

THE DAILY BEE.

Published every morning. Terms of subscription: Daily, \$1.00 per month; Weekly, \$3.00 per month; Six Months, \$15.00; One Year, \$30.00.

Office: 513 Fourteenth Street. All communications relating to news and editorial matter should be addressed to the Editor.

Business Letters: All business letters should be addressed to The Bee Publishing Company. Omaha, Neb. The Bee Publishing Company, Omaha, Neb.

Table with 2 columns: Date and Circulation figures. Average circulation for January, 34,342.

It is publicly stated by Henry George that he wants nothing from the Cleveland administration. Here is one man that is not going to be disappointed.

AND now a luminous pugilist has arisen in Denver, punished his man and signed a contract to pose as an actor. Denver is getting to be a great town.

A LARGE number of the state legislatures have refused the additional appropriations asked for their World's fair exhibits. In most cases, however, the original appropriation was fairly liberal.

EX-SECRETARY FAIRCHILD, who was a leader in New York in behalf of the nomination of his former chief, did not attend the inauguration. It is understood that Mr. Fairchild is a deeply grieved and disappointed man.

THERE is no general public demand for the establishment of a federal department of roads. There are departments enough already and the machinery of the government need not be further complicated by adding another.

IT is interesting to know that the tobacco manufacturers of Omaha pronounce the Nebraska leaf superior to that of Pennsylvania. It is believed that tobacco culture may yet become one of the most profitable industries of this state.

THE New York Sun has an attack of Hophobias that would be dangerous if it were a contagious disease. It publishes from one to two columns a day in ridicule of Hoke Smith, and yet the new secretary of the interior lives and is happy.

THE new attorney general has been the recipient of a salary of \$50,000 a year, but as a member of the cabinet he will receive only \$8,000. But if he is a shrewd and thrifty man he may manage to draw both salaries and enjoy the honors of his new job besides.

IT is delightful to read that snow has been accumulating in western New York all winter and that it is now twenty-six inches deep in the lake region of that state. Nebraska has had a Pacific coast winter in comparison with that which has been experienced in some of the eastern states.

THE new Presbyterian emergency hospital, which will soon be completed, will afford relief from the crowded condition of the various hospitals of the city and will help to meet a demand that has of late been severely felt. As the city grows its hospital accommodations must be increased.

AS THIS paper predicted after the burning of the Dover, N. H., insane asylum, an investigation has shown that the wholesale destruction of life caused thereby was due to gross carelessness and indifference on the part of those in charge. No punishment could be too severe for the men whose negligence caused that awful destruction of human lives.

TWO YEARS ago the Nebraska railroad managers were willing to have a commodity rate bill passed by the legislature. This year they have become so defiant that they will not even consider a commodity bill. Two years hence they will be begging for mercy at the hands of a legislature elected by an exasperated people and made up of men with whom nobody can tamper.

THE national pride of the patriotic citizens of this country is gratified by the fact that the American line steamship City of Paris has just beaten that famous record breaker, the Teutonic, in a race from Liverpool to New York. The Teutonic left Queenstown half an hour before the City of Paris and was beaten by two hours and seven minutes. This is the only way in which the comparative speed of ships can be fairly tested, for when two racers are constantly in sight of each other they must both encounter the same weather.

THE commission merchants of Omaha are opposed to that feature of the anti-butterine bill before the legislature which prohibits the manufacture of the article in this state unless it be colored pink. They believe that the sale of butterine in this state should be prohibited for the protection and encouragement of the producers of genuine butter, but regard the prohibition of its manufacture, except under conditions that would render it of no market value, as an unnecessary step. It is expected that the bill will be amended so as to correspond with this view.

UNSETTLED QUESTIONS.

The Fifty-second congress left unsettled a number of important questions which the succeeding congress will be expected to act upon. The determined effort to secure the passage of a uniform bankruptcy law, backed as it was by the almost unanimous voice of the business interests of the country, as represented in commercial organizations, failed. No measure before the last congress was more urgently pressed than this by those outside of congress desiring such legislation, but filibustering and apathy stood in the way of its success. Another important measure that failed was the bill proposing certain amendments to the national banking law designed to promote the greater safety of national banks. These proposed changes in the law were recommended by the comptroller of the currency with the approval of the secretary of the treasury and also by the committee which investigated the failure of certain eastern banks whose collapse was due to the misuse of funds by the officers of the banks, but great as the necessity appeared for the amendments they did not pass and the old order of things must continue for at least a year longer.

One of the most important bills introduced in the Fifty-second congress, in its relation to the interests and welfare of a very large portion of the people was the one to extend the free delivery of mail to small towns. The institution of free rural delivery, on a restricted scale, under the last administration, a small appropriation having been made for this purpose by the Fifty-first congress, proved to be a most gratifying success. Instead of being an expense to the department, as was expected, the revenue more than met the outlay, and this being the case it was reasonably expected that the last congress would make liberal provision for its extension. It refused to do so, however, and the people of rural communities must be content with existing conditions for at least a year or two more. This measure, it should be observed, passed the senate, and its failure was due to the house—an instance of democratic economy. Another of the bills that failed for which there is a wide popular demand was the one to establish postal savings banks. There are the most cogent arguments in favor of banks of this kind, particularly in the smaller towns where there are no savings banks, and where their establishment would enable millions of the people to put away a part of their earnings in a place of absolute security. The tendency of such institutions would be to encourage prudence and thrift among the people, and their demonstrated success in other countries amply attests their value. But congress failed to be impressed by these considerations and the bill failed.

All these measures, had they become laws, would have contributed to the general welfare and none of them would have added anything to the cost of government. Their failure is a part of the evidence of the incompetency of the last congress. They will all doubtless be brought forward in the next congress, and there is reason to hope with a better chance of success.

THE CANADIAN RAILWAYS.

The new congress and the new administration will be called upon to deal with several important subjects which occupied much of the attention of the old in their closing days. Not the least interesting of these is the proposed legislation for the regulation of commerce by rail between this country and Canada. The message sent to congress by President Harrison a short time since upon this subject and the measures that have been introduced in congress looking to the same end have commanded general interest and approval among senators and representatives, and there is every reason to believe that President Cleveland will have an opportunity to sign a bill imposing such restrictions upon the railroad intercourse between the United States and Canada as will remove all cause of complaint on the part of the American competitors of the Canadian Pacific. The latter corporation has enjoyed privileges which have given it unjust advantages over its competitors operated under the provisions of our interstate commerce law, and there is now a general feeling that the justice and fair play which cannot otherwise be secured must be enforced by the application of a stringent remedy.

The bill introduced by Representative Pitt of Illinois last week was exactly in line with the views expressed by President Harrison, and as it meets with general favor it is pretty sure to be the one that will finally be crystallized into law by the action of the new congress and the approval of the new president. It was prepared after frequent conferences with President Harrison, the treasury officials and the Interstate Commerce commission, and is believed to be comprehensive enough to cover the case fully. The author of this bill proposes to obviate the danger of the substitution of dutiable goods for free goods in transit across Canada by having United States inspectors accompany each train to see that the seals remain unbroken and that no fraud is attempted upon the revenue. The bill authorizes the Interstate Commerce commission to require information in bills of lading "that would tend to reveal any violation of the interstate commerce law if such transportation had been wholly within the United States." One section requires that any foreign road doing business in the United States shall possess a license from the Interstate Commerce commission, and by the terms of this license it will be necessary for such corporation to "keep on file with the commission a power of attorney, naming some person resident of the United States upon whom service of any order or notice of the commission or any process of any circuit court of the United States may be served." The commission is authorized to suspend such a license for a period not to exceed three months, but if the law is again violated the license may be suspended for six months. Another provision of the bill confers upon the president the power to "suspend the operation of any portion of the interstate commerce law that may hamper, impede or interfere with, or in any way place at a disadvantage any domestic common carrier in competition with any foreign common carrier for traffic to or from any point in the United States, and any part of any law providing for the admission free of duty or giving any special privileges by way of arrangement for sealing or transit in bond or otherwise of any merchandise or property in or through the territorial limits of the United States."

There is little doubt that this bill will become law, and under its provisions, which are thorough and comprehensive, it will be impossible for Canadian railways to escape the restrictions that are placed by law upon the railways of the United States.

ABSTRACT POLITICAL THEORIES.

The selection of Judge Gresham, who has never said that he is other than a republican, for secretary of state, has been interpreted in some quarters as indicating a purpose on the part of Mr. Cleveland to break up the democratic party and form a new one. These people forget, or do not know, that there are numerous precedents for a president taking a man outside his party into his cabinet. The first one was furnished at the very beginning of the government, when Washington made Jefferson his secretary of state, without exciting any suspicion that the first president had any designs against the federalist party of which he was one of the recognized leaders. It is true that at that time Jefferson had not become actively identified with the anti-federalists, but it is well known that he strongly leaned toward them. President Monroe, who inaugurated the "era of good feeling," and whose example Mr. Cleveland has perhaps studied with admiration, made John Quincy Adams his secretary of state, and following these precedents Mr. Adams, when he became president, put Henry Clay at the head of his cabinet, though it should be remarked that in connection with this appointment it was charged there was a "deal"—a charge, however, of which history has fully acquitted Adams and Clay. The appointments of Key and Schurz by President Hayes and of Wayne MacVeagh by President Garfield are other examples that may properly be cited as precedents for the action of Mr. Cleveland, and nobody ever assumed that those republican presidents had any idea of breaking up their party and forming a new one.

Mr. Cleveland's motive in appointing Judge Gresham was very likely to strengthen his party, just as Monroe aimed to do for the party in his time. It is possible that this may be the result, but nobody can be certain of it. The appointment has caused a great deal of democratic dissatisfaction which it will not be easy to allay. Then the alliance may not be permanent. Secretary Gresham has very positive convictions, which he will not readily yield. If the democratic party wants to retain him it must accept his views, otherwise he will be very likely to renounce such allegiance as he has given to it. Unless he has been greatly misunderstood he is not the man to surrender to personal ambition opinions and principles which he has long cherished. So far as the republican party is concerned it has nothing to fear from this action of a democratic president, or from the fact that some republicans are in official position under a democratic administration. The country will judge that administration by the results of its treatment of the practical questions which will confront it, and when the time comes for the people to render their verdict it will be of small consequence to them who is in the cabinet or any other public station. They will be guided by what they believe to be their interests. Meanwhile the republican party will find abundant opportunity for action upon local issues constantly arising, the treatment of which will have its effect for good or ill upon the future of the party.

Another absurd theory is that the hearty official and popular consideration shown to Mr. Cleveland is evidence that party lines are being obliterated. The new president was not less pronounced in his declaration of democratic doctrines because he was courteously entertained by the retiring republican president, and no one will pretend that the latter is less a republican today than he was four years ago. These courtesies, most becoming to the chosen rulers of an enlightened people, denote a welcome decadence of the bitter spirit of partisanship, but as to the division of parties they are wholly without significance. Party lines are as distinctly drawn today as they have ever been.

REDUCE THAT BRIDGE TOLL.

Mr. Spencer Smith, a prominent citizen of Council Bluffs, presents an unanswerable argument in favor of the reduction of the bridge tolls between Omaha and Council Bluffs from 10 to 5 cents per passenger. The facts and figures cited by Mr. Smith concerning the cost of the bridge and its fictitious capitalization afford conclusive proof that the promoters of the enterprise have very little of their own money invested. The bonds sold abroad were very nearly, if not fully, paid for the bridge and the entire equipment of the motor line.

The 10-cent rate and high wagon toll have enabled the company not only to pay the interest on bonds and operating expenses, but a dividend on \$1,500,000 of stock representing almost pure water. The fact is that Omaha and Council Bluffs have already paid enough to build the bridge. Pottawattomie and Douglas counties should either join hands to buy the structure and make it a free bridge for all vehicles with a 5-cent fare for street car passengers, or Omaha and Council Bluffs should pool issues and force a reduction of tolls to meet the demands of their population.

If the Douglas street bridge people do not come down to a 5-cent fare it may be necessary for citizens to apply for an injunction to compel the Union Pacific to operate its wagon bridge. If such a suit is brought there will be another Credit Mobilier scandal. One fact alone will create a sensation. It is within the knowledge of several very prominent citizens of Omaha that a bonus of \$10,000 was paid to a party that had proposed to operate the Union Pacific wagon bridge, and the transaction by which

that road was chiseled out of a thousand dollars a month income was countenanced by certain directors and officers of the Union Pacific who have an interest in the Douglas street bridge. That other parties who were disposed to bid for the right to use the Union Pacific wagon bridge as a competitor of the Douglas street bridge were "fixed" is almost certain. These pointers show conclusively that the Douglas street concern is paying liberal dividends on an enormous amount of fictitious stock owned largely by an inside ring connected with the Union Pacific. The question is how much longer will they keep up the embargo on travel and traffic between the two cities?

THE BUSINESS CONDITIONS OF THE COUNTRY.

The business conditions of the country at present are on the whole very satisfactory, and it is gratifying to observe that the change of administration seems to have had a reassuring effect in financial circles. There was an improved feeling in the New York stock market at the close last Saturday and this situation was maintained yesterday. No valid reason can be given why it should be otherwise. Certainly so far as the conditions to prosperity are concerned they are everywhere present. Last year was one of prosperity for all classes of interests, there is an ample supply of currency for all the legitimate uses of business, and the opportunities for profitable investment have not decreased. The only thing that creates distrust is the continued outflow of gold, and how this can be checked, if it is possible to check it, is unquestionably a perplexing problem. The greed of European countries for the yellow metal seems insatiable and of course they all prey upon the United States. Meanwhile the new administration is pledged to maintain a sound and stable currency and to protect the credit of the government by the exercise of all the powers vested in it, and there can be no doubt that this pledge will be faithfully observed.

NEBRASKA'S PATRONAGE.

WASHINGTON, D. C., March 4.—To the Editor of THE OMAHA DAILY BEE: I am in receipt of many letters regarding the patronage of Nebraska—more than I can possibly answer and discharge the duties devolving upon me as a member of the senate.

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On the face of it this proposition would seem to be perfectly fair and just the thing that should be done, but let's stop and consider the matter a little. Today farm loans are being made in this county at 7 per cent interest, no commission, optional payments. Now, if the farmer voted against the bill, so these mortgages have to pay taxes on the same it must be admitted that the rate of interest on farm loans would advance in proportion to the amount of the taxes, so where would the farmer reap any benefit? He would foot the bill just the same and the mortgagee would continue to net 7 per cent on their investments. Besides, it is manifestly unfair to tax farm mortgages at their full face when other property is taxed at from one-fifth to one-third of its value.

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Do They Mean It? Sioux City Journal. The republicans of the Nebraska legislature are getting together on a bill, as a substitute for the Newberry bill, for showing a desire to redeem the promises of their platform. It is believed that the proposed bill will reduce freight rates 20 per cent.

Nebraska Behind the Procession. Sioux City Journal. It is high time that the Nebraska legislature should take some steps for the regulation of railroad companies. Nothing radical or sensational is required, but the state ought to be brought up to the standard of surrounding states in railroad legislation.

The People Expect Something. York Democrat. Will the members of the legislature kindly come to their senses long enough to realize that this session is nearly over, and that they ought to be brought up to the standard of the people want a maximum freight law, gentlemen; please don't come home until you bring it with you.

Pretense and Reputation. Cincinnati Tribune. The final outcome of the car coupler bill in its passage in congress, but eighty-seven democrats voted against it, thus repudiating that plank of the Chicago platform which declared in favor of the protection of railway employees. They will have repudiated the entire platform before long at the present rate of progress in that direction. Only seven republicans voted against the bill, and that, after all, the republicans had a good deal to say about it. Let the railway men take notice.

Let's Stop and Consider. David City Press. June Campbell, the independent senator from Nance county, has introduced a measure which assesses every mortgage at its full value. If a farmer has a farm worth \$20,000, with a mortgage of \$2,000 on it, he pays taxes on the percent that he owes, \$1,000, while the mortgagee pays on the amount of the mortgage. W. F. Porter has introduced a similar measure in the house.—Cedar Rapids Republican.

On the face of it this proposition would seem to be perfectly fair and just the thing that should be done, but let's stop and consider the matter a little. Today farm loans are being made in this county at 7 per cent interest, no commission, optional payments. Now, if the farmer voted against the bill, so these mortgages have to pay taxes on the same it