E. ROSEWATER, Editor.

PUBLISH	HED EVE	RY I	MORNI	NO.
OFFICIAL	PAPER	OF	THE	CITY.
Dally Bee (wit	MS OF SUB	SCRI	PTION.	8 00

Daily and Sunday, One Year. OFFICES. Omaha, The Bee Building. South Omaha, corner N and 26th Streets. Council Bluffs, 12 Pearl Street. Chicago Office, 317 Chamber of Commerce. New York, Rooms 13, 14 and 15, Tribune

New York, Rooms 15, 14 Building. Washington, 513 Fourteenth Street. CORRESPONDENCE.

BUSINESS 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 com-

THE BEE PUBLISHING COMPANY SWORN STATEMENT OF CIRCULATION

State of Nebraska, County of Douglas. George B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of The Daily Bee for the week ending December 17, 1892, was as fol-

Sunday, December 11 Monday, December 10 Monday, December 12 Tuesday, December 13 Wednesday, December 14 Thursday, December 15 Friday, December 16 Saturday, December 17 24,219

GEORGE B. TZSCHUCK. Sworn to before me and subscribed in my resence this 17th day of December, 1892. [Seal] N. P. FEIL, Notary Public.

Average Circulation for November, 26,059. THERE is no abatement of the gold

fever in Arizona and the territory will soon be full of disappointed seekers after THE people of Chili still feel unkindly toward the United States, but this coun-

try goes right on about its business just

the same.

THE city of Montreal finds it impossible to sell 4 per cent, bonds at par, and yet Montreal is one of the most prosperous cities in Canada.

A MAYOR's signature is a very essential thing on a city warrant, as Mr. Wiley may have discovered when he called on the comptroller.

NEXT to the distribution of spoils the question that most profoundly agitates the blooming statesmen at the state capital is the inaugural ball.

THE London woman who threw herself at the feet of Paderewski would probably have gone insane if she had seen him before he had that ravishing hair cut off.

REMEMBER that a Christmas present selected by the giver is worth far more to the recipient than its equivalent in money with a careless "go and buy yourself something."

A FARMER in Mills county, Iowa, just across the river, shipped 242 head of cattle to Chicago last week, for which he received the sum of \$21,730.80. This is a fair showing for a victim of calam-

IT IS a very serious question whether the supreme court of Nebraska will gain any renown by interfering in any way with questions relating to the election or qualification of members of the legislature.

IT is now the purpose of Venezuela to resist and prevent all further British encroachments on her territory. This is an old complaint against Great Britain, and about every country on the globe has made it at one time or another.

THE California wine makers are disgusted because they are to be allowed only a space 26x28 feet in extent for their exhibit at the World's fair. Their exhibit will have to make up in quality what it lacks in quantity.

Business continues to be good in Omaha, according to the weekly review of R. G. Dun & Co., and no dullness is reported in any western city. The activity here is indicated by an increase of 31.8 per cent in clearings over the corresponding week last year.

A VERY startling question reaches us all the way from Alabama. It is embossed in stud-horse type and reads as follows: "Is Jones governor de facto?" We confess for once we are puzzled. Jones may be governor defuncto for all we know. But we suggest that the question be submitted to the supreme court of public opinion, from which nobody can appeal.

IT WILL be comparatively cheap to get into the World's fair, but it will cost a heap of money to see the side shows. The Moorish palaces, Bavarian villages, the White Horse inn, Astraddle on a Donkey, Buffalo Bill's Wild West show, and an endless number of big and little attractions will tax the visitor's pocketbook and make him wish that Columbus had never discovered America.

THE snow still lies undisturbed on the sidewalks around the site of the new government building and nobody that can be reached appears to be responsible. It is certain that there will not be heat enough engendered by activity inside of that board fence to melt the snow, and it now looks as if it might remain there all winter unless the city snow shovel brigade is set to work at

THE idea that the Board of Trade is run for the exclusive benefit of the grain men is erroneous. The organization pays no money on their account and they do not avail themselves of its privileges more than other members. If it were possible to maintain an open board the grain dealers would be gainers by it, but that is out of the question at present. The best way to revive the Board of Trade and make it practically useful to the city is to encourage all classes of business men to avail themselves of the advantages which it offers, instead of holding back upon the plea that some particular class is more benefited than the rest.

LOCAL RATES MUST COME DOWN.

Ever since the first locomotive whistle was heard in the State of Nebraska the Missouri river has been the dividing line between moderate exaction and highway robbery. The moment any commodity crossed the Missourl it was subjected to an arbitrary railroad tax varied at the pleasure of the traffic manager. For years and years the people of Nebraska have borne these exactions not always without murmur or protestbecause their lawmakers were corrupted and their servants on the railroad commission shamefully neglected to do their duty.

It has always been conceded by rational people that railways running through a sparcely settled region cannot carry freight as cheaply as railroads running through a densely settled section that affords them heavier traffic. As regards Nebraska that difference was more marked twenty or even fifteen years ago than it is today. Nobraska with a population of 1,100,000 in 1892 is not the Nebraska a population of 150,000 in 1872. But the railroad managers persistently ignore this change in conditions and continue to discriminate against Nebraska and the region beyond. They point to the marvelous development of the resources of the transmissouri country by railroads, but keep on levying the same tribute on populous Nebraska and her \$100,000,000 worth of annual products that they levied upon Nebraska when she was a part of the American desert. They still sing the same old song about the low through rates as an offset to the exorbitant local rates.

This voluntary beneficence on the part of railroad managers will no longer satisfy the great mass of their patrons. The high local rates have not only robbed producer and consumer, but they have been a damaging drawback to Omaha and every other city in Nebraska. This is admitted by every merchant, except possibly the favored few who enjoy rebates, drawbacks and free transportation for their commercial travelers. It is admitted confidentially even by the favored jobbers, who are talking loudest against any reduction of rates because they are subsidized to

High local rates have wellnigh de stroved our lumber market and crippled our dealers in heavy commodities and our mills and factories. Exorbitant local rates are alone responsible for the fact that Omaha has not been able to cope with Kansas City as a grain market. Kansas City boasts seventeen grain elevators and forty-five grain handling firms. If the total grain rates from the interior of Nebraska to Omaha were as low as are the rates from equi-distant!interior points in Kansas to Kansas City, Omaha would handle the bulk of the grain raised in this state and a good portion of Kansas and South Dakota grain.

Now why shall not Nebraska have Kansas local rates on grain if she cannot have the Iowa rate? The only reason is the refusal of the Burlington, the Rock Island and the Northwestern systems to give Omaha a fair chance to compete with Chicago and Kansas City. How much longer will Nebraska submit to the arbitrary levy of high local rates? How much longer will the State Board of Transportation continue violation of the repeated pledges of the republican party to tolerate the imposition of exorbitant burdens by the railroads? Will the coming legislature dare to shirk its auty to carry out the mandate of the constitution that requires them to establish reasonable freight and passenger rates?

THE BEE voices the sentiment of the people of Nebraska, regardless of party, in demanding a material reduction of local rates. This demand cannot be staved off much longer if we judge the temper of the people rightly.

FUEL IN ENGLAND AND AMERICA.

It is not impossible that the vast and apparently inexhaustible coal deposits in the United States may yet play a very important part in the commercial competition between this country and England. It is well known that England can produce only a small part of the food supply required by her people and that the only way in which the people can be fed is by exchanging the products of the factories for the food products of other countries. It is clear enough that America must in the future supply England with the greater portion of her bread and meat, and if reliance is to be placed upon recent estimates of the available English vision of his subject were of a practical coal supply, it is reasonable to expect that in time, and perhaps before many years, we shall have to supply England with many products in the manufacture of which cheap fuel is necessary.

Observations recently made in Great

Britain by Edward Atkinson, the well known statistician and economist, indicate that the coal supply of that country is rapidly approaching a state of practical exhaustion; that is, that it is becoming enormously expensive to mine on account of the great depths reached and the small seams now worked. The increase in the cost of coal has amounted to \$6,500,000 for that used by the British railways in a single year. It is stated that in many mines the larger veins have been driven so deep that they can be worked no longer, so that the companies are compelled to fall back upon thin veins previously passed as being too insignificant to be worthy of notice. The price of coal in London and at all of the factories using it has greatly increased, and the supply of coking coals used in the manufacture of steel is approaching exhaustion. The Durham mines are 2,000 feet deep and even at that depth the veins are only two feet in thickness. The price of coke for steel making is \$5 a ton against \$1.40 in Virginia and \$1.25 in Pennsylvania. All kinds of appliances for economizing fuel have been adopted by British manufacturers, but the consumption of the supply that nature has planted under English soil must necessarily continue at an increased rate year by year unless science shall provide some cheap sub-

stitute for coal as a fuel. It is not to be supposed that the actual quantity of coal hidden in the depths of

English soil will soon be exhausted; the problem has to do only with the cost of getting it out. Labor never can be cheaper in that country than . it is now unless human beings find a way to live without food or clothing or shelter from the elements. Nothing but labor can ever uncover and bring to the light of day the coal that reposes thousands of feet deep in the bowels of the earth. Hence it follows that the cost of fuel must hereafter exert an important influence upon manufacturing in Great Britain. Men have often speculated upon this subject in the past and have been called idle theorists. But theorizing does not send up the price of coal and it is certainly going up in England, with every prospect of going higher.

The coal supply of the United States is so vast that the mind cannot comprehend it. It is easily and cheaply mined and under normal conditions it can be sold cheaply. It will not always be controlled by hungry monopolists but will be placed in the hands of the consumer at fair and reasonable prices by reason of a legitimate competition that is now throttled by combinations. Upon the abundance and cheapness of our coal supply will depend in great measure the industrial future of this country, and it is not unlikely that the fuel question will have much to do with the contest for commercial supremacy between the United States and Great Britain.

CRIME, PAUPERISM AND INSANITY. THE BEE has been favored by Mr. H. H. Hart, secretary of the State Board of Correction and Charities, with an abstract of the biennial report of the board (not yet published) in which are made very interesting comparisons by states and sections of crime, pauperism and insanity. The facts are compiled, of course, from the last census and they present a good showing for Nebraska, only ten states having a better record as to the number of state convicts in a million inhabitants, twelve as to the number of county jail prisoners in a million inhabitants, five as to the number of inmates of juvenile reformatories, and eleven as to the number of almshouse paupers in a million inhabitants.

The number of state convicts in a million inhabitants credited to Nebraska by census bulletin No. 31 is 369, and among the states that have a better record are Minnesota with 332; Wisconsin, 314; Iowa, 326; South Dakota, 295, and North Dakota, 356. The ratio Illinois is 538 and of Kansas Nebraska is credited with 207 county jail prisoners in a million inhabitants, and among the states that have a better record are Minnesota with 160, North Dakota 136, Wisconsin 205, Iowa 171, South Dakota 137. The rati. of Kansas is 303.

Nebraska is given 224 inmates of juvenile reformatories in a million inhabitants, and among the states that bave a lower ratio are Minnesota with 218, Missouri 134, Kansas 146, and Illinois 100. Nebraska is credited with 275 almshouse paupers in a million inhabitants, and among the states that have a lower ratio are North Dakota, 192; South Dakota, 161; Colorado, 211. The ratio of Minnesota is 280, Iowa, 848, and Kansas, 416. Of insane persons Nebraska is given 882 in 1,000,000 inhabitants, and but two northern states, Colorado and Wyoming, show a lower ratio. The ratio of Minnesota is 1,693, Wisconsin, 2,083; Iowa, 1,675; Missouri, 1,279; Kansas, 1,259; North Dakota, 1,215, and South Dakota,

It is an interesting fact that of the surviving soldiers of the union army residing in Nebraska only 116 out of 10,000 are in the soldiers' home. No other state that has a state soldiers' home shows so low a ratio. A summary of the foregoing facts is as follows: NUMBER OF PUBLIC CHARGES OUT OF EACH MIL

•	In the United States.	in the North Central States	In Nebraska
In state prisons. In county Jalls In juvenile reformatories In aims houses Insane persons In sudders' homes, out of each 10.000 veterans	722	491	369
	812	189	218
	828	250	224
	1,166	1,145	273
	1,698	1,649	883

This is certainly a gratifying showing, though it is to be hoped that in the next census Nebraska will stand still better in all these respects.

STREET PAVING AND HOME LABOR. In an address at Chicago under the auspices of the department of political economy of the Northwestern university Charles T. Davis discussed the subject of public roads and street paving. His remarks upon the latter dicharacter and evinced considerable familiarity with a problem that has a deep interest for every city. One of the most crushing burdens resting upon the taxpayers of cities is that caused by the necessities of street paving. It is one of the burdens that cannot be shifted to the shoulders of future generation, nor can it with any profit to the taxpayer be lightened by the adoption of a temporizing policy. Experience has demonstrated in the city of Omaha and everywhere else, that a poor pavement is more costly in the end than a good one, and the only question remaining is, what is the cheapest good paving material?

After reciting the objections to asphalt, granite and wood Mr. Davis declares that vitrified brick is a form of paving material which fulfills all requirements, provided that it is made of the right kind of clay and properly burned and then laid upon a solid foundation of concrete. In the city of Chieago, in front of the freight depot of the Chicago, Burlington & Quincy railroad, is a brick payement that has been in use for three years, with an average of 4,000 teams passing over it every day, and yet it shows little or no signs of wear, according to the statements of the speaker referred to. . It is also stated that Galesburg, Ill., has brick pavements that have been in use for more than nine years and have never required the expenditure of a single dollar in repairs. Philadelphia has over sixty miles of such pavements and Columbus, O., has more than fifty miles. Some 300 cities and towns in the United States have turned to vitrifled brick as

the solution of the paving problem. For obvious reasons the production of

paving materials at home must be an advantage to the community using them. Omaha cannot produce her own asphalt or stone, but it has not been demonstrated that there is not suitable clay for vitrified brick within easy reach. Lincoln has an abundance of it, and it is said that a bed of the same material has lately been uncovered at South Omaha. Much of the brick recently laid in our streets has been imported from Missouri and elsewhere. Its production at home would give employment to home labor, and as many miles of payements must be laid in this city from year to year for all time to come, it is important that a material that seems destined to come into general favor should be produced and laid by Omaha labor. From the standpoint of local interest and economy the subject is worthy of consideration.

PUBLIC BENEFACTORS.

In the number and generosity of public benefactors this age surpasses any that has preceded it, and in the list of philanthropists the United States leads every other nation. The explanation is to be found mainly in the greater diffusion of wealth, particularly in this country, whose wonderful development within a generation has multiplied the number of very rich men an hundred fold; but the increase of public beneficence is in part due to a sentlment of modern creation, which many men of wealth share; that the accumulation of riches is a trust in which the public has an interest; that when a man has amassed a great fortune to which the public has contributed there is a reciprocal obligation imposed upon him, and while he is free to judge of the extent of the obligation it is in a sense his duty to return something to the public. It is gratifying to believe that the influence of this sentiment is steadily growing, and that wealthy men, at least in this country, are more generally than ever before realizing their obligation in this respect and devoting more thought to the question of how they can best meet it for the public good.

The munificent gift just made to Chicago by Mr. Philip D. Armour of an institute for manuel training, science and art; has served to again call public attention to what has been done in recent years by men of wealth in the way of public benefactions. A spirit of cynicism may find fault with the record as being less extended than it should be, yet it is a cheering one that inspires nopefulness of the future. The establishment and liberal endowment of such educational institutions as the Drexel institute in Philadelphia, the Pratt institute in Brooklyn, and the Armour institute in Chicago, indicates a tendency in public benefactions which cannot be too strongly commended and encouraged. The wealth that is devoted to advancing popular enlightenment serves the highest purpose for which it can be employed. It is practical philanthropy, the returns from which it is beyond the power of man to compute. The thousands who in the years to come will go forth from the institutions established by Drexet and Pratt and Armour will exert a power in the world of science, art and mechanical production of inestimable value and importance. Other wealthy men have shown a no less generous interest in the cause of education. A few months ago Mr. John D. Rockefeller gave \$1,000,000 to the University of Chicago and has contributed to other institutions of learning. Mr. Carnegie, who is a most earnest advocate of the idea that wealth is a trust and that its possessors owe a duty to the public in disposing of it, a few years ago established a school of music in New York, provided for a great public library in Pittsburgh, and has in other ways shown his practical philanthrophy. The number of smaller gifts to educational institutions would swell the list of benefactors to hundreds. Much more might be done in this direction. All wealthy men are not equally generous, and some will not acknowledge any obligation to the public, but it is only just to say that there is a great deal of true philanthrophy among the

rich men of America-far more, unquestionably, than in any other country. The encouraging fact in connection with this subject is the growing tendency among men of wealth intending to make public benefactions to put their purpose into effect during their lifetime. One of our greatest philanthropists, Mr. George W. Childs, has pursued this course, and in a recent article he says, in reference to the principle: "As I have rarely in my life seen an estate administered as I know its owner would have desired, I think that all rich men, partic ilarly those who have no children to inherit their property, should spend their money themselves in order that they may be able to see with their own eyes the good which the julicious spending of money upon others can do." The opinion of Mr. Childs in this matter has the force of expert testimony, and wealthy men with designs of public beneficence will be wise to give head to it. There is abundant experience to vindicate its wisdom. The public benefaction that is left to the care of others after the benefactor is dead is in danger of failure, partial or complete.

It would be gratifying to be able to say that the rich men of Omaha have shown an adequate recognition of their obligations to the public as the custodians of wealth, but such is not the case. With the exception of Mr. John A. Creighton, whose liberality as a public benefactor is not yet exhausted, none of the rich mea of this city has shown any broad or generous phitanthropic interest in the public. They may contemplate doing so, but if they would act upon the advice of Mr. Childs and have the gratification of seeing themselves the good which the judicious spending of money upon others can do, they cannot safely postpone much longer the carrying out of their purpose.

A NEW and interesting feature in the industrial life of Omaha is the chemical manufacturing concern recently established here, in which Dr. Mercer is interested, and for which he is responsible as a prime mover. This is the only establishment of the kind in this country west of Indianapolis, Chicago having nothing like a complete plant for the manufacture of drugs and chemicals. At | navai militia.

present this establishment employs only eighteen workmen, but as soon as it is in perfect running order it will require the services of at least seventy. five men. Not only will it increase the number of workingmen employed in this city, but it will also afford a market for certain vegetable products indigenous to the soil of Nebraska and others that can be produced here. There is every reason to believe that this enterprise will be successful, and there are scores of other industries that might be carried on in this city as profitably as elsewhere. All that is needed is a little enterprise and courage on the part of capitalists. The field is wide and offers opportunities that ought not to be neglected.

THE projectors of the canal by which a portion of the Platte river is to be brought to Omaha have already commenced the work of surveying the route, which indicates that they mean business and do not propose to lose any time. The enterprise is an important one and its completion may mark the beginning of a new era in the industrial life of Omaha. The chief excuse given by the business men of this city for not engaging more extensively in manufacturing is that fuel for power is too costly. If this canal fulfills expectations it will solve that problem in a great measure. Omaha wants manufacturing enterprises and must have them if she is to properly fill the place which she occupies as the chief business center of an immense territory in which development is rapidly going on.

SECRETARY NASON says that every member of the Board of Trade favors the proposed freight bureau, and that the opposition was directed against the motion to bind the board to a threeyear contract involving an annual expense of \$1,000 to maintain a freight bureau. If there was wanting any evidence to show the narrow policy that has been pursued by the board heretofore, the board's action in the freight bureau matter proves it. The idea that a freight bureau can be maintained for \$1,000 a year is absurd. Five thousand a year will be required to make the bureau of any practical utility. With a competent man in charge it would be worth all it cost.

THE railway postal clerks are subjected to greater peril in the performance of their duties than any other class of government employes. Postmaster General Wanamaker has several times recommended a system of payments to the widows or minor children of these hard worked public servants who may meet death in the line of duty, the money for that purpose to be taken from the funds arising from the fines of negligent cierks. The matter has received some attention from congress, but without practical result. There can be no sound objection to the recommendation of the postmaster general and the men in whose behalf it is made are worthy of such consideration.

THE adoption of pneumatic postal tubes in the larger cities of the country, as recommended by the postmaster general, ought to receive the attention of congress. It is believed that the introduction of these tubes would greatly enhance the economy, convenience and efficiency of the the postal service, and if the experience of European capitals is of any value the belief is well founded. It is an improvement clearly in the line of progress and there is no good reason for delaying its adoption.

Just What She Needs.

Chicago Tribune, Omaha is in the grasp of a powerful relig-ous revival. Omaha has been needing some ious revival. Omaha has been nee thing of the kind for a long time.

A Popular Fancy. Fhiladelphia Times The only difficulty that prevents the economic law, "the greatest good for the greatest number," being put in operation is that so many people think the greatest num

> The Fall of white Metal. Globe-Democrat.

The legal ratio of value between silver and gold in this country is about sixteen to one, but the commercial ratio is in the neighborhood of twenty-five to one. Silver is now down near the lowest figure at which it has ever been quoted.

Assailing Party Vitals. St. Paul Pioncer Press.

There could be no better means of calling the attention of the democracy to the enormity of a trust than the raising of the price of enthusiasm, as the whisky trust has done. A combination to raise the price of bread might be endured, but a blow like this at the very vitals of democracy is a different thing.

Greed Balks Reform.

Philadelphia Press. British stubbornness and British selfishness are the rocks upon which the interna-tional monetary conference seems likely to go to pieces. England, with her customary greed, proposes either to have the lion's share of the benefits to accrue from the conference or to render the whole work of that body nugatory and worthless.

The Future Great.

Globe-Democrat. Another movement to annex Brooklyn to New York has been started. The union of these two towns is undoubtedly a fact of the near future. They contain together about 2,700,000 inhabitants now, or more than are in any city in the world except London. By 1900 they will have passed beyond the 3,000, 000 mark

Getting Information. Judge

Mr. Knowlittle (stranger travelling in New York)—Why! What do they have that ax, saw and crowbar up there for! I never saw them on trains in the west. Jackson Dean (en-route to court of appeals)-Well, when they have a collision the brakeman has orders to take down the brake-kill the injured, because in case of doubt kill the injured, because in case of death only \$5,000 is the limit of damages.

> Plaints and Practice. New York Tribune.

Those opulent democratic patriots who ave spent a great deal of time during the t six months in lamenting at luxurious mer tables the miseries of countless downtrodden American paupers, would seem to be under a special obligation to relieve distress and administer comfort during the blesses holiday season which is now almost at hand. We commend them to a lavish distribution of their resources.

On with the Navy.

Every true American heart bounds sympathetically in response to Secretary Tracy's comments on the necessity for ample naval preparation. No man of intelligence needs a prophetic eye to see the troubles which are already beclouding our relations in Central and South America, and any diligent reader of the day's news can follow the wires which connect our southern neighbors with the great naval powers of Europe. Secretary Tracy has the long and the safe end of the argument. Keep on building ships of war and spend more than a mere pittance on the

IMMIGRATION Harper's Weekly

swelling stream of foreign immigration flowing toward our shores, and the newspapers are teeming with articles and the debating clubs resounding with speeches on this topic It is argued that our country has in the course of time become too well settled to require many more foreigners for its develment; that almost in the same measure as our need of immigration diminishes, the number of immigrants landing upon our soil increases; that as immigration grows in quantity, it deteriorates in quality; that while formerly a large majority of the immigrants consisted of desirable elements, such as the Germanic races and the Irish, now the number of Slavs, Hungarians, Russians and Italians pouring in grows in alarming proportion; that we are receiving in large masses a kind of population which other countries are auxious to get rid of; that, in short, the old world is dumping its refuse upon our soil that many of the immigrants are so ignorant and degraded as to permit no hope of their becoming assimilated with the native popu lation and being made good American citizens; that with them they bring not only a ruinous competition to our laboring people, but also a seed of anarchism and other subversive tendencies, and outlandish notions dan gerous to our political system and social order; and that in view of all this it is necessarily greatly to restrict, if not entirely to prohibit, immigration in order to save this

republic from serious trouble.

It will be admitted by every fair-minded man, whether or not be accepts all these allegations as true, that the great strain of recent immigration has brought us a large number of persons whose presence among us does not appear desirable on account of their mental and moral condition. What kind of people are they? Most of them belong to the class of unskilled laborers doing the rough work which requires the least intellectual ability or preparation. And why do they come in such numbers? This is a question which has not received in the discussion of the general subject the consideration it deserves. The great mass of unskilled laborers come to the United States because somebody wants to employ them here. And when we look at the matter closely, we find that the whole community wants them for a service which cannot be dispensed with.

It is a matter of common observation that in our days the number of native Americans

who are willing to earn their daily bread by hard work with their hands is constantly decreasing. The farmer's son, who, instead of staying upon his father's neres, or of acquiring a farm for himself to walk behind the plow, runs away to town to try his fortune in some occupation which will not harden his hands and tan his skin, is no longer an exception, but is fast becoming the rule. The native American no longer likes to dig ditches, or to work on the highways, or to throw up railroad embankments, or to do the rough work in coal mines. But this class of work has to be done, and somebody has to be found to do it; if not the native American, then somebody else. It is idle to say that the native American is crowded out of such employment by the competition of the for eigh immigrant who is willing to work for lower wages; for the number of Americans who would perform that sort of work, were the wages ever so high, is entirely cient, and constantly growing less. therefore, an indispensable service for which Neither can the laborers for this indispens-

able service be drawn from every class of foreign immigrants. The bulk of the immigration from Germany, generally regarded as not only an unobjectionable but as a desirable class, go to the new states in the west to devote themselves to agricultural cultivate the soil mostly settle down in towns as merchants or mechanics or small trades-men. But few Germans are willing to join the lowest ranks of labor—not as if they shunned hard work, but because it is their ambition as soon as possible to become independent, to found permanent homes and to improve their condition in a methodical way. The same may be said of the Norwegians and Swedes. The Irish immigrants, too, very many of whom were formerly found among the workers with pick and shovel, are gradu-ally withdrawing from that kind of employment to go to farms or to engage in other occupations. The upshot of all this is that the labor here mentioned has to refrom that class of foreign immigrants which is considered the most undesirable, and that owever objectionable that class may be other respects, it is put to a use which cannot be dispensed with

tion we have, therefore, to deal at the same time with a social condition which will be found practically to stand in the way of all sweeping measures of restriction. Although there is at present a very strong and widespread feeling among our people favoring such sweeping measures, yet it is not probable that this feeling will find expression in legislation equally sweeping. While readily admitting that in point of numbers we are receiving much more immigration than we need, yet we cannot close our eyes to the fact that it is extremely our eyes to the fact that it is extremely difficult, if not impossible, to devise a plan of restriction, the practical execution of which would not in a large measure exclude the desirable immigration together with the undesirable. The en-actment of such plans into law would inevitably result in a conspiracy of very important and powerful interests to evade them. the same reason the enactment of such laws will turn out to be politically impracticable. The probability is that we shall have to

B

In dealing with the question of immigra-

make the best of the law as it stands, excluding paupers, idiots, criminals and so on, perhaps to strongthen it by judicious amond-Many carnest and patriotic men have of perhaps to supengthen it by judicious amenia, keeping in view the limits of existing possibilities and to employ every means afforded by our political and social institutions to lead the obstreperous foreign ate expressed their alarm at the constantly tions to lead the obstreperous foreign elements upon the path of good citizenship. This task will, especially as regards the sec-ond generation, appear for less hopeless than it now seems, if well taken in hand. In the cantime we should deprecate the extravacant notion at present entertained by many vell-meaning people that all the ills of our olitical and social condition are owing to the influx of ignorant and deprayed persons from abroad. Those who take this ground wholly misconceive the origin and nature of many existing cylis, and will be apt to overlook necessities of reform and improvement which lie in an entirely different direction.

SECULAR SHOTS AT THE PULPIT.

Chicago Post: Jay Gould may have accomplished no public good during his life-time, but certain it is that the public is not benefited by hearing his memory abused from the pulpit.

Philadelphia Ledger: Evangelist Moody's opinion that the prayers of himself and fellow passengers saved the Spree from going to the bettom of the sea is not very widely confirmed, even by clergymen, many of whom shrewdly conclude that the work of the captain and crew had something to do with it. There must be watching as well as

Chicago Dispatch: Colonel Robert G. Ingressell, in an address to the admirers of Voltaire on Sanday evening, summed up the Sabbatarian crusude in this pointed question: "If the ministers had their way and were constituted a legislature to make the laws which they thought necessary, where, lask you, would you prefer to live, here or a a well regulated penitentiary? New York Herald: If the churches would

cease their hunt for heresy and combine for the redemption of the tempted the world would rise under a new impulse. Our re-ligious people cannot evade their responsimity for the evils of which they complain There isn't much use in preaching about the hell hereafter until we clean up some of the little hells within a stone's throw of our own doors. Washington Star: It may be a scandal-

ously daring suggestion, but it is none the less true that churches would be more popu-lar and much more comfortable if they were ventilated as carefully as are all stylish liquor saloons and high grade restaurants. Steam heat and not too much of it in winter and electric fans in summer may seem some what radical, but the time is coming when churches will be equipped with these com-

Philadelphia Record: Evangelist Moody's claim that the steamer Spree, on which he was a passenger, was saved by the power of prayer naturally excites ridicule of a num-ber of Boston clergymen of various denominations who have been interviewed on the subject. The efficacy of prayer in the spiritual sense is not a debatable question among men of any creed; but the power of human beings to make the ways of Providence conform to their own short-sighted ways in matters strictly material by mere act of petition is a vastly different matter. Any assumption of the latter prerogative would savor far more of egotism than of religious trust.

"THE OMAHA BOARD OF TRADE." OMAHA, Dec. 16 .- To the Editor of THE BEE: A timely article under the above head was read with interest, no doubt, by more than one outside the membership of that body. It covers a line of thought often suggested to the business man who is interested in the success of its efforts.

There are many men now actively engaged n business here who came to our city some years after the board was organized, and no doubt a few of them can recall some action or effort of the board that was a direct means of their choosing this location. We must give this organization credit for helping the growth and prosperity of the city in What it may do for the business men in the future remains to be seen. The commercial interests we have with us today will make the necessary commotion round about us, if they are supported in their efforts by the board, or by any other organizations of business men now well known among us. It may be the latter alternative is a necessity, as our Board of Trade seems to have become so enveloped with financial success that a broader policy might endanger its dividends. Our merchants send their representatives in every direction from the city, but only in part of the avenues does trade justify the effort. In the other direcions a fight must be made against vigorous competition that specially on acquired territory. We on acquired territory to meet competition that speaks with authority on acquired territory. We must have customers in this disputed territory. We must have the same arguments and advan-tages that have been held over us so long; then what is ours by right will be ours in

The directory of the board should contain men, who can control men—men whose ef-forts have made them successful; whose enthusiasm and energy, capital will support in confidence. In order to bring the greatest effort to bear upon our railroad interests some of the directory should be men who have had some training in rail-road work as officials (or near them) so they would know of their own personal knowledge how to meet and overcome the details that are connected with the question. We have such among our business men whose tact and knowledge would be to the advantage of our city.

A manufacturers' association has grown

up among us of men who see and know our present requirements. Each of these bodies could be benefitted by co-operation. Why not "patronize home industry" (with emphasis on industry) in selecting the new

BROWNING, KING Largest Manufacturers and Retailers

Oh, my eye What-a sale we've had this week. Going to



keep it up, too -- for a few days, anyway, because there are some boys' odd lots yet. Many came to see if it was so and found it so, for its always so when we say its so. You know we always

carried good suits for \$2.50, splendid ones for \$5, Well, the \$5 ones are \$2.50, a square cut of 1/2. The \$6 sort are \$3. Same with boys' overcoats and ulsters. \$5 overcoat for \$2.50. \$6 ulster \$3. There are only two or three sizes in each sort. Broken, you see. That's why we cut 'em so deep. Big break in price in broken lots of men's overcoats and ulsters.

BROWNING, KING & CO.,

Store open every evening till 9. | S. W. Cor. 15th and Douglas Sts