

THE DAILY BEE.

E. ROSEWATER, Editor. PUBLISHED EVERY MORNING. OFFICIAL PAPER OF THE CITY.

TERMS OF SUBSCRIPTION. Daily (with Sunday) One Year, \$ 8.00. Daily and Sunday, One Year, 10.00. Six Months, 5.00. Three Months, 2.50. Sunday Bee, One Year, 2.00. Saturday Bee, One Year, 1.50. Weekly Bee, One Year, 1.00.

OFFICES. Omaha, The Bee Building, South Omaha, corner N and 26th Streets, Council Bluffs, 42 Pearl Street, Chicago Office, 317 Chamber of Commerce, New York, Rooms 13, 14 and 15, Tribune Building, Washington, 512 Fourteenth Street.

CORRESPONDENCE. All communications relating to news and editorial matter should be addressed to the Editor at the office.

ADVERTISING LETTERS. All business letters and remittances should be addressed to The Bee Publishing Company, Omaha. Drafts, checks and postoffice orders to be made payable to the order of the company.

THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION. State of Nebraska, County of Douglas.

George B. Tschuck, secretary of THE BEE Publishing Company, does solemnly swear that the actual circulation of THE DAILY BEE for the week ending December 10, 1929, was as follows: Sunday, December 4, 26,900. Monday, December 5, 23,746. Tuesday, December 6, 23,914. Wednesday, December 7, 23,702. Thursday, December 8, 23,751. Friday, December 9, 23,773. Saturday, December 10, 24,953.

Average: 24,386.

Sworn to before me this 10th day of December, 1929. N. P. FEHL, Notary Public.

Average Circulation for November, 26,059.

THAT Reform club insult was the making of Speaker Crisp.

THE only thing that the monetary conference has accomplished is a slight depreciation in the price of silver.

PERHAPS if Wayne MacVeagh were properly approached by influential parties he would accept one of those cabinet portfolios.

SPECULATION is pushing up the price of cotton, but that does not prove that speculation is to be depended upon to benefit the producer. It is speculated down as often as up.

IT is observed by a discriminating contemporary that the movement for good roads is warmly supported by all but those whom it would benefit most. This is not quite true. A prominent bicycle manufacturer is one of the leaders in the movement.

IT is the opinion of Henry Waterson that the democratic party will commit suicide if it does not carry out its pledges. But if it does carry them out it will commit suicide anyway, so it looks as if the devil and the deep sea were still a good figure of speech.

THE army bill that has made so much stir in German political circles of late seems now to be doomed. This will be a great relief to the opponents of the proposed enlargement of a military establishment that is already a tremendous burden upon the people of that country. Caprivi does not seem to have shown great ability as a political manager.

THERE has never been a line of steamships from any American port to the ports of Chili and Peru. Commerce with those countries has been chiefly by sailing vessels. It is an evidence of our growing trade with that portion of the hemisphere that on January 1 the first of a regular line of steamships will leave New York for Chilean and Peruvian ports.

A GREAT rowing race between English and American college men is now talked of as one of the features of the World's fair. The experience of the English in racing their yachts against ours has not been such as to make them very eager for aquatic contests against American competitors; but they now talk of trying for the America's cup once more this year and possibly the rowing race might be arranged.

THE law requires that every sleeping car running over a Nebraska railroad shall be listed for taxation. Sleeping car companies derive enormous profits from the people of this state and should be required to share their equal burden of taxation. It is the duty of the state auditor to ascertain the number of sleeping cars running in and out of this state on interstate lines and assess the companies owning the cars accordingly.

MINNEAPOLIS is agitating the ballot question and it appears that some of the politicians of that city are not satisfied with the Australian system. Some of them want a voting system that will merely require the voter to mark the head of the ticket, which would mean in a great many cases a vote for the party and not for the candidates. That might suit some politicians, but it would destroy one of the best features of the system.

JUDGMENT for \$3,800 has been awarded in the case against the Union Pacific Railroad company at Lincoln for failure to comply with the law relating to warning whistles at crossings. The case of the complainant was so well worked up that seventy-six violations of the law were proven. This may prove a useful lesson to all railroad corporations. It does not cost much to blow a whistle, and neglect to do so may often endanger human life.

AN anxious official asks when the governor will appoint the secretaries of the State Board of Transportation. The governor has no authority to appoint members of the board, five state officers—namely the secretary of state, auditor, treasurer, land commissioner and attorney general—comprising the State Board of Transportation. When the officers have been sworn in they can elect three secretaries by a four-fifths vote. All the governor has to do with the appointment of these secretaries is to approve the \$10,000 official bond of each, for which we imagine the governor is duly thankful.

LAND GRANTS AND TAXATION.

The subject of taxing railroad grant really is assuming great importance in Minnesota. In many of the counties containing such lands the question is being earnestly discussed and organizations are being formed to present the subject before the legislature at its coming session with all the force that a general popular interest can give to it. It appears that there are about 5,000,000 acres of railway grant lands in that state which are now exempt from taxation, and of this about 3,700,000 acres are represented in the immigration pamphlets of the railroad companies as marketable agricultural land. In other words, there are about half as many acres of agricultural land still held by the companies without tax as there are of cultivated land in the possession of farmers. In one county alone there are 750,000 acres of this railway grant land upon which no tax is paid.

The object of the state and general government in granting lands to railway corporations is defeated instead of promoted by the policy of the corporations, for they have become gigantic real estate speculators, holding lands for high prices instead of offering them to settlers at their real present value. As they are exempt from taxation it costs nothing to hold the lands, and their value must necessarily increase as the development of the country goes on. Those who own property in the vicinity of these untaxed grants are injured because the development and growth in population which would ensue if they were divided into farms is now retarded. Rather than pay taxes the companies would open these millions of acres to settlers at such prices as they would now bring, but without taxes it is a fine speculation to cling to them until they are worth double what they are now, and they doubtless will be in a few years. It may be argued that the railroad corporations absolutely control these lands under the terms of their grants and are free to do as they please with them, but the fact remains that in holding them for speculative purposes to the disadvantage of the state they forfeit all moral right to the immunity from taxation which enables them to pursue that policy. The same principle should be applied in all cases where corporations take advantage of concessions made to them and violate the spirit of the contract by which such concessions were obtained. Railroad land grants are in all cases designed to advance public interests, and when exemption from taxation enables a railroad company to stand in the way of such advancement the exemption should cease.

A JUST DECISION.

The supreme court of the United States has at times subjected itself to public criticism by reason of its apparent friendliness to corporate interests as opposed to the interests of the people. In past years public confidence in that tribunal has been often shaken by what seemed to be a persistent tendency to uphold the claims of great corporations, however hostile to the rights of the people. Popular faith in the integrity of the court has been strengthened within the past few years by a number of decisions which fairly recognized the interests and rights of the people.

One such decision was rendered by the supreme court a few days ago in the long-pending suit between the United States and the Southern Pacific railroad over certain valuable lands situated between the Colorado river and the Pacific ocean. These lands are within the limits of the grant to the Atlantic & Pacific Railroad company and were claimed by the Southern Pacific as successor to the Atlantic & Pacific. The judgment of the circuit court of the United States for the southern district of California was favorable to this claim. There were two questions before the court, one involving lands within the granted limits to the Atlantic & Pacific and one within the limits of the indemnity lands. It was held, in an opinion delivered by Associate Justice Brewer, that the title of the lands in question vested in the Atlantic & Pacific, that road never having been constructed west of the Colorado river, were forfeited by the act of congress in 1883 and did not pass to the Southern Pacific railroad, but was thereby restored to the public domain, the title resting in the United States. The value of the lands thus restored to the people and which are much sought after is several million dollars, and under this decision they can be at once opened to settlement.

It is not the pecuniary consideration, however, but rather the obvious justice of the decision, which gives it public interest. The claim of the Southern Pacific was clearly preposterous, but that insatiable corporation has never hesitated at anything, and it has generally been successful in grasping everything within its reach. It is a matter for congratulation that in this last attempt at spoliation it has suffered defeat, with but two members of the supreme tribunal dissenting.

THE QUESTION OF POOLING.

The interstate commerce committee of the United States senate heard some interesting opinions Wednesday morning on the operation of the interstate commerce act and the expediency of amending it so as to allow a restricted system of traffic contracts, or pooling. There was nothing essentially new in what was said to the committee, but coming from such sources it was authoritative. The public has long been familiar with the fact stated by President Roberts of the Pennsylvania railroad that the law has not prevented discrimination. It knew that the railroad companies have in this respect been persistently violating the law and that, as was said by President Ingralls of the Chesapeake & Ohio, the general public pays the full rate, while the big dealers are the ones who get the advantage of rebates. The people have also realized that the tendency has been to create railroad combinations, which Mr. Depew ascribes to the operation of the law. There has not been any general public apprehension of a

danger that ultimately the law would destroy manufacturers except at terminal points, or that small dealers would be driven out of business, and yet there are plausible reasons why both these conditions may result. Admitting a combination of all the railroads of the country under one control, which was suggested by President Ingralls as a possibility and by Mr. Depew as the inevitable effect of continuing the existing conditions, and it is not difficult to understand that manufacturers at other than terminal points and small dealers might find it hard work to exist.

There was complete unanimity of opinion among these railroad men that the interstate commerce act should be so amended as to permit traffic agreements subject to the supervision of the commission. President Roberts does not regard the pooling system as the best, but thinks it very much better for the public than the practice now existing. Mr. Depew expressed the opinion that if the law allowed contracts to be made between the railroads on a business basis, putting the matter under the control of the commission, the public would be protected and have the benefit of uniform rates. President Ingralls advocated this policy as did also Chairman Walker of the Western Traffic association, who said it would suppress unhealthy competition.

These opinions of intelligent and practical railroad men, who it is to be presumed have given this subject very careful consideration, are entitled to serious attention. They are not to be dismissed with the comment that they are dictated by selfish interest. The whole people are interested in a solution of the railroad problem that shall be fair to the corporations and just to the public—one that shall conserve the prosperity and welfare of both—and this will not be reached by taking a narrow or prejudiced view of opinions that proceed from those concerned in the management of railroads. It is a fact that there has been a rapid growth of public sentiment within the last year or two favorable to the proposed change in the interstate commerce law and unless some better plan shall be suggested it is probable that the change will be made. The law is still an experiment and having failed to prevent discrimination it would seem clearly to be the part of wisdom to try a different policy in relation to the matter of traffic arrangements or pooling.

THE volume of trade between this country and Canada is much larger than is commonly supposed.

During the fiscal year ended on June 30 the imports into this country from Canada amounted to \$35,334,547, and the imports into Canada from this country amounted to \$61,715,491. In 1885 we imported from Canada \$4,740,876 worth of merchandise and \$4,740,876 worth from the United States \$65,018,333 worth, showing that while our imports across the border have fallen off they are still about half as great as Canada's imports from this side of the line. The trade between the two countries is sufficiently important to render closer commercial relations desirable on both sides.

ONE of the most faithful men connected with the present administration is Mr. Halford, the president's private secretary. Arduous labor has impaired his health, and it is said that he may be sent as minister to Portugal in order to get the needed benefits of a warmer climate. He would undoubtedly perform the duties of the position acceptably and it would be a gracious act on the part of the incoming administration to allow him to remain there a reasonable time, as it is understood the president hopes will be done. Mr. Halford has in his present position won the hearty respect of all who have had official relations with him.

THERE is great suffering among the cotton spinners of England. The strike inaugurated some time ago threw many thousands of those workers out of employment, and while some provision has been made for the union members out of the fund that had been accumulated, it is said that there are 40,000 nonunion hands on the verge of starvation. They are becoming desperate, and serious bread riots are apprehended. The general industrial situation in England is very unsatisfactory, and both the wage-earners and the farmers are clamoring for a radical change in the fiscal and economic policy of the nation.

Reform Indigestion.

The Tariff Reform club dinner appears to have been followed by a slight bilious attack.

The World's Metropolis.

The people of Brooklyn themselves are now adjusting annexation to New York. If this consolidation of the two great cities is brought about nothing will stand in the way of New York's becoming the largest city in the world during the next twenty-five years.

Not a Public Matter.

There is a great deal of unnecessary talk being indulged in as to Mr. Blaine's religion. What matters it whether Blaine is a Methodist, a Presbyterian or a Catholic? It is a matter which concerns Mr. Blaine, and him only, and such discussion of the matter is in very poor taste.

Be True to Yourself.

THE OMAHA BEE says that numerous manufacturers of that town report a doubled business during the past year, and accord the credit to the tariff movement. In the way of the people in the movement, inaugurated to patronize home industries. Are you listening, St. Paul!

All Thrifty Immigrants Welcome.

We need all the thrifty, thrifty, honest immigrants that can come, and nothing should be done to check their coming. Shut out the others as rigidly as possible, but encourage these to keep on coming so long as our necessities will permit. Durst the great west signs for inhabitants.

The Prophet on Purgation.

When Mr. Cleveland says that the democratic party needs "a self-purgation from all ignoble and unworthy tendencies threatening its credit for honesty and integrity," is he not clearly demanding that which is impossible? After such a "self-purgation," where would Tammany hall be?

POINTEDLY PLEASANT.

Biographical Leader: Occasionally when a man is getting down in the world the police judge thinks it will help him to send him to jail after all.

Siftings: A Maine man who has invented a flying machine is rather slow to get the thing. This inventor may not be such a fool after all.

Smith, Gray & Co.'s Monthly: Nellie—I can't enter your church in a minute; what do you take me for?

Nellie's Sister—By the way you stand in front of that narrow bridge suspect you of being a glass eater.

Athens Globe: The family pocketbook is having its holiday opening.

Washington Star: "If we should become financially embarrassed," said George, "do you think your father would help me out?" "Yes, George. He said he was going to the next time you showed your face in our house."

Puck: "I can't tell just what you are after," said the highest officer. "She—indeed? How very unpleasant it must be for you!"

Indianapolis Journal: "What made you name your farm 'Mitre'?" queried the reporter.

"Because it lies so beautifully," answered the retired gas magnate, with a low, sibilant chuckle.

Life: The father—Why don't you go to work and make a name for yourself in the world? You are not known in the business community except as the idle son of a successful banker.

The son—And you are not known in society except as the father of the champion leader of the German.

Athens Globe: No wonder a baby cries, the new world has a baby face in it. Why, if they had to do without change of diet day after day.

Buffalo Express: "Is he such an unlikable man?" "No, but he has such a baby face."

Washington Star: "Does it not throw a shade of bitterness into your heart," she said, "to see the trees all leafless and to hear the wind whistling forever in a mournful wail? Does it not make you feel that there is too much that is bleak and dreary about the world?" "No," he answered, "it really does not."

"Why?" "Because my papa is in the coal business."

THE SENATORIAL CRISIS.

Blue Valley Blade: The show of patriots at Lincoln who want to go to the United States senate, when the legislature meets, will be worth going miles to see.

O'Neill, President Next to Mr. Paddock, Governor-elect Crouse stands the best show of being elected United States senator. He would make a good one.

Blomfield Monitor: Either Paddock or Lamberton would suit the masses of Nebraska as United States senator. But owing to the closeness of the coming legislature it is possible for either to be elected.

Hartington Herald: There is at least an able and efficient man in the state who has not asked to be made senator, and he is none other than Judge Crouse. It wouldn't be a bad idea to reward such a man occasionally.

Verdon Vindicator: What is the matter with making Lieutenant Governor Majors United States senator this winter? Every one in this neck of the woods wants him for governor, but as we did not get that now we want him made senator.

Hastings Tribune: The Tribune believes that if the republicans of the legislature would not let the news for United States senator enough of the republican independent of the western part of the state would be given him the election.

Wheeler Advocate: Some of the papers around the state are bringing out their candidates for United States senator. Don't you think you are a little premature? But what is good for the goose is good for the gander. Or perhaps he has not got enough money to buy up the legislature, but as he is not that kind of a man, we suppose his show will be slim.

Hastings Republican: The next legislature should have all things elect a man to the United States senate who has the best interests of the state at heart, and who can be depended upon to faithfully discharge the duties devolving upon him in that capacity with credit to himself and the state.

North Platte Tribune: Among the possible candidates for United States senator are Beach I. Hinman of Italy, O. C. It is understood that letters from leaders of the independent party have been received here asking whether it is possible to have the independents and democrats unite on either of the above gentlemen. Just what reply has been made to these letters we are not sure, but it is considered that these two North Platte men have their lightning rods in position.

St. Paul Republican: The Republican candidate for United States senator, Mr. Paddock is one of the best workmen in the United States senate today. He is entering in his efforts to advance the interests of his constituents. Any man that would create a new market for the products of the farm has been clamored by him. The pure food bill, of which he is the author, will be a boon to the farmers of Nebraska when it is put in operation. He is not only untiring in his efforts to improve the condition of our people in a general way, but he is busy to give ear to the humblest citizen in our state whom he can be of service to. He is always gentlemanly and courteous and no man stands better with the members of the senate than he. The Republican believes him to be one of the cleanest and ablest men in the senate today, and if the republicans can elect a man this winter, they will make a mistake if they do not elect him. While crossing a stream is not a good time to trade horses. This is a critical time in the history of the republican party and it should make no mistake.

Garfield Enterprise: Just now a number of the republican papers of this state are announcing their opposition to the return of Senator Paddock to the senate for a second term. The reason, viz: That Paddock is in favor of the free coinage of silver and a reorganization of the present tariff laws, therefore, want him to go out and let some other "good republican" come in. It is not worthy of what benefit it would be to a people, that a democrat or independent introduced, but who would vote for anything but the tariff and the republican party. Paddock is a "good republican" in their eyes, and praise God for it. The "good republican" idea—the idea that a man must swallow the tariff and the republican party is playing shoot with the republican party, who has always been the champion of his state, the friend of its people, is a good enough reason for his election. His record as an honest man, and every vote he has cast in the senate has been in the interest of his constituents. For United States senator, Algonquin S. Paddock.

York Times (rep.): Senator Paddock is being vigorously boomed for re-election by a number of his political office holders and friends. They are likewise endeavoring to make it appear that he is the only republican who can be elected to the United States senate. As we have already said, Paddock has been a good worker in the senate and has looked carefully and intelligently after the interests of Nebraska, so far as minor details are concerned. His good ability and is honest. It is not our intention to detract anything from his merits, but we do not think that he should be re-elected. Moreover, we have no favorite candidate for the position, and no favors to ask of the man who is elected, further than that he faithfully represent the interests of the people of Nebraska, and vote with the republicans on political measures. This Senator Paddock has not done, and this is the cause of all the wide-spread discontent in regard to him and his course in congress. Nebraska republicans are as strongly republican and American as any others. They are as deeply interested in honest money, in protection and reciprocity as the republicans of any state in the union. Their convictions have been expressed in their daily strength by the strong opposition which they should have contended with and overcome, and they have felt in the contest, which was made easier by the highest office that they were in a measure handicapped by the votes of Senator Paddock on the great issues. He gave aid and comfort to the enemy when we needed his help most. During the great struggle two years ago, when the republican party of Nebraska suffered a disastrous defeat, Senator Paddock was a witness of the contest, but not a participant in it, and when he saw his party overthrown he commenced at once to give the influence and power of his great office to the enemy and comfort of the enemy. To very many it appears that he was catering to the sentiment that he overthrew the party that had twice honored him with the highest office in the state. He was catering to the sentiment that he overthrew the party that had twice honored him with the highest office in the state. He was catering to the sentiment that he overthrew the party that had twice honored him with the highest office in the state.

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WHAT THE SURPLUS MAY BE.

Secretary Foster Talks of the Effect of the Election on the Revenue.

UNCERTAINTY SURROUNDS THE RESULT. Imports May Fall Off to Such an Extent That There Will Be a Deficit Next June—Danger of a Gold Famine.

WASHINGTON BUREAU OF THE BEE. 313 FOURTEENTH STREET, WASHINGTON, D. C., Dec. 5.

Secretary of the Treasury Foster was much surprised to read in nearly all the morning newspapers the report that he had sent a statement to the appropriations committee estimating a surplus of \$20,000,000 at the end of the fiscal year of 1930.

The cause of this widespread publication was the appearance here of a statement in the usual form of a department bulletin, which was accepted as official by the press associations. Secretary Foster said today to your correspondent:

"I have no reason for modifying the estimated surplus given in my annual report of \$20,000,000. I would like to call attention, however, to the fact that this surplus is based upon estimated results, which are based, as I have already said, upon conditions prevailing prior to the late election. That, you see, is a very important condition. I do not say there will be any surplus left in the treasury at the end of next June. I do not say that there will not be a deficit. What I have stated as to the surplus is based upon a continuance of the revenues as they were before the election."

"But now a change of policy has been expected. What will be the effect of the expected changes in the tariff law upon the revenues? I have not presumed to undertake to answer that question. Instead, I have reported to congress what the surplus would be if there had been no change of policy in customs duties. I have not presumed to say what the surplus would be under these new conditions, finding it impossible to predict the result the radical changes would have upon the revenues. I have left the question to those members of congress who know better than I what they are going to do with the tariff. As I mentioned in my report, the business community having a full knowledge of proposed tariff reductions, the inevitable result will be a falling off in importations, and a corresponding decrease in the revenues. I have in other words, shown congress what the condition of the treasury would have been had the business community had their way. It is known that the republican administration and policy were to be continued. It is now for congress to tell the country what the effect of the new policy will be upon the revenue."

About the Gold Reserve.

"Do you think, Mr. Secretary, that there is any danger of such exportation of gold as to reduce the amount in the treasury below the reserve of \$100,000,000?"

"Not at least while I am here," the secretary replied. "I have now scraped together \$25,000,000 in gold above the reserve line, and do not think the demand for gold will be such as to exhaust this sum before next June if the republican administration is in power. The gold, which runs up my back every time I think of the possible future results of a heavy demand for gold for exportation, which the treasury would be called upon to furnish, I think that a greater reserve is necessary, because we have added to our silver circulation by nearly \$200,000,000, we have increased our paper circulation to \$120,000,000 of