TERMS OF BURSCRIPTION.

OFFICES.*
County The Fee Building.
Fouth Cmaha, corner Nano 20th Streets.
Council Bluffs, 12 Pearl Street.
Chicago Office, 287 Chamber of Commerca.
New York, Booms 15, 14 and 15. Tribune Building
Washington, 512 Fourteenth Street. CORRESPONDENCE. All communications relating to news and editorial matter abould be addressed to the La torial Department.

BUSINESS LETTERS. All business letters and remittances should be addressed to The Bee Publishing Company, Omaha. Brafts, cheeks and postomere orders to be made pershie to theorier of the company.

THE BEE PUBLISHING COMPANY SWORN STATEMENT OF CIRCULATION. County of Douglas.

George B. Tsschuck, secretary of The Ber Pub-lishing company, does solemnly swear that the actual circulation of The Dally Her for the week ending November 25, 1892, was as follows: Fuesday, November 22... Wednesday, November 2 Phursday, November 24. 24,317 GEORGE B. TZSCHUCK.

Average Circulation for October, 24,421. THE two statesmen from Otoe are not

Sworn to before me and subscribed in my presence this 26th day of November, 1822.

[Seal] N. P. FEIL, Notary Public.

saying a great deal just now. WHEN the fire fiend gets after a dwelling the name of Vanderbilt even

causes it no terror. THE college athlete now since Thanksgiving may have his hair cut, resume smoking and eat several square meals.

MINNEAPOLIS defeated St. Paul at foot ball on Thanksgiving day and even the census figures afford no consolation to the people of the Flour City.

THE country is informed by a hot telegram that Mr. Cleveland slew eight ducks in the Virginia swamps, and the country becomes very tired at once.

THERE is one congress in which Allan Root never fails to get a seat. It is the National Farmers congress, made up principally of men who do their farming by proxy.

THE Homestead strikers have struck their colors, but the Pinkertons must go. That fact alone may compensate organized labor for its costly struggle and discouraging defeat.

A BRISK demand for senatorial lightning rods has sprung up within the past ten days, but ambitious nonentities should bear in mind that lightning does not strike hazelbrush more than once in a century.

THE American members of the inter national monetary conference may fail in their mission, but they will come home with a high opinion of Belgian hospitality and the excellence of conti-Bental dinners served upon solid sil-

LATEST reports indicate a reduction tion in this article is booming. For example, in New York city about 6,000,000 bales, or nearly the whole crop, have changed hands within two weeks. How many more times it will be turned over by the gamblers remains to be seen.

DEAN CURRIER of the Iowa univer sity delivered a lecture in the university extension course recently on Roman roads, showing their superiority to those of the present day, and how we might learn from them the much needed lesson of better roads in this country. It is needless to say that Mr. Currier found a sympathetic and interested audience. And yet he has been lecturing and writing and talking on that subject for years without arousing any interest among practical men.

THE reported collapse of the Chinese manufacturers in San Francisco because they cannot make their financial ends meet is surprising to those who have supposed that a Chinaman could always make money in whatever situation he might be placed. The celestials have at least succeeded in taking millions of dollars out of this country. The amount of gold that they have carried to China from the diggings of the Pacific slope would have added a great deal to the wealth of this country if it had remained here. This tendency to carry away their gains greatly assuages the public sorrow over their reported failure to make money in manufacturing in San Francisco by the employment of cheap laborers who even refuse to register under the Geary law.

THE case of Bagley, the express messenger who stole \$100,000 that was in his care in transit from an Omaha bank to Chicago, has derived a fresh interest from the fact that Hon. James H. Rothrick of Cedar Rapids, a judge of the Iowa supreme court, is trying to create a sentiment in behalf of the prisoner. The judge has written to the county attorney at Davenport, where the prisoner is to be arraigned, and also to the foreman of the grand jury which indicted Bagley, in which he states his belief that the latter cannot possibly be sane and otherwise expresses himself in . the prisoner's favor. In explanation of his course in writing such letters, which he now acknowledges to have been unwise, the judge says that Bagley's father nursed him through a serious illness in the army. Gratitude is a noble vesture and the impulse to do something for the son of his old friend does him credit, but his remarkably bad judgment in acting upon that impulse, considering that he occupies a high judicial position, can only be regretted and condemned. If the case of Bagley should happen to go to the supreme court Judge Rothrick could not sit upon it. A supreme court judge should have more discretion. Whether there is really any ground for the assumption of insanity or not does not affect the matter in the least.

Thirty years ago last July congress granted a charter for the construction of a railroad from the Missourl river to the Pacific coast. A land grant which would have made an empira was voted to the promoters as a subpidy, and bonds amounting in all to over fifty millions of

THE PAUDEC RAILROAD DERT

dollars were issued by the United States to enable the builders of the Pacific railread to raise the necessary means for its construction and equipment. These bonds originally constituted a first mortgage, but were converted to a second mortgage, by the corcupt machinations of the Credit Mobelier ring. The Pacific railroad bonds were issued between 1864 and 1869 as the construction of the road progressed. They were made payable in thirty years and bear interest at the rate of 6 per cent per annum. The first mortgage bonds issued by the company, of equal amount will also fall due on about the same

dates, namely between 1894 and 1899. The history of the Pacific railroads is well known _ The Union, Kansas and Central Pacific roads were each exploited by construction rings made up chiefly of officers of these roads, and millions upon millions were fraudulently taken from the treasuries of these companies and converted into private fortunes. The Central Pacific railroad, under Stanford, Huntington and Crocker was pillaged and scuttled for the benefit of the Southern Pacific railroad, which was built by these railroad buccaneers with the millions they had stolen from the Central Pacific.

The Union Pacific was stripped and robbed in like fishion under the very noses of corrupt government directors, whose duty it was to protect the interests of the government. Extensions were built into Utah, Idaho and Oregon at the expense of the main line and construction rings were enriched while the road was being bankcupted. The change of dynasties in the management of the Union Pacific made no change in the wrecking policies pursued with slight variations from T. C. Durant to Charles Francis Adams and Adams to

Weighted down with an enormous debt the company has levied burdensome tribute upon the people west of the Missouri and taxed the resources of the region tributary to it to the utmost. Although its imperial land grant has been almost entirely swallowed up and its earnings have exceeded \$20,000,000 a year for the last decade, the debt has not diminished. On the contrary it has kept on increasing. The only creditors who have always been provided for are the first-mortgage bondholders. Their coupons have been promptly paid because these bonds have, for the most part, remained in the hands of the Credit Mobelier people and their heirs. They, of course, are safe, no matter what becomes of the road.

During several successive congresses efforts have been made to extend the debt of the Pacific railroads and reduce the interest thereon. The first proposition made by Stanford, Huntington and Gould was to extend the debt sixty years and reduce the interest from 6 to 3 per cent.

Bills embodying that proposition have been recommended by the railroad committees in congress, usually backed by the railroad companies, but they have failed to receive the sanction of 35.10 per cent in the cotton crop as of the national legislature. It is passcompared with last year, and specula- ing strange, too, that every Pacific railroad funding bill has been heartily commended by the board of government directors and by the national commissioner of railways. The report just made by the present commissioner, Mr. Taylor, urges the passage of the senate funding bill with an extension of the debt for 100 years at an interest rate of 2 per cent.

Now if there is to be any extension granted to :h . Pacific roads this proposition would certainly commend itself to the people west of the Missouri, who are expected to pay in the shape of tolls not only the interest, but the principal. The lower the rate of interest and the more remote the payment of the principal the lower the freight rates could be made to the patrons of the road.

But the people of the western half of the continent do not in our opinion favor any Pacific railroad funding bill. They want the road foreclosed and the water wrung out of its fictitious stocks. They want the Pacific road to be in position to compete at fair rates with other lines who now exact exorbitant tolls because the Union and Central Pacific weighted down by a mountain of debt are handicapped and unable to cut rates excepting where they do so secretly in the shape of lawless rebates for favored shippers.

The plea that the foreclosure of the road by the first mortgage holders would entail the loss of the debt due to the government is preposterous. Who is to pay this gebt under the funding bill? The people. If the debt is to be recovered at all it should be by forcing the wreckers who exploited the Pacific roads to disgorge. But to extend their control over the road by funding the debt would be nothing more nor less than legalizing the monstrous frauds and robberies perpetrated by the Credit Mobelier and Central Pacific construction ring and unloading the debt these jobbers have created upon the people of the United States in this generation and for the next hundred years.

NEITHER NEEDED NOR TOLERATED. The prompt and vigorous action taken by the Omaha police authorities in suppressing a disreputable Sunday paper that has long been circulated by newsboys on the streets of this city appears to have produced the result desired. It was not hawked on the streets yesterday and was only circulated surreptitiously. Of course it was to be expected that it would commend the World-Herald and denounce THE BEE, which it did quite freely. This paper plainly said what it thought of that kind of journalism and warmly approved the action of the authorities, but the attitude of our contemporary was rather encouraging than otherwise to these venders of scandal and obscenity. The sheet was largely filled with references to decisions of various courts in regard to the circulation of literature of its class and with silly excuses for the publication of scandals upon the high

moral ground that vice may thus be di-

It is assumed by the Chicago publishers of this disgraceful sheet, which bears the name of Omaha and masquerades as a local production, that the action of the authorities here was a mere passing spasm of virtue and that their vigitance will presently be relaxed. This is not likely to be the outcome of the movement, for it is earnestly supported by a strong public sentiment that is growing rather than dying out. Omaha does not need that kind of literature and will not tolerate it.

ENLARGE THE FIELD. The movement in behalf of home patronage which has made such headway in this state, and particularly in this city, during the past year, is necessarily confined to those articles of manufacture and trade which are produced and sold here, and its extension will naturally depend upon the increased production of such articles. There has of late been much talk among business men of the need of an enlargement of the scope of our industrial enterprises so that the home patronage idea might be more widely applied, for it is now necessary to go outside of the state for many things which the citizens of Nebraska are obliged to bay.

Without attempting to specify all of the articles of common use which cannot now be purchased in this state, one of them may be taken as an example. The steam engine, one of the most indispensable adjuncts of the civilization and progress of the time, is not manufactured in Nebraska, Great numbers of them are used, and new uses for them are constantly multiplying all over the west, but practically all of them come from the east. The trade of Omaha covers a vast territory, in which the employment of steam engines in manufacturing, mining, pumping, farm work and other operations in which men are constantly embarking is steadily and rapidly increasing. The idea that an engine plant in Omaha is practicable is by no means new. Like some other needed enterpriser it has been talked of, and men may be heard to speak of it almost any day, but it does not materialize because everybody

waits for somebody else. Other articles for which there is a growing and permanent demand in the region contributary to Omaha might be mentioned that could be profitably produced here, and the complete suc cess of the home patronage movement requires that the scope of home production be enlarged to cover them all.

UNIFORMITY IN STATE LAWS. The movement for uniformity in state laws, a reform the need of which all lawyers who have given the subject intelligent consideration admit, is making progress. Commissioners, representing eight states held their first meeting to confer on the subject last August, and a second meeting was recently held in New York. The first conference dealt with simple subjects, recommending uniformity in the laws regulating the execution of deeds, days of grace and time of maturity of notes and bills, the certificates of the official character of notaries, justices of the peace, etc., the use of seals on deeds, all matters in which uniform laws would ensure much safer results in ordinary business deal-The conference also adopted judicious suggestions with reference to uniform legislation governing the exccution of wills and their probate, and the weights and measures in daily use. As to uniform laws regulating marriage and divorce, it was recommended that the age of consent be made 18 for males and 16 for females; that every marriage shall require written evidence signed by the parties and attested by witnesses, and that no divorce be granted without residence or service in the state where suit is brought.

This movement is hardly more than begun and the fact that eight states have already interested themselves in it by the appointment of commissioners gives favorable promise of its success. The merit of the proposed reform will not be seriously questioned. The wide diversity of laws in the various states relating to like matters is a source of infinite trouble and numerous evils, and it being granted that a remedy is practleable the effort to provide it should recorve every encouragement. It is a subjeet which bar associations everywhere should consider with a view to impressing upon the legislatures of their states the expediency of the reform, and if this were generally done it would have the effect to greatly haston the desired consummation. Absolute uniformity in all state laws is perhaps not attainable, and it is not the purpose of the reform movement to accomplish this. But there are a great many laws as to which uniformity is out rely practicable and would be highly beneficial.

NATIONAL QUARANTINE. It is now understood that the secratary of the treasury will in his annual report devote considerable space to the subject of quarantine and will urge that the country needs a national system. He will recommend that this be established and administered under the direction of the surgeon general of the marine hospital service, and will take ground in opposition to the proposed revival of the National Board of Health.

The whole country is interested in the question of providing the most complete precautions against the possible invasion of cholera next year, which the best medical opinion regards as a danger to be seriously apprehended. Shall it be left chiefly with the states to provide quarantine regulations against the disease, supplemented by such limited assistance as the general government may render under existing conditions, or shall the duty of establishing quarantine be devolved wholly upon the general government? is the question which congress at the coming session will be called upon to consider and decide. Giving the quarantine authorities at New York the greatest possible credit for what they did to keep cholera out of the country last summer, it will be generally admitted that the danger which then threatened would not have been so readily averted but for the interposition of the national authorities. The steamship companies would not have shown

the same respect for the authority of the | Chairman Hatch of the house committee state that they did to that of the general government, whose notice to them that they must cease bringing immigrants from the infected districts of Europa was very promptly complied with. There is every reason to believe that but for the action of the general

cholera this year. At any rate, the lesson was of a character to impress the entire country with the expediency Fand necessity of a national system of quarantine. Whatever may have been the reasons for originally placing this most important measure of protection against the introduction of contagious diseases in the control of the states, the conditions are such at this time that they are no longer valid. Our vast extent of settled frontier, seaboard and take makes it practically impossible to secure adequate quarantine protection through the united action of the states, while if the duty belonged to the general government and a system was properly organized we should be at all times prepared to promptly meet and avert a threatened danger of the introduction of contagious and infectious diseases.

The interior states of the country are quite as much interested in this matter as those on the seaboard, for the distribution of diseases may be accomplished in several ways. In order to prevent this, or to reduce the danger to the minimum, it is obviously necessary that the precautions taken shall be under one control instead of dependent upon the action of the authorities of a score of states, each at liberty to establish whatever regulations it may think proper, or not to establish any. The failure of a single state to do its full duty in this matter would lay the whole country open to a deadly invasion of disease.

THE QUESTION OF POOLING.

The Interstate Commerce commission has sent out to the business men of the country a circular asking for communications as to whether it is practicable, and if so advisable, to amend the interstate commerce act so as to legalize pooling contracts between competing roads. Opinions are also asked as to the best form of amendment to secure the best general results to the public. At a meeting of the Trades league of Philadelphia a few days ago a resolution was adopted declaring "that the best interests of shippers and carriers will be subserved alike by an amendment of the fifth section of the law permitting contracts between railroads for the division of earnings, such contracts, tariff rates and the operations under such joint conracts generally to be subject to the approval, supervision and direction of the commission, which should have power after hearing to revoke either agreements or tariff, or both." It was said in the preamble to this resolution that experience has shown that under the fifth section of the interstate commerce law the business community is still subjected to ill results, due to an unrestricted and unregulated competition, manifested in unstable tariffs, causing discrimination between persons and localities.

Action by other trade organizations on this subject will probably be taken at an early day, and it the general sentiment is found to be favorable to the suggested amendment, which it is quite likely to be, doubtless the proposed change will receive the sanction of the Interstate Commerce commission, in which case it would undoubtedly be adopted by congress. This question of pooling has been more or less discussed ever since the act went into effect, and within the last year or two it has received very earnest consideration both by shippers and carriers. It is not to be doubted that there has been a growing sentiment in favor of a restricted system of pooling under the supervision of the national commission. Experience and discussion have served to remove from the public mind much of the old prejudice against pooling, and the failure of associations of railroad managers to accomplish anything practical and permanent in their efforts to solve the difficulties arising from unregulated competition has forced the conviction upon many of those formerly hostile to pooling that that system, under judicious regulation, promises the best if not the only solution of the problem.

The prohibition of railroad pools was a most important legislative experiment and it had general popular support for the reason that under the unrestricted and unregulated system pooling usually operated to the disadvantage of the public. It did away with the competition whose effect was to keep rates down. But with a regulated system, under the supervision of the Interstate Commerce commission, pooling rates would have to be reasonable and the important condition of stability would be secured. The fact must be admitted that the prohibition of pooling has not accomplished what was expected of it. It has not reduced the difficulties of the railroad problem; but rather seems to have intensified them. Such being the case, and the experiment having had an ample trial, the demand for the amendment of the law so as to allow pooling under legislative regulation appears to be justified by considerations of public interest.

NATIONAL GRAIN INSPECTION.

It is expected that during the next session of congress the plan instituted by the farmers alliance to secure legislation favorable to federal inspection of grain will be vigorously pushed forward. During the session last summer the scheme was carried almost to success. The bill passed the senate under the title, "A bill to provide for fixing a uniform standard of classification of grading of wheat, corn, rye, oats and barley and for other purposes," and was reported favorably to the house. It was opposed by Representative Warner of New York on the ground that, carried to its logical conclusion, it would demand a small army of federal employes. and it did not reach a vote, though i was claimed that all friends of the farmer would rally to its support and carry it through if a vote were taken. It is now anticipated that another rally will be attempted in its behalf at the coming session under the leadership of

on agriculture.

For two years past the friends of this measure, including the secretary of agriculture, have been earnestly but quietly agitating the subject of federal inspection of grain, and no great secret has been made of the ultimate purpose government in this matter we should to have a national system of inspection have had a gulle serious visitation of under the control of federal officials. One of the chief advocates of the uniform standard said in a circular issued in February, 1890: "I do not see how this can be done except through a national inspection for grain, the inspectors to be appointed by the head of the Department of Agriculture, and the standards to be kept at such department in Washington, and perhaps at the principal markets of the country, and official certificate of the inspectors making certain to the purchaser that the quality of the grain delivered shall be as stated in said certificate." In a subsequent circular the same advocate of the measure said: "I am anxious that you do not put the bill in peril by attempting at the same time to authorize national inspection." The fact thus appears to be recognized that while there can be no serious objection to the establishment of the proposed uniform standard there would be vigorous and determined opposition to federal supervision and the increased number of federal officials which would be rendered necessary. It is upon the latter ground that opposition to the present bill is being developed. The need of a uniform standard of

grain inspection is recognized by those who have given attention to the subject, and it is not easy to see how national supervision could produce any serious abuses which do not exist under the supervision of the several states. At present various standards are in force in the different states in which the leading grain markets are located. Nebraska shippers cannot be certain under the existing system that their grain will be rated the same by inspectors elsewhere as here. _ Under the proposed uniform system there could be no change in its rating after it left the hands of the Nebraska shipper and the element of uncertainty upon this point would thus be entirely removed. Another consideration mentioned by Omaha grain dealers in discussing this subject is that under the state system there is often great variation in grading grain that does not really differ at all in quality, the assistant inspectors differing in their judgment or in the amount of care which they bestow upon their work. As a result of this variation, consignments of grain grown upon the same fields and precisely equal in every way are rated differently at their distination.

The chief objection to the national inspection plan undoubtedly arises from the fact that the inspectors would be salaried officials in the employ of the general government, whereas they are now paid in percentages which come out of the shipper, and thus indirectly out of the producer. Does not the same objection apply to the present successfui and highly beneficial system of meat inspection?

The advantages to be derived from uniformity of standard should not be sacrificed on account of the opposition to federal supervision.

A GREAT project, considered with reference both to the engineering skill involved and its vast industrial possibilities, is about completed. This is the utilization of the power of Niagara river to manufacturing purposes. The work on this enterprise, a very difficult one, requiring the expenditure of millions of dollars, has been in progress for more than a year, and as there is abundant capital behind it there can be no doubt of its success. It is expected to make Buffalo at no very distant time one of the great manufacturing centers of the country, and it is anticipated that it may effect a revolution in industrial methods elsewhere. The cost of power from this source will be much below anything that can now be had, for it almost eliminates the expense of fuel from the estimates of manufactures and cannot fail to give its patrons an immense advantage over all others who are engaged in similar work. To what extent it will affect the manufacturing world the most practical would find it impossible to determine, but its promoters predict wonderful results. It is said that New York and Chicago are making arrangements to use this power, and if it is found practicable for them to do so there is no reason why Philadelphia, Cleveland and other manufacturing cities may not do so. It thus appears that a problem which perplexed some of the best engineering minds for years has been solved, and the results will be awaited with universal interest. Buffalo is quite naturally looking forward to an extraordinary industrial boom.

WE ARE now approaching the season when charity and benevolence have a broad field of activity in relieving destitution, want and distress among the worthy poor. THE BEE always has been willing to lend a helping hand and will do what it can to assist in the good

GRAND MASTER POWDERLY has had himself re-elected once more. Why can't the knights elect Powderly dictator for life with a salary of \$25,000 a year? That would save them the trouble of going through the form of an election every year.

Dictum of the Victor. Washington Star. Every workman who gets a job now from the Carnegie Steel company, timited, has to sign a contract not to join any lavor organi-zation. "To the victors belong the spoils."

Star Gazers Disagree. New York World. A little difference of 239,000,000 : miles in the various astronomers' calculations as to present whereabouts of that comet

suggests a certain measure of inaccuracy in astronomical mathematics The Gem of Nations. New York Telegram.

Black fire opals have been discovered in Oregon. With the recent development of Montana sappuires, it looks as though America were getting ready to delare independ ence of European pauper gems.

Gotham's Poisoned Dart. New York Herald. It is distressing to bear that New York's

has so shocked Chicago's sensitive

soul that the image is to be broken up and recast. Still, if the Chicagoans are deter-mined to put the goddess in store ciothes the least they can do is to get their fashion plates from New York and not from Omaha or Oshkosh.

Nothing to He Proud Of.

Fremont Lender The Tribune is proud of the election of Tom Majors to the position of lieutenant governorship and lords it over Resewater daring to oppose a corrupt man even if he was nominated by his own party. Rosewater may will say, gentlemen you are wel-come to all the honor you can make out of such a victory. The party could have better afforded to have defeated Majors than carried the state. See his record as it appeared in Washington, without taking into consideration the charges made against him in Lie coln of spiriting away Taylor.

Made a Misene. Auburn Granger The attention of honest independents is called to the vote for governor to Douglas county; also the said independents are asked remember that the soper and gentlemanly crowd that came to the state convention on the chartered train were full of promises of 12,0,0 votes from Omaha for Van Wyck provided he was nominated, and also threats that if sayone else should be nominated here would not be 2,000 votes cast for the independent ticket in Omaha. It appears that these delegates whose patriousin seemed to be born of hatred for Rosewater didn't reckon with their host. They made a

Strikes at Home and Auroad.

Chicago Herald. Great strikes in this country do not so often and favorably for the men as they do in England. The Carnegie company has gained complete victory. The strikers are teaging to be restored to their old places at the company's terms, and are signing a pledge that they will no longer be governed by the rules they will no longer be governed by the rules of any labor organization. In England the labor unions are thoroughly organized, and many of them have reserve funds practically inexhaustible. When an employer like t'arnegic is confronted by a perfectly managed organization whose wealth is greater than his own, the contest is not so one sided as it is in this country, and starvation is not so potent a factor in bringing it to a conclusion.

A Carnival for Boodlers,

Papillion Times. Shaky democratic and independent members of the legislature will be in position to command almost any price for their votes in the senatorial fight. No man ever saw such corruption as will prevail at Lincoln this winter. Ten men, each worth a quarter of a million, are after Paddock's seat in the sen ate. A Lincoln politician who is well in-formed, estimates that should any republican secure enough opposition votes to elect they will cost him a round \$100,000. of such a situation can any good citizen offer objection to Congressman Bryan's plan to have senators chosen by popular vote? and we believe the day of the think not, millionaire United States senator is near its

The Champion of Blowhards. Blair Pilot. From out the after-election debris Paul Vandervoort's head appears again on the surface as "commander" of the new industrial legion organized a few days since in Illinois. It is purely a political secret society, designed to singe both the old parties and especially to purify politics by climinating all toreign elements. Paul will go on the road in a few days as organizer, to squeeze a Incrative compensation out of it for himself, while he incidentally shouts the glad tidings of great joy to those whom he can work. His mouth will be well wound up and warranted not to run down so long as the "legion" pays. In his retiring moods between station will amuse himself by repeating these lines :

"How I love its glddy gurgle! How I love its fluent flow! How I love to wind my mouth up! How I love to bear it go!"

THE GOVERNOR-ELECT.

He Will Avoid Extremes.

Wakefield Republican No one need fear that Judge Crounse will not make as good a governor as Nebraska ever had. There is no stain on his record. He will be a people's governor of the good, plain, old-fashioned sort. He will veto no bills passed to secure the people's rights. He is not a railroad man and he is also not an

Kind of a Man to Tie To. Hardy Herald.

Crounse's past record the clearer it is that his nomination for governor by the republicans of this state was based purely on merit. He has been one of us and his every act during the past thirty years he has resided here has been to his credit.

THE DEFEATED AMENDMENT.

Papillion Times: For years the people of Nebraska have been demanding an elective railway commission and the very first opand defeated a proposed amendment to the constitution looking to that end. We begin to believe Church Howe was about right when he said Nebraska was inhabited by

damphools and Missourians. York Democrat: The next legislature vision for a constitutional convention for the state of Nepraska. Under the present ballot stitutional amendment, no matter how badly people want it. The law requiring under our present system of voting and manner of printing ballots, defeats any amendment for the simple reason that a mafority of the voters will not take the trouble o properly mark their bailots. Under the

old system all parties could print their tickets for a proposed amendment, and in that case it was an easy matter to carry the ejection. There are changes necessary to be made in the constitution, and we trust that the present legislature will make the neces-sary provision and have a convention called. Let the York county members take hold and

push the matter, and without doubt the effort will be crowned with success. Fairbury Gazette: Both amendments voted on at the late election were defeated on account of that provision of the constitution which requires a majority of the eatire vote cast to adopt an amendment. county so far as we have observed a large majority of the votes on either preposition was in the aftirmative thereof, but half or re of the voters neglected to vote on them We hear a great deal during a political campaign from our alliance friends about the extortions of the railroad companies, but when they have an opportunity to authorize the election of a railroad commission, whose province it would be to remedy the cyll complained of, they forget all about it when they go to yote. We understand there are several bundred thousand dollars in the permanent school fund awaiting investment which the adoption of the other amendment would have permitted to be invested in school district bonds and the interest thus have been kept within the state. These propositions were both published in every county in the state for three months before election, but they seem to have been forgotten on election day.

LAID IN RUINS.

La Union, San Salvador, Almost Completely Destroyed by an Earthquake San Phancisco, Cal., Nov. 26,-The Evening Bulistin has advices from La Union, San Salvador, by the steamer City of Sydney, that an earthquake has laid low nearly all the houses in the city and that those left standing had their walls so cracked that It was not safe to remain in them. The people are living in tents and are in fear of further disturbances.

A passenger on the steamer City of Pan-ama, which called at La Uoton on the way up, and which was subsequently passed by the City of Sydney, writes that he went ashore and viewed the ruins. The desolation was complete. The residents of the city were almost driven to a frenzy, and processions were parading the streets with ringing bells, headed by priests praying for an abatement of the disturbances. Many persons were killed and many seriously injured.

ELOPED FROM OMARIA.

Arrest of a Man in Acchison, Kan., Who Deserted His Family.

Archison, Kan., Nov. 26,- Special Telegram to Tue Bee. |-Peter Shay and Miss Georgia Twigler, a runaway couple from Omaha, were arrested by the police this afternoon. On Monday last the couple arrived in Atchison and took a room at a hotel, representing themselves as being husband and wife. Shay secured a position as switch-man in the Santa Pe yards, and all went well until this morning when a woman arrived in town and said the girl was her sister, and that she was not married to Shay, whom, she said, had a wife and three chil aren in Omaha, and had induced her younger sister to run away with him. Shav is now in jail awaiting the arrival of an officer from Omaha. The girl is sorry for what she has done and will return with her sister.

Will Try the Other Homestead Cases. PITTSBURG, Pa., Nov. 26.-The verdict in the Critchlow case will in no way have any effect on the other Homestead cases. They will not be dropped and no proposition has been or will be made to drop them. Mr. Burleigh, when shown an interview with an attorney of the defendants that word had come to drop the case and play quits said: "There is nothing in it. You can say for me that I could not nolle prosequi a homicide case if I wanted to. This is against the law, but even if it were not it would make no difference. The cases will all be tried to the best of my ability,

without regard to any effect of the Critchlow verdigt. Stubborn Strikers. PITTSBURG, Pa., Nov. 26.—The strikers at Carnegie's city mills have decided to remain out, notwithstanding the strikes at Beaver Falls, Homestead and Duquesne baye been declared off. The men had no greevance against the company and struck in sympathy with the Homestcaders.

Exports of Specie.

NEW YORK, Nov. 26.—The exports of specie from the port of New York for the week were \$1,155,500, of which \$600,000 in gold, \$675,050 in silver went to Europe and \$80,209 in gold and \$306 in silver went to South

New York Exchange Quotations. NEW YORK, Nov. 26 .- Special Telegram to THE BEE. !- Exchange was quoted as follows: Chicago, 70c promium; Boston, par to 5c discount; St. Louis, 60c to 75c

PERJURY OF A REJECTED LOVER.

Harper's Buzar, When I was twenty-one, I swore, If I should ever wed. The maiden that I should adors

Should have a classic head;
Should have a form guite Junoesque;
A manner full of grace;
A weath of hirsuce picturesque
Above a piquant face.

Above a piquant face.
But I, ains! am perjured, for
I've wed a dumpy inss
I much despised in days of yore,
Of quite the pisinest class;
Because each maiden of my dream,
Whose favor I dia seek,
Was so opposed unto my scheme
I married Jane in pique.

OWNING, KING

One of them is about our overcoats for men. We



don't intend to tell you here, but come to the store or write and we'll tell it and at the same time tell you tale No. 2 about our men's suits from \$10 up. The last tale is. about our latest style boys' overcoats. We have wool ones for

\$2.50 and \$3.50. As to reefers we have the finest line in the country. Boys' suits \$2.50 on up as high as you want. But bear this in mind: No matter what the price our unequalled quality is in every suit. It's the elaborateness of finish and style that makes the price go up. Come and see us, we'll show you something nice.

Browning, King&Co

Our store closes at 6.3) p. m., except Satur- | S.W.Cor. 15th & Douglas Sis