Omahn, The Bee Hallding.
South Omahn, corner N and 26th Streets.
Council Blans, 12 Pearl Street.
Chicago Office, 817 Chamber of Commerce.
New York, Ecoms 13, 14 and 15, Tribune Building. Washington, 513 Fourteenth Street.

-CORRESPONDENCE. All communications relating to news and editorial matter should be addressed: To the Editor. BUSINESS LETTERS.

All business letters and remittances should be addressed to The Bee Publishing Company. Organa. Fratts, cheeks and postoffice orders to be made payable to the order of the com-

Parties leaving the city for the summer can have the like sent their address by leaving an order at this office. THE BEE PUBLISHING COMPANY. SWORN STATEMENT OF CIRCULATION.

State of Nobraska.
County of Donglas.
Geo. B. Trachuck, Secretary of THE BEE publish ing company does solemnly swear that the actual circulation of The Dally Rise for the week ending June 24, 1803, was as follows: GEORGE B. TESCHUCK.
SWORN to before me and subscribed in my presence this 24th day of June, 180; N. P. Feil, Notary Public.

The Bee in Chicago. The Dan's and Sunday Best is on said in Chicago at the following places: Palmer house. Grand Pacific hotel-Auditorium hotel. Groat Northern hotel. Gore hotel. Leland hotel.

Wells B. Sizer, 189 State street.
Files of THE BEE can be seen at the Ne-braska building and the Administration build-ing, Exposition grounds.

THE new bids on state printing show a saving of about one-half. So much for exposure of the trickery of the Boodler'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 publie 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 Geogians just how he stood with reference to the powers that be, and the applause with which his remarks were received conveys the impression that Hoke Smith does not carry Georgia in his vest pocket.

THE 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. Of course the railroad companies expect to elect their man when the time comes. California is the worst monopoly-ridden state in America.

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 people of the state will keep a good eye upon the State Board of Public Lands and Buildings when the time comes to sell the lands. If the appraisement is not equal to something like the true value of the lands, the state officials should refuse to sign the deeds.

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. So they are depleting their branch lines of rolling stock to increase the facilities of the main lines. The excuse they offer is a false pretense and the attempt to thus hoodwink the public is arrogant insolence. By and by these haughty corporations will discover that the people have rights which must be respected.

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 Irby and Representative Tillman of the Second district. President Cleveland has very definitely settled the claim in his first appointment for that state by giving the district attorneyship to the most bitter and uncompromising anti-Tillmanite in South Carolina. Senator Irby even went to Washington and made an elaborate argument to prove that he was the head of the party in the state and should be recognized as the patronage boss. But the president evidently was not unmindful of the fact that during the last campaign Mr. Brawley openly and repeatedly repudiated the free coinage notion and won his election in a free coinage district by the ability and courage with which he maintained his economic convictions.

PRICTICAL CAUSES OF DISTURBANCE. the present calendar year, ending with The common theory is that the finan-May 31, the amount of gold exported was cial disturbance through which the country is now passing is mainly due to the silver purchase law, and that if that law

shail be repealed confidence will speedily return, gold will stop going out of the country and the monetary trouble will come to an end. There are other causes for the existing situation, however, and some of these are pointed out by Major Brock, the retiring chief of the bureau of statistics, who regards the silver law as really having little or nothing to do with the exports of gold. We are compelled to send gold to Europe because we are a debtor nation and European countries do not want anything else in which we might pay our indebtedness. They are not calling for our grain in sufficient amount to settle the balance against us, nor do they want our securities except to a limited extent. They have been throwing large amounts of their goods on the American market and have not taken our commodities in return, so that within the past year there has been a steadily growing balance against us. Then there has been a return of securities to which apprehension regarding the future silver policy of the government may have incidentally contributed. Gold being desired by the creditor nations of Europe it went there, and so long as these conditions continue it will continue to go there, whether the silver purchase law be repealed or allowed to stand. Obviously so far as the outflow of gold is concerned it is due for this season of the year. All in all, though the outlook may not be resplenchiefly to the commercial conditions, the dently roseate, there is no just ground fact that the government is purchasing for the pessimistic line with which it is silver playing a very small part in the regarded by panicky alarmists.

That the steady efflux of gold has had more or less influence in unsettling confidence is not to be doubted, but there are much more potent reasons for the distrust that has manifested itself in a general and great contraction of credits. Unquestionably the greatest of these has been the enormously inflated capitalization of the numerous combinations which have sprung up in the last six or eight years. It has been well said that nothing that the great period of inflation and speculation from the close of the war to the failure of Jay Cooke in 1873 can show in the way of multiplying enterprises and floating share capital overtops the vast combinations of speculative capital that have made the last half dozen years unique in industrial history. An enormous volume of inflated paper has been floated by the trusts, and the speculative manipulation of these combinations has been carried on with the most reckless disregard of sound business principles. So extensive had become their ramifications that when distrust regarding them set in it was difficult to put any limit to it. Legitimate enterprise was made to experience the lack of confidence equally

with the speculative undertakings. There has been an undue expansion of credit and the effort now making is to return to a safe basis. This involves a contraction of credit, and those who understand how large a part is played in the business of the country by credits will readily comprehend what such a contradiction means. Of the enormous exchanges of the country from 92 to 95 per cent is carried on with credit paper | She had a longitudinal bulkhead runand only from 5 to 8 per cent with cur- ning through her, besides a number runrency. A loss of one-twentieth of the supply of money, by gold exports or otherwise, is insignificant in comparison with a like percentage in the contraction of credits, and this is what the business interests of the country are now suffering from rather than the exports of gold. It is evident that all the weak and rotten timber in the financial and commercial edifices has not yet been thrown out, but there appears to be a growing feeling that the worst has been experienced in the regenerative process. When the end is reached those who come safely out will be stronger in the public confidence and have a better op-

THE FINANCIAL OUTLOOK. 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 States the general situation does not the opinion of Messrs. Baring, Magoun & Co., in whose interest the importation is made. They say that the transaction 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 import-

portunity for future prosperity.

ant and significant. The last notable importations of gold were in 1891. In 1889 850,933,460 had been sent out and only \$12,004,632 returned. In 1890 \$24,063,074 were exported and \$20,230,09 imported. The totals for 1891 were \$79,085,581 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 \$20,164,699, leaving a balance against this country in that period of \$85,000,000. The total exports of that year, beginning with January 1, were \$76,532,056, while the imports were only

\$17,450,946, a total export surplus of

\$59,081,110. During the five months of

\$71,063,044, the imports during the same period being \$10,749,361, or a balance against us of \$61,000,000. Up to date the total exports exceed that of the imports by about \$60,000,000. 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 forwarded to national banks since June 1 \$1,290,270, and there has been ordered for issuance on national bank bonds since the latter date \$2,020,000. Secretary Carlisle has also given notice that he will anticipate the payment of the July interest on government bonds. This will release \$7,500,000 now in the treasury and put a like amount into active circulation in the business centers of the country. This announcement has already reduced the current rates for money in the east, and the issue of clearing house certificates in New York must relieve the stringency of the market to some extent. Although the commercial agencies report that trade is certainly reduced by this monetary stringency, the statement is made by those in a position to know that the retail trade generally is more than usually active

MUST BIDE THEIR TIME.

Now that the managers of our Yankton & Norfolk railway have thrown up the sponge for want of money to push the road why don't the OMAHA BEE and the Omaha cap italists come to the rescue! They have been talking what a great thing it would be for Omaha to have a through connection to the

north; now here's your chance.-Pierce Call. Omaha is as anxious as ever to have a direct road into South Dakota, or even an indirect road like the Yankton & Norfolk line for want of something better. But just now money for building railroads is not very abundant and Omaha capitalists are not in condition to embark in any enterprise that would drain their resources. The people of northern Nebraska and South Dakota must therefore patiently bide their time until the country is relieved from financial embarrassment. When that time comes THE BEE will very cheerfully do what it can to induce our monied men to complete the Yankton road.

THE MEDITERRANEAN DISASTER, Details of the Mediterranean horror are not yet at hand. It is known that the 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. ning across ship. She was thus divided into compartments on each side of the longitudinal bulkhead, without commu nication between them. The ram struck her on the starboard side forward of the

In the absence of particulars the most probable theory of the collision is that likely the two ships met when steering in exactly opposite courses, and the ram of the Camperdown would then have caught the unarmored part of the Victoria's hull and torn it through for a considerable distance, ripping a wide gash below the watertight compartments. The rush of waters through such a hole would drown those in the forward part of the ship on the starboard side and the weight of the flood would have turned her over before many of the remaining number could get out. Or the Camperdown may have struck the vessel a ripping blow, glancing is the change of the tide to the United alongside and opening out the plates above several of the compartments. The warrant any such conclusion. This is huge volume of water thus admitted into a number of the compartments on one side of the ship would cause her to capsize by its own weight. If this theory is correct it is seen that the possession of these compartments proved a source of weakness rather than strength. She was really capsized by her watertight compartments. Another explanation is that the ram struck the Victoria on the athwartship bulkhead which separated the large forward compartment from the next one after, thus filling both compartments. Forward were a turret and barbette, bearing eighteen-inch armor and two 111-ton guns, with many tons of ammunition, while there was no weight aft. The forward compartments filled instantly, and the ship went down by the bows until the stern was raised high. The weight of the water righthand side gave the ship a heavy list to starboard and caused her to careen clear over; going down bottom up. Either of these explanations seems plausible, but as Captain Tryon, brother of the drowned admiral says the great depth at which the sunken vessel lies will probably prevent the exact nature of the damage sustained by her ever becoming

The calamity has already directed discussion to the monster naval construction of the present day and to the utility of watertight compartments to keep a wounded vessel affeat. If the water was admitted into the compartments of the Victoria by the rent made by the ram in such volume as to turn her turtle back the suggestion arises that these compartments might be so subdivided by constructing one within another as to render such an accident impossible. Had the compartments of the Victoria been so constructed it is not likely that the volume of water capable of being thus admitted would have been sufficient to capsize the ship. The severe lesson taught by the catastrophe is that there yet remains much to be done in the im-

provement of naval architecture. While

we are building loar new warships it will be the part of wisdom for our naval engineeers and architects to inquire closely into this matter. No less important is it "that the same attention, to inaure safety, should be given in the construction of our great merchant ships. The catastrophe also directs inquiry 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 its distribution among more than one of a smaller size is a question to be determined. Moreover, it is shown that no matter how formidably a battleship may be constructed she is vulnerable to the assault of such terrible engines of naval offense as that which unintentionally sunk 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 wieldy 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 tore off the plates of the Victoria it is evident also that the armor of the pretentious modern menof-war by no means affords the protection that has been assumed. The discussion that is sure to ensue will doubtless suggest new and more efficient methods of naval construction than yet attained, grand as recent achievements have been.

THE socialistic 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 vetoed the Barber company's claim of \$16,515.71 for alleged repairs on the asphalt streets. And for once, the council sustained the veto.

Let Us Hope So. New York Recorder. With army officers as Indian agents the number of Indian wars will be cut down and

Divine Rights and Political Dickers. St. Louis Republic. With at least a dozen parties 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.

Might Be Estended.

Lincoln Herald. The state board of public lands and build ployes of the reform school to the amount o 121/2 per cent. The cut might be extended to every institution of the state and do more

> Feeding on Outside Fodder. Nebraska Nuaget.

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 to use stationer printed at home it is time to remind th gentlemen who feeds them.

Popullat Tax Notions.

Springfield, Mass., Republican, The lieutenant governor of Kansas is extra officially engaged in organizing clubs over the state to educate the people on his great scheme of a graduated tax on millionaire estates. His plan is to squeeze so much out of the millionaires that nobod else need pay any taxes. Its great popularity is thus already assured.

Woman a Menace to Burglary.

New York Tribune. The number of women possessing enough courage and presence of mind to bring burglars to terms and hand them over to the police seems to be increasing rapidly. We dare say that before long one of them will dis clese her quality at the right moment and save a coach load of passengers from being robbed by a solitary rufflan with a brace of revolvers and a cheek of brass,

The Speakershep Involved.

Boston Herald. Hon. 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 i of July. It is highly important that his position on this important question should be definitely known before he is again chosen to the speakership of the house.

St. Paul Globe. The OMAHA BEE says: "James J. Hill ap pears to be exceedingly popular everywhere and yet for some reason western railroad magnates do not seem anxious to extend to him the hand of fellowshin." Very good reason why. Mr. Hill is in position to knock the thrones from under a good many of them. They must dance to his music when-ever he sees fit to make them.

Looking Backward.

Denver Republican.

One year ago Grover Cleveland was renominated for president by the national
Democratic convention in Chicago. Then the country was more prosperous than ever before in its entire history. Now it is suf fering 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 Underground Wires.

The telegraph and telephone companies in Des Moines are very sore because the city council has passed an ordinance ordering al their wires within the fire limits placed under ground, and they are making dire threats about taking the matter into the courts, and, if successful there, to raise the rates to customers. But if the city of Des Moines wants to enforce the ordinance, it can do so, as the matter has been fully decided by the courts, which have, in similar circumstances, ruled that the city has a right to make such an order. The companies would better comply with the ordinance and save time and vexation, to say nothing of expenses.

Let the Hot and Hangry Howl.

New York Tribung New York Tributs.

Senator Butier of South Carolina has written a letter which will be approved by all the members of his party except dyed-in-the-wool partisans, and which must be highly appreciated by President Cleveland. He says that senators and representatives have no right to dictate appointments or to consider their recommendations as final and conclusive: that the president's constitute conclusive; that the president's constitue tional duties should not be invaded, and that he is not bound to con suit any one regardin-appointments. The "hot and hungry" can-not be expected to regard these sound prin-ciples as of binding force, but Mr. Butler is approaching the end of his third term in the senate, and cannot be accused of inexperi-ence or hasty judgment.

THE RAILROADS' BLUFF.

Wayne Democrat: The railroads are re-taliating on the public for the massage of the Newberry freight bill, by withdrawing passenger trains from branch roads. instance of biting off the nose to spite the

Sioux County Journal: The new rate wheat, which went into effect on June 10, raises the rate which the farmers will have to pay on what they have to sell just 5 cents a hundred. The local buyers have to figure on the Chicago rate, and that has been in-creased from 27 to 32 cents a hundred.

Greeley 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 farn produce. Greeley has one train daily, and produce. Greeley has one train daily, and gets her mail whenever it comes. The daily papers from Omaha and Lincoln are receive when they are two days old, so our people may bereafter consider themselves from three days to a week behind in the rush of human progress and in a knowledge of cur rent events.

Schuyler Herald: The railroads of this state are pulling the passenger trains off their branch lines, and give for their reason that the new frieght rate law, which goes into effect on August I, will necessitate cutting down their expenses to the lowest pos sible figure. The law in no way effects their passenger traffic, and the real object which they have in taking off their trains is to make the laws as obnexious as possible. We think that it will not take the people very long to see through their very thin schem

Alliance Independent: While the freight 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 now appears that the eastern interstate lines are going to break up any such an at tempt. The Great Northern has already begun to cut the through rates and other roads will take it up. The only thing for the B. & M. and Union Pacific to do is to get

York Democrat: Several trains have been taken off on branch lines to punish the peo-ple for passing the bill. This is boys' play. The railroads of this state need a little gov ernment ownership and control about as bad as any piece of property we have seen lately. The people will stand about so much and then a halt will be called. If the railtoads had wise managers they would grace fully conform to the new order of things. A little further aggravation and future legislatures will make things decidedly worse. The railroad people had better prepare to obey the law the same as the citizens of the state have to do. Plattsmouth Journal: The railways of

Nebraska are about to inaugurate a system of opposition to the enforcement of the new freight rate law-the most foolish and unwise thing they could think of doing submission to the law, under protest if need be, would oring them friends. To make fight against it is to awaken the enmity every good citizen, and to insure their ultimate defeat and humiliation. The railways are unquestionably a great power in the state, but they are not yet strong enough to dominate over the laws adopted by the people's representatives. When they do it will be time enough for honest and self-respect ing people to emigrate.

Lincoln News: The Nebraska railroads are evidently in a quantury whether, after all, they will obey the Newberry law or place rates at whatever figures they may please. When an ordinary citizen breaks the laws of his state he is roundly denounced by the press and the public, and is often imprisoned. When a railroad company refuses to obey a law it can aiways rely on finding mouthy de-fenders of the stripe of the State Journal to misrepresent matters. If the state had a board of transportation with either the inclination or the backbone, or both, to enforce rates that are as favorable to the to the railroads, we would not be treated to this spectacle of railway managers sitting in consultation deciding whether or not they shall comply with the law.

Schuyler Quill: 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 more, so that it will appear as though the rates were really raised instead of lowered. This was the first step toward the unpopularity of the law among the people which would lead to its repeal. The next move was 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 roads could not afford to keep up their former service under the new rate. Even the Schuyler and Ashland branch of the B. per day. Right there comes the inconsistent part of their work. First the people are told that the bill raises the rates instead of lowering them and was a bad one for the masses ther they next claim that the bill cut dow the rates so much that they could not afford to run passenger trains, except in a few instances on the main lines. But that is not the only inconsistency in this passenger train scheme. The new law does not change the passenger or express rates it being a purely freight rate bill Hence, if it does not pay to run the passen-ger 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 i is another plan to make the law unpopular and secure its repeal by the next legislature. Let the people fully understand these schemes and instead of repealing this law change it so as to secure the reduction where the juggling in schedule figures has apparently raised the rates. Let no man be un-

PEOPLE AND THINGS.

If Lizzie Borden accepts the invitation to lecture, belief in her innocence will undergo

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 foaming collar on Colonel Ains worth's beaker of sorrow, some ghoul has unearthed the supposed record of his elopenent with an actress some thirteen years

Senator Cockrell of Missouri refuses to as sist any young man in his congressional dist-rict on his way to West Point because he doesn't believe in a "dude factory," as he calls the military school.

Justice Blatchford, who is critically ill, holds high rank for attainments as a mem-ber of the United States supreme court. He was born in the city of New York and was ointed to his present office in 1882. Ex-Minister Phelps, who is now making

see arbitration court, promises to outwind all preceding speakers. He has taken long walks and handled dumb bells for weeks past, and put his caloric machinery in prime

The report of the grand jury of Minnespolis gives an interesting view of the practical workings of the fire department in that city. The extinguishment of fires is not the exclusive aim of the leaders, for, while the rank and file are working the pipes, the men who boss the job take inventories of the im-periled stock. Should any of it prove useful or ornamental, or be readily salable, it is promptly resoured from the 'maw of the demon." The industry of the leaders was not confined to this line. They contributed to their financial health by farming out the department horses and charging snug sums for boarding the stock, the city contributing most of the board. The grand jury con-cluded by returning four indictments against the industrious fire fighters.

The late Leland Stanford earned his first capital by picking a load of horseradish, washing each root separately and selling the horseradish in Schenectady. On this finan-cial venture, undertaken at the age of 6, he reaped a profit of 2 York shillings. Two years later, when 8 years of age, he dis-played his instinctive knowledge of the laws of trade. A sharp frost came and all the chestnuts fell to the ground. He picked many quarts. Every boy in the neighborhood had done the same and the chestnuts were going begging. Young Stanford thought the matter over. He got a number of fellowing to the him and they stored their of friends to join him and they stored their chestnats away. They waited patiently for the market to go up, which it did, and they then sold for \$25 chestnats which would have been sacrificed for \$2 or \$3 at the most if put on the market prematurely

GARNEAU-MOORE.

Norfolk News: The most expensive exhibit in the Nebraska building at the World's fair is Mr. Joseph Garneau. Nebraska City Press: No one is at all surprised that Con prised that Commissioner Garneau is very ungry over Augiter Moore's open letter.

Garneau has acted all along what he wrote in his reply, that the appropriation was made for his sole benefit, and he had a right to use it as he pleased. Fairbury Gazette: 'Garneau, of Nebraska

World's fair tame, is very indignant be-cause the auditor of the state has accused him of "needless extravagance." But the auditor has put it very mild, in fact the majority of the people of the state who have seen that miserable structure which represents Newscass will be a supported by the state of the state who have seen that miserable structure which represents Newscass will be supported by the state of the state who have seen the supported by the state of the state has accused by the second seco sents Nebraska, will hardly be so charitable in their criticism 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 commis-sioner's bills which the auditor deems extravigant and unwarranted. For once th state has an auditor who will not bestate to set down promptly and hard on what he does not consider right. Items must be plugged to size and be within scope of the appropria-

Edgar Post: No one will have the temerity to accuse Mr. Garneau of giving Nebraska anything 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. no v come forward and refuses to approve a number of the bills. This will no doubt bring on a needed investigation of the manner of expending the state's money, and some in teresting disclosures may be looked for,

Dawes County Journal: If auditor Moore stands by his resolution and refuses to allow many of the oills presented by Commissioner Garneau, the whole at to of Nobraska will be under great obligations to him. It is time, for instance, that men doing busines for the state and traveling on railroad passes should cease to be paid for railroad expenses. The State building on the World's fai grounds does not represent the money which was appropriated for it. The people who pay the taxes have a right for their 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 refuses to audit bills that he considered extravagant, among them being a bill of Mr. Garneau at a Chicago hotel charged at \$6 per day. Garneau says he didn't charge full His bill was \$10 per day and he paid four of it 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 amount, but Auditor Moore has a perfect right to object to paying \$3 for style

GULF ROAD CONFENTION.

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

Whereas, The congress of the United States has appropriated \$5,000,000 to make a deep water harbor on the Gulf of Mexico; and Whereas. The construction of such deep water harbor would be of little value to the great interior would be of little value to the great interior basin of the continent without a north and south railroad to said harbor; and Whereas, A road costing \$27,000 per mile could be constructed from the north line o Dakota to the guif for the sum of \$27,600,000 and

Dakota to the gulf for the sum of \$27,600,000; and

Whereas, A tax of 5 cents per acre on the lands of the ten great states lying in the great interior basin would construct said road and leave a surplus of over \$2,000,000; and

Whereas, The exports of wheat, cattle beef products, meat products and breadstuff 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 \$94,000,000 annually, or sufficient to pay the cost of said road three and one-half times; and

Whereas, The furnishing of said interior north and south transportation would attract the great manufacturing industries to the great interior valleys and make them the most populous as well as the wealthlest portion of the country so that Nebraska in ten years would have 5,000,000 people with many prosperous cities like Lincoln and Omaha; 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 par each and the value of value of the value of the value of the value of value of value of value of value of va states would soon be enhanced in value a least 35 per cent, and the value of other prop-

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 as 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 the territory of Oklahoma and proposes that a convention of delegates from each of said states to be appeared by the research. tates, to be appointed by the respective gov-ernors thereof, be held in the near future at ome point to discuss and mature ways and neans for the construction of said north and south road.

> Approving Smiles. Denver News.

Western bankers smile at the impudent assertion made daily by dispatches from New York that Wall street is benevolently re-lieving 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 speclated and dictated the financial policy of the government.

MAXBELL AND HIS PARTY.

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

Wayne Herald (rep.): It is probable that a few republicans will object to nominating Judge Maxwell to the supreme beach this fall, but the Herald will wager dollars to doughnuts that he receives the republi-can nomination if he desires it, and that

Silver Creek Times (rep.): While the Times has no particular kick against Crounse, except in the matter of his signing the street railway bill, if a governor were to be nominated next fall Chief Justice Max-well would be our candidate. With Max-well in the executive chair thieves and boodiers could not flourish

Schuvler Herald (dom.): 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 repub-lican party to retire to private life the ablest judge on our supreme beach. The fight is not made against him because he has not made a good record, but because he has not allowed party prejudice to dictate

Central City Nonparell (rep.): It looks much as though the fight in this state this fall will be Maxwell and anti-Maxwell. The rank and file of the republican party no doubt desire to see the old man renominated, while there are some who would tear their shirts to prevent it. The judge may be a little aged, but he certainly is not in his dotage, judging from some of the opinions which he hands down.

York Democrat: The republican workers appear to be on the hastle to find some one place on the ticket this fall to succeed Judge Maxwell. A large body of republi-cans 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

Dawes County Journal: The comments of the state press clearly indicate that the peo-ple sustain the dissenting opinion of Chief Justice Maxwell, whose merit as a man and jurist is highly praised. Discredited politicians like ex-Governor Thayer may rage and foam 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 from the bench, but thay fail to state that last year he wrote nearly twice as many opinions as both of the other 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 loan-ing their deposits to officers and stockholders are about weeded out

COMICAL CRACKS.

Washington Star: If you really want a man to keep cool don't tell him to. New York Herald: Gardner-What is the softest kind of pear? Wardner-A bridal pair,

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

Milwaukee Journal: The reputation of being Lowell Courier: A man is often drawn as a uror and quartered at the court house.

Yonker's Statesman: The bank cashier gets tired of helping others, and some times fool-ishly helps himself, Philadelphia Record: While the elevator man gives many a fellow a lift, he doesn't hesitate to run a chap down.

Troy Press: When the race doesn't want to pay cash he simply opens a running account with the merchants he pat-

Tammany Times: "I thins you must have misunderstood," said a hungry man in a Har-lem restaurant to a waiter. "How so, sir?" "I ordered fried liver and you have brought

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

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

"Young fellow," quoth she,
"Now don't you be
Too fly, too fly, too fly with me."

THE BEATHER.

Atlanta Constitution. Don't growl about the weather, but jes' take it as it comes.

When the sky is beamin' brightly, or the thun, der beats its drums!

Stop complaintn' 'cos it's rainin', but be thankful for the drops

As they sprinkle, "tinkle, tinkle," on the dry and thirsty crops.

Don't growl about the weather, when the birds is singin' sweet, An' the daisies like a white cloud are a-foamin' at your feet! Don't ever growl at nothin', on the earth or up above; It's the light that makes the shadders, an' the light is sweet with love!

BROWNING, KING

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' cost one individual, solitary, lonesome cent more to dress

cool and comfortable, if you know where to get your summer wear. Cool coats, cool s hirts, cool vests, cool collars, cool underwear, cool hosiery, cool neck wear, cool hats; all at the lowest prices for high class stylish goods.

BROWNING, KING & CO.,

Store open every evening till 6.30. | S. W. Cor. 15th and Douglas Sts.