

THE DAILY BEE.

E. ROSEWATER, Editor.

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SWORN STATEMENT OF CIRCULATION.
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I, George F. Tschick, secretary of The Bee Publishing Company, do solemnly swear that the actual circulation of THE DAILY BEE for the week ending October 28, 1893, was as follows:
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I swear to before me and subscribed to in my presence this 28th day of October, 1893.
Notary Public.
Average Circulation for Sept., 1893, 24,333

POSTMASTER: This paper is coming slowly just now. But wait till the repeal bill is passed and the walls of federal patronage will once more begin to flow with the accustomed rapidity.

The substitution of John L. Pierson for Frank Thompson as a candidate for the Board of Education is a very gratifying improvement. Mr. Pierson has been an excellent member of the board.

VOTING upon the repeal bill has already become in two days much more popular with the public than talking on the repeal bill did in the many long weeks that that measure has hung fire in the senate.

The police judge of New York City receives an annual salary of \$8,000, while a justice of the supreme court of Nebraska receives \$2,500 a year. Justice must necessarily come too high in New York or it is too cheap in Nebraska.

PHILADELPHIA is taking steps to raise a subscription fund of \$10,000 to be expended in purchasing articles of interest at the World's fair to be exhibited in its free public museum. The hint might be taken to heart by public-spirited citizens everywhere.

The only definite assurance we have that the American colleges have entered upon the season's task of a higher education for young men is the announcement that the first intercollegiate game of football is to be played in a few days. The average American college boy, like the Chicago girl, takes great pride in the size of his shoes.

MACLEOD won his place on the school board pay roll through his rustling qualities as a ward worker, and is likely to retain his position for that reason. He is a political necessity to certain members of the board, who are under obligations to him, and who foisted him upon the city pay roll as the easiest means of paying off such obligations. As usual, the taxpayer gets the worst of it.

FEW people have contended that the silver senators were insincere in their fight against the repeal bill. They have simply been blinded by false notions in respect to monetary doctrines and the overwhelming pecuniary interests of many of their constituents in mining properties. They will soon see that unconditional repeal is by no means the calamity which they have been predicting.

CONGRESSMAN BLAIR promises to spare his associates in the house from further personal endeavors to push the educational bill which bears his name and upon which previous congresses have been forced to waste so much time. Blair practically talked his own bill to death on more than one occasion. Without his active efforts in its behalf its chances of becoming law may be considered somewhat improved.

Will any self-respecting American citizen place his estate in the disposal of any railroad, express, telephone, or street railway company or any other corporation that carries him on its pay roll? Does a man bury away his soul when he hires out in one of these corporations? Are they not getting all they are entitled to when employees efficiently and faithfully perform the task imposed upon them in the shops, on the train or at headquarters?

IF THE Illinois Central decides to avail itself of the interstate bridge to make its entrance into Omaha the East Omaha Bridge and Terminal company will be entitled to credit for having done a good turn for Omaha. The Illinois Central would make a valuable addition to our railway facilities and give us a direct outlet into a section of country that Omaha has only been able to reach in a roundabout way.

THE Philadelphia Public Ledger reads a timely lesson to councilmen who habitually neglect to attend the meetings of the body to which they have sought and gained an election. It says that "as long as a man is a member he should make it a rule to be sure for his presence as regularly as he would for any business engagement, and when he finds he cannot do this he ought to resign, for he has no further moral right to a seat in the municipal legislature." When Mr. Bedford was a member of the Omaha city council he was absent from meetings almost as often as he was present. And he didn't resign or refuse his salary, either.

RIGHTS AND WRONGS OF RAILWAY EMPLOYEES.

There are nearly one million men on the pay rolls of the railroads of the United States. This vast industrial army is offered by the brainiest men that can be found in America, who are especially trained to make the service of their companies efficient and remunerative. The great science of modern railroading is to decrease expenses and increase earnings. To this end every railway manager constantly endeavors to operate the road so that he can get the largest amount of service with the smallest force for the least money. In almost every other country but our own the railway service affords steady employment at fixed wages, with promotion according to merit and length of time each individual has been in the service. Men are only discharged for cause. Men who receive injuries in the service of the company and those who have been in the service to an advanced age are retired on sufficient pay to keep them comfortable.

In this country the oldest and most faithful employee is liable to dismissal on a day's notice, with no other explanation than that his services have been dispensed with. Men who have devoted half a lifetime to becoming experts in any branch of railroading are thrown out arbitrarily to make way for some favorite of the general manager or some relative of an influential politician. This uncertainty of tenure extends through the entire service from the manager's office down to the section hand. For any grievance, just or unjust, there is no redress unless the complaint is backed by numbers or potential friends. The only efficient counterforce has been association and mutual resistance to enforce fair treatment. What has been accomplished in the way of securing redress and checking the downward pressure of wages has been through the brotherhoods and federations of locomotive engineers, firemen, conductors, brakemen, switchmen, train dispatchers, operators and other employees in the train service. The workmen in the shops and on the roadway and the clerks are, for the most part still at the mercy of arbitrary bosses and heads of departments.

The most flagrant misuse of association is the so-called hospital service and similar relief associations, which ostensibly have for their object mutual protection of employees, but in reality are chiefly maintained for the benefit of the railway companies. When the surgeon-general of the Union Pacific inaugurated the employees' hospital tax about twelve years ago there was a general revolt against this imposition all along the line. Protests and remonstrances were showered upon the managers from every shop and office, and the feeling of opposition was so intense that for a time Dr. Mercer's pet scheme had to be abandoned. But after two or three years of resistance the men were finally whipped in. Willing or unwilling, 50 cents a month is taken out of the wages of every man or woman on the pay roll and set apart as a hospital fund to pay for surgeons, doctors and drugs. Now, although this fund is a forced contribution from the employees, they have not a word to say about its disposal. The managers engage the surgeon general and his assistants and to these managers alone do the railroad doctors look for any directions. If a trainman or shopman meets with an accident the company's doctor, paid for with his own money, waits on him and treats him until he recovers or dies. If he remains a cripple for life, the company's doctor first tries to persuade him that his injuries are temporary and advises him to settle for a mere pittance. If he declines to settle and brings suit for damages the company's doctor, paid for out of the fund contributed by the toilers, will, nine times out of ten, join the company's attorney in an effort to cut down his claim or beat him altogether.

Against such systematic oppression nobody at railroad headquarters or on the road dares to raise his voice. Where, O where, is Railroad Organizer Knodell and his association of enlisted political serfs? Why have they never struck a blow for freedom by demanding that the men who pay the hospital tax shall have a voice in its expenditure?

The Burlington road has also organized a benevolent association for its own relief. It is known as the Burlington Voluntary Relief Department. Ostensibly this society was formed for the protection and relief of employees injured in the service of the company. A case now pending before the supreme court of Nebraska unmask the real object, which is nothing more nor less than a device to relieve the company from responsibility for accidentally maiming or killing men in its employ. The case we cite is that of Joseph Bell, who was jammed in coupling an engine and had three ribs broken. Bell brought suit for damages and was awarded \$700 by the jury that tried the case. From this verdict an appeal is now pending in the supreme court. The company demands that the verdict be set aside because Bell is a member of the Burlington Voluntary Relief association and therefore is bound by its rules. Under the provisions of this association the Burlington Railroad company guarantees the fulfillment of its obligations to members. The company takes charge of all the moneys belonging to the fund, is responsible for their safe keeping and pays 4 per cent per annum for monthly balances in its hands. Another article provides that in consideration of the amounts paid and to be paid by said company, the Burlington road, for the maintenance of the relief department the acceptance of benefits from the said relief fund for injury or death shall operate as a release and satisfaction of all claims for damages against the said company.

This is a very cunning trap by which a poor railroad man and his family can be cased out of a claim for losses of life or limb. Joseph Bell is shown to have drawn \$62 out of the benefit relief fund, and that it is argued, he is out of any further claim against the Burlington road.

Do railway employees comprehend the enormity of this proposed judicial jugglery? Do they comprehend now why the railroad managers want to own the

supreme court? Will they sacrifice their manhood and cut their own throats by voting as ordered for a railroad company candidate to succeed Judge Maxwell?

KEEP IT BEFORE THE TAXPAYERS.

Thousands of our most intelligent citizens still labor under the delusion that the \$1,500,000 bond proposition contemplates the building of a canal. Some of our brightest business men have been made to believe that any attempt to divert the money from the canal would be enjoined by the courts. The reverse is true.

The proposition as submitted to the voters of Omaha reads as follows:

Shall bonds of the city of Omaha in the sum of one million five hundred thousand dollars (\$1,500,000) be issued for the appropriation and purchase of waterworks and an electric light plant for said city and the appropriation and purchase of the same for other purposes than paying the cost of the appropriation or purchase of waterworks and an electric light plant and land therefor, and the said bonds to be issued from time to time as may be required during the years 1894, 1895 and 1896.

There is not one word about a canal in this proposition. If the bonds carry the proceeds can only legally be used for the purchase of the waterworks or electric lighting plant. The proposition places no restrictions upon the council as regards the purchase. The council can have the works appraised or it can agree with Wiley upon the price to be paid without even going through the formality of an appraisal. The council can override the mayor's veto if Wiley can control twelve members, and the courts cannot interfere unless absolute proofs can be furnished by unimpeachable witnesses that the bargain was consummated by bribery or fraud.

Any man who asserts that the bonds to be voted under the proposition submitted can be legally used for a canal is an impostor. They cannot be so used even if the legislature should amend the charter so as to authorize the city to construct the canal or acquire its ownership by purchase. No law can operate backward.

All who really favor the canal project should vote no on the proposition. Those who do not want to mortgage the city for \$1,500,000 without restrictions and safeguards will certainly vote no.

THE END OF THE GREAT FAIR.

But two days remain of the official life of the Columbian exposition. Within forty-eight hours the greatest enterprise of the kind ever undertaken and carried to a triumphant success will have become a thing of the past—a memory, and to the millions whose privilege it has been to visit it and to give it intelligent and discriminating inspection, a memory that will afford perennial gratification. What man or woman with an appreciation of the imposing, the grand and the beautiful, will ever forget the picture that was presented by a view from the "court of honor" or from the promenade of the Manufactures building? The impressive vastness and the sumptuous splendor of the architectural achievement alone was sufficient to leave an ineffaceable effect upon the mind, and when one considers in addition the marvelous works of art and science and mechanical skill collected in these white palaces, wonder at the magnitude and the magnificence of this greatest of all world's fairs grows as thought and imagination dwell upon it. No pen has yet done justice to its glory and its grandeur, no orator has spoken the words that convey an adequate idea of its splendors and its beauties, the pencil or the brush of the artist has given but an imperfect impression of its vastness and its imposing character.

The mayor of New York City, in his address on "Manhattan day," said there was one sad reflection connected with the White City, and that was that all the magnificent specimens of architectural art, together with all that they contain of human greatness and civilization, will soon have passed away. "I cannot help but think that any outlay, however great," said the mayor of the national metropolis, "that would tend to preserve these magnificent buildings in monumental marble would be an expenditure for which the country would receive a hundred-fold in the liberal education which our population would receive in visiting them and in the expansion of mind and elevation of thought which they would evoke." In this Mayor Gilroy voiced the sentiment of hundreds of thousands who have visited the fair. Few men or women of intelligence who have looked with profound interest and enthusiastic admiration upon those structures have not felt that their preservation would be a great thing for the country. But this is impracticable as to most of them, though there is promise that one or more will be preserved to become the home of exhibits which will attract and instruct the coming generations of Americans.

Another New Yorker spoke eloquent words, on the occasion already referred to, which may be appropriately quoted in this connection. Congressman Fellows said: "These buildings will soon disappear. The limitation is almost reached. All this physical grandeur will have faded away and disappear, but the lessons which have been taught, not only to this republic, but to all of earth, will survive the flight of all the years. This, after all, is the mightiest lesson which the fair has taught. It has been an education to all of us. It has been a gratification of every sense. No cultivated taste but that has been gratified even beyond its capacity to receive in looking upon this scene." This great achievement, this triumph of the genius and energy of the American people has not only justly stimulated national pride and patriotism, but it has made the American name more respected and honored than ever before throughout the world. It is no insignificant boast that in this exposition we have surpassed all like enterprises of other nations vastly beyond what was expected

at the inception of the undertaking, and have given the world an object lesson in what the United States can do which no other country is likely to attempt to equal in this generation. Indeed, if there is ever another such exposition it will probably be held in this country.

It was a costly enterprise, but there will be few to contend that it has not been worth all that has been expended on it, if not in material benefit to the country, then in its educational influence and what it has shown to the world of American capabilities. It is an event of the closing years of the nineteenth century which is certain to be long memorable as by far the greatest of its kind. It is safe to say that while other nations may attempt to imitate none will surpass it.

CAUSES FOR DECREASING IMMIGRATION.

A very marked decrease in the number of immigrants has been noted at the third week of the present month gives the number of arrivals at 2,647 only. The number for the first twenty-one days in October was 10,766. Immigration was suspended during October, 1892, on account of the prevailing cholera, but during the corresponding period of 1891 the number of arrivals was 23,206. In other words, if we regard the immigration of 1891 as normal—and there were not extraordinary incentives to immigration at that time—the immigration at present has been reduced to less than one-half what might ordinarily have been anticipated.

The statistics of immigration show that the influx of foreigners into this country has been greatest in times of greatest prosperity and least in times of immediately following business depression. The decrease in the arrivals at the port of New York, while probably the result of numerous co-operating circumstances, must be ascribed in the main to the influence of our recent run of hard times.

A decrease in immigration into the United States signifies, as a rule, either that the attractions which this country has to offer in the way of more favorable openings for laborers as compared with those attainable abroad are operating less strongly or that the laborer abroad has been reduced to such extremities that he cannot scrape together the small sum required for the expenses of removal. The latter we know to be untrue, for the cost of migrating from Europe to America has been reduced so low that any one who is likely to pass muster as a desirable citizen can now raise the necessary funds. The causes of the decrease must be resolved into the simple fact that the average European laborer fears at the present moment that he will suffer a detriment rather than a benefit to his material welfare should he venture to cross the ocean.

This stoppage of immigration is at once a result and a cause. It is the result of reports of hard times in this country and of rumors of starving unemployed and of the discouraging hopes of the ambitious poor. But it also reacts as a cause. Immigration is heaviest when times are best and helps to make times better. The newly arrived immigrant invests his savings, creates a demand for goods and adds to the wealth producing force of the country. The absence of immigration subtracts these elements from us. Many people emigrate if they are able and take with them the products of their industry in this country. Times are dull and they languish from the very want of a flow of incoming population. The return to prosperity must be necessarily slow, but one of its most reliable signs will be the inauguration of another tide of increased European immigration.

COAST DEFENSES.

Major General O. O. Howard, commanding the Military Department of the East, makes an urgent plea in his annual report for further appropriations for the construction of coast defenses. The appropriations made by the Fifty-first congress for this purpose were sufficient to make a beginning in the proper protection of our harbors, but General Howard urges that the work should not be allowed to stop. He says that the best economy in the long run for the government is to continue these works when once commenced, without other periodical interruptions than those occasioned by the severity of the winter months. The most important ports, like those of New York, Boston and New Orleans, need the first attention, but the defense will be far from what it should be until such cities as Philadelphia, Baltimore and Washington, those near Hampton Roads, Charleston, Savannah and Mobile shall be properly covered by defensible works well manned with modern ordnance. General Howard points out that the navy cannot, since the navy's work is of war is rather in the offensive than the defensive establishment, so that for the defensive purposes of permanent works the sea coast batteries, including mortar shells and other projectiles, and all the modern torpedo preparations, must be kept in mind.

The soundness of General Howard's views will not be generally questioned. Very nearly everybody will concede that our exposed seaports should have adequate defenses and that the government having commenced to provide these it should go on with the work until it is completed, for unless this is done there will be a very considerable waste of public money. A good many millions have been expended in coast defenses and still our principal seaports are far from being as well protected as they should be. The government ought not to throw away all this money by discontinuing the work of providing proper defenses. But this is very likely what will be done. The party in power has never shown any interest in this matter. Some eight years ago, shortly after the first administration of Mr. Cleveland came into power, the late Samuel J. Tilden addressed a letter to the president in which he urged upon his attention the great importance of proper system of coast defenses. He pictured in vigorous terms the terrible disaster that could be wrought by ships of war in attacking New York, Boston and other exposed ports, and argued

strongly that merely on business principles it would be wise policy for the government to make adequate provision for the protection of these ports. That letter of Mr. Tilden's arrested the attention of the country and strengthened the public sentiment in favor of proper coast defenses, but it had no effect upon the administration or the party generally away from the exposed and unprotected seaports. Mr. Cleveland had then come from Buffalo, which does not need defenses. He has since lived in New York, so that he may have changed his views on this subject, but however this may be, it is not probable that the present congress will vote any money for coast defenses. It will find a valid reason for not doing so in the condition of the treasury and the revenues of the government. With the prospect of a heavy deficit at the close of this fiscal year no money should be voted for anything that can wait, and probably no one will question that further work on coast defenses may be put off two or three years without danger. Having no troublesome or threatening international controversies we may feel entirely complacent regarding the security of our seaports.

While missionary societies and other organizations of a religious or charitable character continue to declaim against what they like to call the barbarities of the Chinese exclusion law, the senate committee, to which the house amendments to that bill have been referred, proposes to take its time in considering the measure before it and to give all parties who may be affected by it ample opportunity to present arguments or protests. It is scarcely to be expected, however, that denunciations of the Geary law as inhuman, brutal or inconsistent with the inalienable rights of man, such as were resolved upon the other day by the American Missionary association, will have much effect after the supreme court has passed upon the measure and has declared it to be in complete accordance with the provisions of the constitution. It is even rumored that some of the delay in acting upon the proposed amendment extending the time for registration is brought about intentionally in order that the vicious highlanders and gamblers on the Pacific coast may be gotten out of the country now while they are in default under the exclusion law now in force. It is safe to say, however, that the amendments now pending in the senate will ultimately become law substantially as they now are, with a view to saving the government the expense of deporting the Chinese residents of the United States, if for no other reason.

The enthusiastic reception of President Carnot on board the Russian fleet at Toulon was intended to reciprocate the favors attendant upon the lavish welcome of the Russian naval officers into Paris. Whether or not the present demonstrations have been carefully prepared for the effect they may have upon the French people and upon the people of the surrounding countries, they must be received as definite confirmation of the intimate friendly relations now existing between France and Russia. These nations have witnessed many changes in their attitudes toward one another in the past, and will no doubt witness many more in the near future. But in the living present any nation which picks a quarrel with France must know that it will have to reckon with Russia also.

A Republican Triumph.
New York Tribune.
Republicans have won, and owe their victory to President Cleveland.

No Discrimination, Please.

Chicago Times.
The officers of the Madison Square National bank of New York, which went under during the late financial depression, have all been arrested on charges of fraud, forgery and embezzlement. In all justice the officers of the rest of the New York banks ought to be arrested for flagrant violations of the banking law during the same period.

The Trade Quickening.

Springfield (Mass.) Republican.
We shall not unduly expect a great quickening in the processes of recovery from panic and depression. It cannot be effected in a day; there has been great exhaustion of the commercial organism and the steps upward to a full revival of average activity must be slow. But the removal of one great burden of uncertainty which has rested on the back of business will give new life to the upward movement.

The Indian as a Soldier.

Philadelphia Inquirer.
Brigadier General John R. Brooke of the regular army, in command of the Department of the Platte, says that the principal difficulty in the handling of Indian troops is their inability to speak English, and he adds that from his knowledge of the race he thinks this inability springs from the racial dread of ridicule, the Indian trooper being afraid to try to speak English lest the white soldiers laugh at him. In this respect the Indian is very much like the white man, and the difficulty is, therefore, perhaps not insurmountable.

The Topmost Price for Coal.

Chicago Post.
The transfer of Delaware, Lackawanna & Western railway stock to the Vanderbilts is believed by some Wall street prophets to foreshadow another increase in the price of coal. It is not cheering news on the part of the early winter, and we may take the liberty of doubting it. The price of coal is about as high now as it can be without cracking the endurance of the people. The Reading and other combinations have blown up the bubble as far as it will go safely. Another blast and it will be compulsion in the pipe. We have no fear of the Vanderbilts. They are not going to put coal, Lackawanna or other railroad securities, which burned for government seizure of the coal fields last winter.

Presentation of Bond Promoters.

Minneapolis Tribune.
It is a pleasure to note the fact that the government has entered earnestly into the work of putting a quietus upon certain lottery enterprises masquerading as "investments," "savings banks," "guaranty" and "bond companies." They are lotteries pure and simple, differing from the New Orleans establishment only in nomenclature. The tickets are "bonds" and "stocks," their prizes "loans." The government will proceed against them in exactly the same manner as it attacks the great lottery at New Orleans, by prosecuting those for using the mails for illegal purposes and by excluding their correspondence and printed matter from the mails. Cases have been made up against a number of the leading companies and will be brought to trial very shortly. As between the outlandish lottery and such games as these the lottery is to be preferred. The latter calls itself by its true name, and the government pays larger prizes, has fewer opportunities to defraud and does not masquerade under the style and titles of reputable concerns. The bogus "bond" investment company does infinitely more harm than the avowed lottery and should be even more strictly dealt with by the courts.

SECULAR SHOTS AT THE PULPIT.

Chicago Mail: An Omaha preacher has told his parishioners how to vote. Pretty soon some of them will be telling him how to pray.

Kansas City Journal: The Iowa ministers who are supporting the third party prohibition ticket in the belief that they are helping the cause of temperance may be conscientious, but they show a lamentable lack of common sense.

St. Paul Globe: One preacher, at least, has silenced the criticism of the local press upon his conduct. He lives in a small town in Illinois, and has just married the editor of the paper there, who happened to be a young lady of considerable beauty and fine mental endowments. It is to be hoped that in this case, at least, the press and the pulpit will work together in harmony.

Washington Star: The New York and New England synods has decided that Dr. Briggs shall not have any further hearing so far as it is concerned. The doctor can console himself with the reflection that he has already succeeded in getting his views pretty thoroughly before the public. He will doubtless realize that it may be for the best, as a restricted Briggs discussion on the heels of the silver debate would inevitably prove a tax on popular patience.

Kansas City Star: In one respect at least yesterday (28d) was a quiet notable Sabbath. Colonel Ingersoll and John L. Sullivan held services that packed the buildings. If some of the clergy are a little sore over their own small congregations let them remember that the colonel and John are novices and there is always a charm in novelty. If they were a steady article of diet every Sunday morning, not to speak of two or three times during the week, they would soon find themselves discarding to a faithful few. The crowd that greeted them yesterday was nothing disheartening to the religious teachers.

Philadelphia Times: The Baptist ministers who attended the anniversary meeting of the city of Philadelphia, Pa., were confronted by two vital questions now calling for disposition in that great denomination. The scarcity of Baptist ministers and their education are the direct issues in point. The annual report shows 33,738 churches and only 34,788 ordained ministers. Next to an inadequate supply of ministers, the delegates discussed the lack of preparation, with no special way marked out as a solution. This is an interesting situation, as it indicates Baptist growth to a remarkable degree.

PEOPLE AND THINGS.

The Ferris wheel is to remain in Chicago. Nothing smaller would fit the municipal head.

The wonder is that the entire penitentiary did not go. It has been under fire for years.

Baron Talenchool has arrived in the country. His presence in Washington is not necessary now.

What a varied assortment of trouble would have been avoided if Adam had had a gun when he was tempted.

Cousin Ben Bolson completed his education recently by graduating from the Keeley institute in Orange, N. J.

Mr. Cleveland's "daily prayers" having reached the spot, a distribution of the leaves of prayer is now in order.

The Fries family—mother, son and son-in-law—of Williamburg, N. Y., invested \$18,000 in bogus gold dust. The mother died on discovering that she was defrauded.

Senator Plumb's estate will probably net about \$1,000,000 for his heirs. Kansas speculations are not as profitless as the shrieking brethren would have the country believe.

In a day or two the World's fair will be transformed into a mammoth bazaar sale. The record of Chicago's annual fair eclipsed it will be evidence of the decline of woman's greatest feat.

A congress of railway surgeons was to be held in the city during Thursday, but owing to pressing engagements along the tracks the meeting was not sufficiently attended to attract attention.

F. K. Smith of Oakland, Cal., who extracted a fortune from the boxes of Death valley, is to build a castle of borax brick. The cockroach 4,000 feet indifference, but it is insincere.

William Waldorf Astor has ascended another round in the ladder that leads to immortality. He has bought the black pug dog Man Friday. Mr. Astor believes he is the only American who owns a black pug.

A wildcat banker fleeced Kansas out of unknown thousands of dollars and was acquitted. Another resident sold a few flasks of liquor, was convicted on thirty-five counts and sentenced to 1,000 days in jail and to pay a fine of \$3,200.

The business men of Denver urged to boycott Chicago. The proposition will startle Chicago—about as much as a fly-speck on the dome of heaven. It is probable the suggestion is prompted by an affection for Cheyenne as a supply point.

Mrs. Flower, wife of Governor Roswell P. Flower of New York, is a regular contributor to many charitable institutions, which she aids to an aggregate extent of \$250 a week. Mrs. Flower is as shy as a schoolgirl, and her modesty has prevented her from having herself photographed. Her portrait is now being painted by an Albany artist.

Verdi, the veteran composer, passed his 80th birthday recently. He lives in absolute seclusion in his beautiful villa of Sant' Agata, near his birthplace at Busseto, and is still, in spite of his age, an early riser, 5 o'clock being no unusual hour to see him about the gardens, which he loves with scarcely less affection than his horses.

BROWNING, KING & CO.
Largest Manufacturers and Retailers of Clothing in the World.

It strikes me

That it's coming—it always does, and it will this year, whether Corbett and Mitchell fight or not. If you don't believe it look in the almanac.

Winter—that's what we're talking about, and now we're going to talk about winter overcoats. If there is anybody in the house who wants to get out they'd better go now before the service begins, so as not to disturb the rest of the congregation. Firstly, we will call your attention to the fact that we're selling the best overcoat in the city for \$10. Then there is one for \$15 that but few can sell for \$20 and make a profit at all. The prices gradually rise from \$15 up to \$35. But when you pay \$20 or more for an overcoat you get something that tailors can't beat either for fit, finish, fabric or fashion. The boys are also provided for.

BROWNING, KING & CO.,
Store open every evening till 9.30. Saturday till 10.
S. W. Cor. 15th and Douglas Sts.

BLASTS FROM RAIN'S HORN.

When faith goes to market it always takes a basket.

The devil feels sure of the man who lives an aimless life.

A chronic grumbler can be set down as a person who loafs too much.

Some men join church from the same motive that others rob a bank.

Too many people have an idea that religion can be measured by the length of the face.

You can't tell how many friends God has in a community by counting the church spires.

The less a preacher believes God's promises the more particular he is about the size of his salary.

Before some men are willing to cast their bread upon the water they want to be sure that it is going to be mentioned in the newspapers.

NOT BEFORE THE PEOPLE.
Omaha, Neb., Oct. 28.—To the Editor of THE BEE: In the morning edition of THE BEE for October 24 was published a communication from me concerning the Platte canal. From this I quote as follows: "On the information that we now have we would not be justified in spending one dollar on construction. We are only in a preliminary stage of investigation. To vote the sum of \$1,000,000 in bonds would at this time be premature."

I also challenged the promoters of the bogus Platte canal enterprise to produce one piece of evidence to convert these statements of mine.

They have not done so. They cannot do so.

There is no canal proposition before the people. There has been talk about a canal. This talk has materialized in nothing but a proposition to buy—mind you—buy, not to construct a waterway with electric light plant. Will the voters be hoodwinked by such trash? If we are to have a canal, then why not investigate the project? Why should we buy something else?

If the canal power plant is to cost \$2,000,000, then why should we issue \$1,000,000 in bonds for the purchase of waterworks and electric light plants? Can our "canal" friends throw any clear, sober light on this subject? Very respectfully,

CURRIS C. TURNER.

TAKING IT SERIOUSLY.
Chicago Tribune: There are a few folks who think that there is a vast danger to health in the antiquated greenbacks that are kept in circulation until they are worn out by the South Capitol street establishment. They will doubtless protest against the idea of squeezing a bushel of wheat into a panicle, embelishing it with the huzzar mark and setting it afloat through the unwholesome channels of trade. For, says Mr. Edison, this wheat dollar is never to lose its quality as food, and when it wears out and is discarded and honorably stocked to be abandoned for the benefit of the nation, our posterity will be soaked—in a culinary sense—until the sign of the burzard disappears and the germ-laden disk is ready to be turned into bread and butter cakes. With specimens of the wretched issue of "Haucock two's" still in circulation, the proposition of Mr. Edison is a trifle nauseating.

LAUGHING GAS.

Chicago Tribune: "Where is Java situated?" asked the tribune.

"A little ways east of the Ferr