

THE DAILY BEE.

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Practical Causes of Disturbance. The common theory is that the financial disturbance through which the country is now passing is mainly due to the silver purchase law.

Business Letters. All business letters and remittances should be addressed to The Bee Publishing Co., Omaha, Neb.

Sworn Statement of Circulation. Geo. B. Trenchick, Secretary of THE BEE publishing company, does solemnly swear that the actual circulation of THE DAILY BEE for the week ending June 21, 1893, was as follows:

Table with 2 columns: Day, Circulation. Total for week ending June 21, 1893: 29,080.

The Bee in Chicago. The Daily and Sunday Bee is on sale in Chicago at the following places: Palmer house, Grand Pacific hotel, Auditorium hotel, Great Northern hotel, Grand hotel, Leland hotel.

The new bids on state printing show a saving of about one-half. So much for exposure of the trickery of the Bookler's Own at Lincoln.

In some respects A. D. Jones is one of the most distinguished citizens of Omaha. He can remember the time when the paving contractors held no mortgage on the city.

While the auditor of public accounts is showing so much zeal in scrutinizing vouchers he should not forget to keep a lookout for traveling expense bills of state officers who ride on annual passes.

At Chicago Saturday afternoon \$800,000 changed hands over the result of a horse race. Hereafter the general public will look with suspicion upon complaints of a monetary stringency coming from the Windy city.

Judging from the angry comments of the administration organs, Congressman Bryan seems to have stirred up a hornet's nest on his recent trip through Georgia. The young Nebraska congressman did not hesitate to tell the Georgians just how he stood with reference to the powers that be, and the applause with which his remarks were received conveys the impression that Hoko Smith does not carry Georgia in his vest pocket.

This late Leland Stanford was the recognized chief of the representatives of the railroad corporations in the United States senate. Governor Markham himself is closely allied with these interests, and there is no doubt he will select a republican of the same antecedents to succeed Mr. Stanford until the legislature elects a successor.

There are 11,124 acres of state saline lands in Lancaster county and the present occupants may exchange their leases for deeds after August 1. The lands are extremely valuable and the state ought to realize from \$500 to \$1,500 per acre for a large portion of them.

The Burlington and the Union Pacific are discontinuing trains on their branch lines. The excuse they make for so doing is that in view of the results of the maximum rate law they are obliged to withdraw these trains on the score of economy. The true reason is that passenger traffic on the main lines is increasing so enormously that the managers of these companies are put to their wits' end to find cars enough to handle this immense travel.

Probably in no state has there been as vigorous a strife for the control of the federal patronage as that which has been carried on between the two factions of the democratic party in South Carolina. The straight-outs have been marshaled by Congressman William H. Brawley of the Charleston district, with the countenance of Senator Butler, and the opposing faction by Senator Fry and Representative Tillman of the Second district.

But there are encouraging features to be found in the general situation. For the last three weeks no gold has been exported from New York to Europe, and as a consequence the Treasury department at Washington has been gaining gold during that period. The demand on the east, from the west for currency has perceptibly diminished. The returns from the United States treasury show that there has been a net inflow of gold since June 1, \$1,200,270, and there has been ordered for issuance one national bank note since the latter date, \$2,020,000.

Now that the managers of our Yankton & Norfolk railway have thrown up the sponge for want of money to push the road down to the Omaha BEE and the Omaha capitalists come to the rescue! They have been talking about a great thing it would be for Omaha to have a through connection to the north; now here's your chance.—Pierce Call.

Details of the Mediterranean horror are not yet at hand. It is known that a British battleship Camperdown ran her ram into the colossal battleship Victoria during a naval evolution, tearing a great hole in her side from which she sank so quickly that it was impossible for most of those on board to escape, and that more than 400 of the officers and crew on board went down with her in ninety fathoms of water. The Victoria was a twin-screw battleship of 10,470 tons, 14,000-horse power, mounted fifteen guns and carried 718 officers and men. She had a longitudinal bulkhead running through her, besides a number running across ship. She was thus divided into compartments on each side of the longitudinal bulkhead, without communication between them. The ram struck her on the starboard side forward of the turret.

Whatever encouragement the fact that half a million in gold was shipped from Southampton to this country on Saturday may give to the belief that it is the change of the tide to the United States the general situation does not warrant any such conclusion. This is the opinion of Messrs. Baring, Magouin & Co., in whose interest the importation is purely a private affair on which they had a chance to make a profit; that it has no bearing on the general situation and they do not look for continued imports unless it be on special orders such as this. That is also the view of other New York houses engaged in the same line of business. They do think, however, that in perhaps another month the tide will turn, but there is a large supply of bills of exchange here now, and the present conditions do not warrant importations. Nevertheless upon the announcement Wall street found at least temporary relief that even on a special order the current which had set so heavily and steadily against us had been reversed. It regarded the shipment as highly important and significant.

The last notable importations of gold were in 1891. In 1889 \$50,933,460 had been sent out and only \$12,004,632 returned. In 1890 \$24,063,074 were exported and \$20,230,019 imported. The totals for 1891 were \$79,085,531 exported and \$44,970,110 imported. In the fall of that year there was an important movement this way. During the last four months of the year a grand total of \$29,002,324 gold came in. With the beginning of 1892 the imports fell off. During the eleven months of the fiscal year beginning July 1, 1892 and ending May 31, 1893, the amount of gold shipped from the United States to Europe, according to figures furnished by the treasury bureau of statistics, amounted to \$105,965,950. During the same period gold was imported from Europe into the United States to the amount of \$20,164,690, leaving a balance against this country in that period of \$85,801,260. The total exports of that year, beginning with January 1, were \$76,532,056, while the imports were only \$17,450,946. During the five months of

we are building for new warships it will be the part of wisdom for our naval engineers and architects to inquire closely into this matter. No less important is it that the same attention, to insure safety, should be given in the construction of our great merchant ships. The catastrophe also directly involves respecting the wisdom of constructing such monster warships as those recently built or now underway. We have no war vessel as large as the Victoria, but the Indiana, Oregon and Massachusetts are enormous ships. Whether there is any advantage to be gained by the concentration of so much power in a single vessel in preference to that of a smaller size is a question to be determined. Moreover, it is shown that no matter how formidable a battleship may be constructed she is vulnerable to the assault of such terrible engines of naval offense as that which intentionally sank the ill-fated Victoria, provided the ram can succeed in attacking her during an engagement. Such stupendous masses as our modern warships, must necessarily be less widely than swift sailing cruisers which may be made into rams. A sufficient number of the latter it would seem might prove equally as efficacious in opposing an aggressive naval power. At any rate, whatever disaster might result to them, the calamity of the Mediterranean would not be repeated. If the Camperdown were off the plates of the Victoria it is evident also that the armor of the pretentious modern monitor-war by no means affords the protection that has been assumed. The discussion that is sure to ensue will doubtless suggest now and more efficient methods of naval construction than yet attained, grand as recent achievements have been.

The socialist propaganda is rapidly coming to the front in Germany. Emperor William calls it a delusive movement, notwithstanding the fact that it has gained more than a million votes in six years. Socialism may yet be more of a menace to imperial Germany than republican France.

The people of Omaha will never consent to the repudiation of an honest debt; but there will be general satisfaction over the news that Mayor Bemis has voted the Barber company's claim of \$14,515.71 for allowed repairs on the asphalt streets. And for once, the council sustained the veto.

With army officers as Indian agents the number of Indian wars will be cut down and poor Lo will have a chance to get his full rations.

Divine Rights and Political Rights. With all the divine rights represented in his new Reichstag it would seem that the Kaiser is in an excellent condition for trading if he can abandon his notions of divine right long enough to strike a bargain.

The state board of public lands and buildings have cut down the wages of all the employees of the reform school to the amount of 12 1/2 per cent. The cut might be extended to all the employees of the state and do more good than harm.

The state board of agriculture honors the editors of the state with complimentary tickets to the fair printed at Denver. When public officials get too good the stationery printed at home it is time to remind the gentlemen who feeds them.

The lieutenant governor of Kansas is extraordinarily engaged in organizing clubs over the state to educate the people in his great scheme of a graduated tax on millionaire estates. His plan is to squeeze so much money out of the millionaires that nobody else need pay any taxes. His great popularity is thus already assured.

The number of women possessing enough courage and presence of mind to bring a charge to the grand jury against a police officer is increasing rapidly. We dare say that before long one of them will disclose her quality at the right moment and save a couple of millions from being robbed by a solitary ruffian with a brace of revolvers and a check of brass.

Senator Charles F. Crisp has declined to state whether he is in favor of the repeal of the Sherman act, and there is some curiosity to know whether he will tackle the subject in his speech in Tammany hall on the Fourth of July. It is highly important in his position on this important question should be definitely known before he is again chosen to the speakership of the house.

The Omaha BEE says: "James J. Hill appears to be excited over every word, and yet for some reason western railroad magnates do not seem anxious to extend to him the hand of fellowship. Very good words, but it is a pity that the man who has thrown from under a good many of them. They must dance to his music whenever he sees fit to make them.

One year ago the Hon. Charles F. Crisp was nominated for president by the national democratic convention in Chicago. Then the country was more prosperous than ever before, and he was elected to the presidency, suffering the most severe and general business depression since 1873. It would be worth millions to the American people if they could turn the hands of the clock backward and undo the great mistake of last November.

The telegraph and telephone companies in Des Moines are very angry because the city council has passed an ordinance ordering all their wires within the fire limits placed under ground, and they are making dire threats about taking the matter into their own hands. If the city of Des Moines wants to enforce the ordinance, it is not a matter of life and death, but it is a matter of honor, which have in similar circumstances, ruled that the city has a right to make such an order. The companies may as well get used to it, for they are approaching the end of their third term in the senate, and cannot be accused of inexperience or hasty judgment.

Senator Butler of South Carolina has written a letter which will be approved by all the members of his party except those who are wool partisans, and which must be highly appreciated by President Cleveland. He says that senators must come and sit and consider their recommendations as final and conclusive; that the president's constituting a cabinet is a mere formality, and that he is not bound to consult any one regarding appointments. The "hot and hungry" cannot be expected to regard these sound principles as a mere formality. Young Stanford is not bound to consult any one regarding appointments. The "hot and hungry" cannot be expected to regard these sound principles as a mere formality. Young Stanford is not bound to consult any one regarding appointments.

Wayne Democrat: The railroads are re-taliating on the public for the passage of the new law, by withdrawing passenger trains from branch roads. Another instance of biting off the nose to spite the face.

Greely Herald: All passenger trains on the branch lines have been taken off, and hereafter passengers will be compelled to go on the same train with hogs, cattle and farm produce. Greely has one train daily, and goes all the way to the west. The daily papers from Omaha and Lincoln are received when they are two days old, so our people may hereafter consider themselves from three days to a week behind in the rush of human progress and in a knowledge of current events.

Schuyler Herald: The railroads of this state are planning the passenger rail off their branch lines, and give for their reason that the new freight rate law, which goes into effect on August 1, will necessitate cutting down their charges to the lowest possible figure. The law in no way affects their passenger traffic, and the real object which they have in taking off their trains is to make the law as unworkable as possible. We think that it will not take the people very long to see through their very thin scheme.

Alliance Independent: While the freight law which goes into effect this month, will force down local rates in Nebraska, the roads have threatened to make it up by raising through rates on wheat, corn, etc. But it is not the farmers who are to be hurt. The lines are going to break up any such attempt. The Great Northern has already begun to cut the through rates and other roads will follow suit. The law is to get down off their high horses and quit bluffing.

York Democrat: Several trains have been taken off on branch lines to punish the people for passing the bill. This is boys' play. The railroads of this state need a little government control about their rates. If the railroad people had better prepare to obey the law the same as the citizens of the state have to do.

Missouri Journal: The railroads of Nebraska are about to inaugurate a system of opposition to the enforcement of the new freight rate law—the most foolish and unbusinesslike thing that has ever been done. The submission to the law, under protest if need be, would bring them friends. To make a fight against it is to awaken the enmity of every good citizen and to insure their ultimate defeat and humiliation. The railroads are unquestionably a great power in the state, but they are not yet strong enough to oppose the law as it is adopted by the people's representatives. When they do it will be time enough for honest and self-respecting people to emigrate.

Lincoln News: The Nebraska railroads are evidently in a quandary whether, after all, they will obey the Newberry law or place rates at whatever figures they may please. We think ordinary men breaks the law, but his state he is roundly denounced by the press and the public, and is often imprisoned. When a railroad company breaks the law it can always rely on finding mighty defenders of the stripe of the State Journal, to misrepresent matters. If the state had a few transportation men breaks the law, their inclination or the backbone, or both, to enforce rates that are as favorable to the people as to the railroads, we would not be treated to this sort of thing. Let the railroads in consultation decide whether or not they shall comply with the law.

Schuyler Herald: As the maximum law only affected local rates in Nebraska, the through charges are to be raised sufficiently outside the state to make up, and so that it will appear as though the rates were really raised to the lowest possible figure. The first step toward the unpopularity of the law among the people which would lead to its repeal. The next move will be to remove the passenger trains from all branch roads and reduce the number of trains on the main lines. The reason assigned for this was that the law could not be enforced on the branch lines. The former service under the new rate. Even the Schuyler and Ashland branch of the B. & M. road was to have only a freight train per day. Right there comes the inconsistency of this passenger train scheme. The new law does not change the passenger or express rates, it being a purely freight rate law. Hence, if it does not pay to run the passenger trains now on the branch lines it did not before, and if it did before it does now—no change being made in those rates. That the roads made enough out of freight rates to balance a loss in the passenger rates is not probable, and even if true was not justice to the shippers. The sum and substance of it is another plan to make the law unpopular and secure its repeal by the next legislature. The money now being raised and the schemes and instead of repealing this law change it so as to secure the reduction where the juggling in schedule figures has appeared before the rates. Let no man be informed!

If Lizzie Horden accepts the invitation to lecture, belief in her innocence will undergo a radical change.

Kansas populists announce that they will carry nine-tenths of the county offices. The wholesale pardoning of convicts by the governor is not necessarily a part of the plan.

Under the new law of Illinois a polling booth is to be provided for every seventy-five voters. This will relieve the strain on the mentality of the average election clerk.

To place a farming collar on Colonel Altimore's baker of sorrow, some good has unearthed the supposed record of his elopement with an actress some thirteen years ago.

Senator Cook of Missouri refuses to assist any young man in his congressional district on his way to West Point because he doesn't believe in a "grade factory," as no call the military school.

Justice Blatchford, who is critically ill, holds high rank for attainments as a member of the United States supreme court. He was born in the city of New York and was appointed to his present office in 1882.

Red Cloud Argus: Garneau, the Nebraska World's fair commissioner, has struck a big snag in the shape of a refusal on the part of Auditor Moore to audit some of the commissioner's bills which the auditor deems extravagant and unwarranted. For once the state has an auditor who will not hesitate to stand promptly and hard on what he does not consider fair. The auditor's refusal is a size and to be within scope of the appropriation in their criticism.

Edgar Post: No one will have the temerity to accuse Mr. Garneau of having taken a big thing like a decent show at the World's fair, even with the limited appropriation at his command, but there are many who do not hesitate to accuse him of making lavish expenditures of money where there is very little to show for it. Auditor Moore has come forward and refused to approve a number of the bills. This will not do, being on a needed investigation of the manner of expending the state's money, and some investigation must be looked for.

Dawes County Journal: If auditor Moore stands by his resolution and refuses to allow many of the bills presented by Commissioner Garneau, the whole state of Nebraska will be under great obligations to him. It is time, for instance, that men doing business for the state and traveling on railroad passes should be charged at \$2 per day. The State building on the World's fair grounds does not represent the money which was appropriated for it. The people who pay the taxes have a right to know what is worth when public funds are voted for any enterprise.

Hastings Nebraskan: State Auditor Moore has brought Commissioner Garneau up with a good round turn and refused to audit bills that he considered extravagant, among them being a bill of Mr. Garneau at a Chicago hotel charged at \$2 per day. But Garneau says he didn't charge full price. His bill was \$10 per day and he paid four out of his own pocket. There are plenty of places in Chicago where Mr. Garneau could have secured good board at \$3 per day and no objection would be made to that. The Chicago hotel where Mr. Garneau has a perfect right to object to paying \$2 for style.

Wednesday, June 28, the North and South railroad convention will meet in Lincoln. The legislature last winter passed the following joint resolutions, setting forth the objects of the convention:

Whereas, the congress of the United States has appropriated \$3,000,000 to make a deep water harbor at the Gulf of Mexico; and Whereas, the construction of such a deep water harbor would be of little value to the commerce of this state unless it were connected with the north and south railroad; and Whereas, a road costing \$27,000,000 per mile could be constructed from the north line of Dakota to the gulf for the sum of \$27,000,000; and Whereas, a tax of 5 cents per acre on the lands of the ten great states lying in the great plains, and producing and producing a surplus of over \$2,000,000; and Whereas, the exports of wheat, cattle, beef products, and other products and products of all kinds amount in round numbers to \$375,000,000 annually, on which there will be a direct saving in transportation equal to 20 per cent, amounting to \$84,000,000 annually, or sufficient to pay the cost of said road, and one-half times; and Whereas, the furnishing of said rail interior and south transportation would attract the great manufacturing industries to the interior valleys and make them the most populous as well as the wealthiest of the country, so that Nebraska in ten years would have a population of 1,000,000; and Whereas, by said transportation facilities the value of the arable lands of said interior states would soon be enhanced in value at least 35 per cent, and the value of other property proportionately increased, amounting in all to a sum 100 times greater than the cost of said road; now therefore be it

Resolved, by the senate of the state and the house concurring, that it is the sense of this legislature that the said ten states should immediately take measures for a co-operative effort to build said road, with its necessary branches and feeders, and that when the same is built it should be owned by the people of the said states, and operated on a single line at cost for the benefit of its owners, viz., all the people.

Resolved, that the governor of this state be requested to communicate with the governors of the states North and South Dakota, Minnesota, Iowa, Missouri, Arkansas, Texas and Louisiana, to be appointed by the respective governors thereof, to be held in the near future at some point to discuss and mature ways and means for the construction of said north and south road.

Approving Statute. Denver News. Western bankers came at the impudent assertion made daily by dispatches from New York that Wall street is benevolently relieving the necessities of the western banks. The money now coming west and south is the cash reserve of southern and western banks, upon which New York bankers have speculated and dictated the financial policy of the government.

Such a Fuss. As some men make over their toilet when the weather is a little warm would make you weary. They claw at their collars clutch at their cuffs, and rip out rough remarks in front of the looking glass, and get so steamed up generally that it's a wonder the mercury stays on the glass. It doesn't cost one individual, solitary, lonesome cent more to dress cool and comfortable, if you know where to get your summer wear. Cool coats, cool shirts, cool vests, cool collars, cool underwear, cool hosiery, cool neck wear, cool hats; all at the lowest prices for high class stylish goods.

Let the Hot and Hungry Howl. New York Tribune. Senator Butler of South Carolina has written a letter which will be approved by all the members of his party except those who are wool partisans, and which must be highly appreciated by President Cleveland. He says that senators must come and sit and consider their recommendations as final and conclusive; that the president's constituting a cabinet is a mere formality, and that he is not bound to consult any one regarding appointments. The "hot and hungry" cannot be expected to regard these sound principles as a mere formality. Young Stanford is not bound to consult any one regarding appointments.

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Alliance Independent: Chief Justice Maxwell is recognized as one of the finest jurists in the nation. His opinions are everywhere quoted as authority. His treatises on law are standard. This is the man that the state house gang is trying to down.

Wagon Herald (rep.): It is probable that a few republicans will object to nominating Judge Maxwell to the supreme bench this fall, but the Herald will wage dollars to doughnuts that he receives the republican nomination if he desires it, and that isn't all.

Schuyler Herald (dem.): It is a fact evident to anyone who has taken the pains to look into the matter, that a united effort is being made by the ring leaders of the republican party to retire to private life the ablest judge on our supreme bench. The right to elect a Chief Justice of the state has not made a good record, but because he has not allowed party prejudice to dictate his opinions.

York Democrat: The republican workers appear to be on the hustle to find some one to place on the ticket this fall to succeed Judge Maxwell. A large body of republicans want Judge Maxwell nominated, but are receiving very little encouragement from the leaders. We do not want to see a judge punished for daring to do what he believes to be his duty on the bench, and if the gang attempts to turn Judge Maxwell down there will be thousands who will vote for him, no matter whether he is on any ticket or not.

Dawes County Journal: The comments of the late press clearly indicate that the people sustain the dissenting opinion of Chief Justice Maxwell, whose merit as a man and jurist is highly praised. Discredited politicians and judges are being sought out and fawn with vengeance, but a judge who has withstood the wrath of huckster politicians for twenty years has nothing to fear before the bar of public opinion. Some of the papers of the state plead the "advanced age" of Mr. Maxwell as a sufficient reason for his retirement. The fact is that he fails to state that last year he wrote nearly twice as many opinions as both of the other judges. Many a man at the age of 65 has had his first election to the bench.

Keep Cool. Keep cool! Keep cool! The banks that have been doing business on wind and loaning their deposits to officers and stockholders are about wowed out.

Washington Star: If you really want a man to keep cool don't call him that.

Buffalo Courier: The best winded race horse is the one that wins in the long run.

Lowell Courier: A man is often drawn as a juror and quartered at the court house.

Yonkers Statesman: The bank cashier gets tired of being a waker. How so, sleep? "I ordered fried liver and you have brought me fried liver."

Chicago Inter-Ocean: "What made Gurgle look so sober when he left the theater last night?" Mrs. Jasson—"I can tell you; it was because there were only three acts."

WITH A DIFFERENCE. "Fair maid," quoth he, "I beg of thee, To fly, to fly, to fly with me."

"Young fellow," quoth she, "I beg of thee, To fly, to fly, to fly with me."

THE WEATHER. Don't growl about the weather, when the birds are singing sweet, And don't think a white cloud a-foamin' at your feet! Don't ever growl at nothin' on the earth or up above, 'Tis the light that makes the shadows, and 'tis light is sweet with love!

BROWNING, KING & CO. Largest Manufacturers and Retailers of Clothing in the World. Such a Fuss. As some men make over their toilet when the weather is a little warm would make you weary. They claw at their collars clutch at their cuffs, and rip out rough remarks in front of the looking glass, and get so steamed up generally that it's a wonder the mercury stays on the glass. It doesn't cost one individual, solitary, lonesome cent more to dress cool and comfortable, if you know where to get your summer wear. Cool coats, cool shirts, cool vests, cool collars, cool underwear, cool hosiery, cool neck wear, cool hats; all at the lowest prices for high class stylish goods. Store open every evening till 6.30. Saturday till 11. [S. W. Cor. 15th and Douglas Sts.]