is provided for the demands of Fifteenth street should be considered and acted on. The danger now is that those who desire to defeat all the viaduct propositions will do so by pretending to favor both.

CITIZENS who have not yet indicated the number of general conference delegates they desire to entertain should do so within the next few days.

Great for His Size. St. Paul Globe. Nebraska celebrated its twenty-fifth birthday as a state on the first of the month. It is doing well for its age.

Elements of Statehood. Kansas City Times. Oklahoma is certainly entitled to statehood. Two of her leading cities are to have professional base ball clubs this summer.

Declining Royal Advice. Chicago Tribune. Some of the Emperor William's subjects who don't like his speeches were Germans long before he became one, and they refuse to emigrate.

A Trade Characteristic. Washington Star. Claus Spreckles stands firm against the sugar trust. This is one of the times when it is a satisfaction to see a man of sand in the sugar business.

Confirms Popular Belief. Globe-Democrat. In deciding that the McKinley tariff is all right the supreme court is merely indorsing what the people have been saying for about a year and a half.

A New Phase of Insanity. Chicago Times. The New York physician who declares one of the symptoms of E. M. Field's alleged insanity is "an unintelligent sadness" has coined a phrase worthy of Grover Cleveland.

Was It a Conscience Offering? Detroit Free Press. Was Mr. Rockefeller's munificent gift to the Chicago university meant as a thank offering or as a conscience appeaser? The amount given is suggestively close to that received by Mr. Rockefeller's oil combination as a rebate on tin.

The Honor of Blair's Bee. St. Paul Pioneer-Press. The silence that has followed Blair's announcement that he is a candidate for president is so vast that the bee in his bonnet must sound like a boiler factory in active operation. Perhaps the whole thing is a matter of wrong diagnosis on Blair's part due to an overdose of quinine.

Grasping Civilization. New York Sun. The humble red heifer is beginning to catch up with civilization, as the precepts and practice of the white man with which he

has been brought into contact are bearing fruit. The Sun noted recently that an Indian in the far west forged the name of the post commander to a check cashed by the check, and disappeared. Within the past week or so another simple red man of Michigan sold his bright to eight separate land concerns and skipped with the proceeds. The Indian who can swindle a western real estate man should be entitled to naturalization, at least.

You Bet It Will. Central City Nonpareil. THE OMAHA BEE says that if the republican party of Nebraska will throw off the corruption yoke, or rather the suspicion of it, it will carry the state all right this fall. The Bee is very ready to give advice, but will it help the party to do this? When a clean man is put up for governor will it stay with him, or will it help elect a corporation tool, as it did in 1891?

VOICE OF THE STATE PRESS. York Times: Nebraska's delegation in the republican caucus convention will be increased by six votes this year and every one of them will be for Benjamin Harrison.

Crete Vidette: THE OMAHA BEE, with its customary "get there" proclivities, published a four page supplement last Tuesday, giving a concise review of the history of Nebraska during the past twenty-five years. It was an interesting paper.

Western Wave: The anniversary of Nebraska's admission to the Union was celebrated by the Nebraska edition of THE OMAHA BEE with another flow of enterprise and greatness rarely shown by papers that have not reached the standard of excellence that is contained in every issue of THE BEE.

Sutton Advertiser: Tuesday's BEE contained a supplement giving the history of Nebraska's admission into the union, the twenty-fifth anniversary of which occurred March 1. It is worth preserving as a record of contemporaneous history.

O'Neill Frontier: If the republicans must have this fall they must insist that the railroad element that has so often dominated and dictated in nominations be relegated to the rear. Public sentiment is nearly always right, and the man who proclaims that the people have no cause of complaint against the encroachments and demands of railroad manipulators is either himself a corporation tool or incapable of clear vision. We believe the bone and sinew, the voting strength, if you please, of the republican party, favoring such legislation as will put railway corporations on a business level with other enterprises that do not have millions at command, and that the disposition is to make these corporations heaters and solidators take a back seat. Now is the time for our republicans to assert themselves for the right. They have the strength, surety, and being close at hand, they can carry off what they will accomplish much more than to seek a new party. The republican party is all right. It is some of the so-called leaders that need "trimming." Proceed to trim.

Grand Island Times: The standard bearers of the republican party this year must be men of honor and integrity, possessing eminent fitness for the various positions to which they aspire, and to whose previous record no breath of calumny attaches. The location in the state of the candidate for gubernatorial honors, while of serious import, is not so vital as the question as to whether he is worthy and commands the respect and confidence of the people. Party bickerings and personal animosities must be laid aside and complete and perfect unity preserved. The ranks of the party must be made so aggressive as to keep the opposition on the run, and there will be no time to be devoted to making excuses of offering apologies for any man whose name may be on the ticket. It should not be a question as to whom we can nominate, but whom we can elect. This is a period of political unrest and discontent, and the cry of the party leath has caused to be terribly. Men and measures must be the basis upon which the battle be waged. Men of sturdy, noble character, of recognized ability and ability; who would be faithful to every trust imposed in them; men whose nomination would honor the party rather than themselves. With such material, and the party committed in its declaration of principles to the advocacy of such measures as would be of unquestionable benefit to the masses of the people, success will be assured. If our candidates are the reverse of this, upon a platform composed of glittering generalities, or any man whose name may be on the ticket, and there will be no time to be devoted to making excuses of offering apologies for any man whose name may be on the ticket. It should not be a question as to whom we can nominate, but whom we can elect. This is a period of political unrest and discontent, and the cry of the party leath has caused to be terribly. Men and measures must be the basis upon which the battle be waged. 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