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GEORGE B. TZSCHUCK.

Sworn to before me and subscribed in my
presence this 4th day of September. 1891.

(Seal.)

Notary Public. When I am elected I propose to discharge my duty to the best of my ability. I will do everything that can be done to bring about a safe, economical and conservative administration of affairs of our state government and see to it that the faith and credit of the state are maintained. Judge Holcomb at Exposition hall, September 11.

Viceroy L! Hung Chang never had much use for decorations any way,

The guessing in New York state will now be confined to the democratic factions.

Chauncey Depew's prognostication as to the New York governorship proved to be right this time.

An ex-vice president as a gubernatorial candidate may be a novelty, but it will be a novelty that will take.

The resignation of Senator Brice of Ohlo will be forthcoming about the same time as that of Senator Jones of Nevada.

Those three-eyed peacock feathers sported by the high officials of the Chinese court must have been veritable hoodoos.

Even train-robbing as a business is still suffering from the financial depression, notwithstanding the enactment of a new tariff

Recess postmasterships are beginning to flow in the direction which is expected to do the administration the most good in the pending political contests.

Too many charter committees are liable to speil the broth. The first thing for the various committees to do is to eradicate their differences and get together.

That alleged order of the administration forbidding federal officials from taking active part in political work has been indefinitely suspended for the district of Ne-

In Douglas county, as well as In other portions of the state, the starch is being flogged out of the hickory shirt. On the 6th of November the garment will be nothing but

There is no difficulty in knowing where New York republicans stand on the money question. The money plank in the platform leaves no room for doubt as to the demand for honest currency.

Tattooed Tom has been trailing around in Bennington with Deputy Oil Inspector Timme. That cught to commend Tem to all the people who des re to see men of integrity in public office.

Union railway stations have suddenly gone out of fashion, according to the local railroad authorities. We believe St. Louis opened up its magnificent new union depot to the public only on the first day of the present month.

Platte river canal bonds can be voted in this county under proper conditions, chief among which is that the people must not surrender control of the water and power rates. The people of any community will rebel against a monopoly of water.

The present city council enjoys great advantages over its predecessors in having among its members authoritative experts on both electricity and coal. On these questions the council has expert testimony at its command as is expert testimony,

Nobody expected Congressman Breckinridge of Kentucky to give up his fight for a renomination until the last possible ray of hope shall have been taken away from him. Had he been one of the yirlding kind he would never have gone into the fight in the first

Nothing is to be gained by speculating on what might happen "if Christ came to congress," but some good may result from a free discussion of the qualifications of the various men who have been nominated by the different parties as their congressional pandidates.

The close margin by which some of the mayor's most important vettes are sustained In the council emphasizes the necessity for keeping at least a third of the members on the side of the taxpayers and economical municipal government. The corporations and contractors must not be allowed to cap ture the councilmen necessary to override every distasteful veto

The council committee on police very properly declines to recommend that an appropriation be made for additional detoctives to extirpate gambling, which Chief Seavey says is now carried on behind closed doors in spite of all his efforts to suppress it. What is the use of increasing the detective force to extirpate gambling? Why not extirpate the worthless detectives and arpoint men in their places who are more

THE NEW YORK REPUBLICANS. desiring such connection which do or may begin or end or pass through Omahs or Counbegin or end or pass through Omana or could be trained and the trains and business of said In nominating ex-Vice President Morton for governor of New York the republicans

selected a leader whose record as a public

man is unassatiable. Though not superior.

perhaps, to the other candidates whose names

were presented to the convention in personal worth and ability, Mr. Morton is un-

doubtedly a more available candidate than

any of them would have been, because no

faction can justly claim to control him. The

opposition will of course charge that he b

the candidate of the maculae and that his

nomination was dictated by Mr. Platt, but

this will not stand candid investigation. Mr.

Morton is superior to the machine and to any

one man's control. He did not seek the

nomination, but, on the contrary, only prom-

ised to accept it after having ascertained by

careful and deliberate inquiry that the gen-

eral sentiment of the republicans of New

York was favorable to him. He was in

Europe when his name was suggested and

he declined to say whether or not be would

accept a numination until he could consult

with the party leaders on his return to

this country. Only when be found that

there was a cordial and almost unanimous

desire among republicans that he should ac-

cept the leadership of the party in the Em-

pire state did he consent to do so, and the

announcement of his decision was generally

welcomed by the party. It would possibly

be more fortunate if the name of Mr. Platt

were wholly disaszociated with this nomina-

tion, because there is a natural disposition

to regard with suspicion and distrust what-

ever that politician has anything to do with,

but there is little reason why any New

York republican should apprehend that in

the event of the election of Mr. Morton the

influence of Platt would be potential in the

administration. The distinguished gentle-

man who has been vice president of the

United States can be depended upon to dis-

charge the duties of governor of New York,

should be be elected to that position, ac-

cording to his best judgment and ability,

uninfluenced by any man or any faction.

The large majority by which Mr. Morton was

nominated, having more than 332 votes over

all other candidates, attests that he was

overwhelmingly the choice of the republi-

cans of the state and not a mere machine

candidate, as the opposition will endeavor to

The platform of the New York republicans

is a ringing arraignment of the shortcom-

cratic party. It declares for an honest bal-

lot and against any effort, "whether by the

removal of the tax on state cank issues or the

free coinage of silver, to lower our currency

standard," favoring an international agree-

ment which shall result in the use of both gold

and silver as a circulating medium. There

is no ambiguity in the terms with which the

republicans of the Empire state denounce

the policy of the democratic congress and

administration, and it is a platform which

there is every reason to believe will at-

tract thousands of voters to the republicans

The convention was one of the largest

ever held, and while there was some con-

test among the followers of the several as-

pirants for nomination the action of the

convention was unanimously approved, and

there was complete harmony and good will

when the work was ended. There appears

to be every reason to expect that the opening

of the campaign will witness the settle-

ment of all factional differences and the re-

publicans of New York united in a deter-

mined purpose to win a victory that will

not only place that state under republican

control but exert a powerful influence fa-

vorable to the party generally in the future.

WHY ABROGATE THE CONTRACT?

council as well as parties who are disposed

to favor the proposition to abrogate the con-

tract between Omaha and the Union Pacific,

we herewith reproduce the exact language of

Agreement made this 1st day of Janu-

Agreement made this 1st day of January, in the year of our Lord, one thousand eight hundred and seventy-two, by and between the Union Facific Railroad company, authorized by law of congress to build a bridge across the Missouri river at or near

Council Bluffs, Iowa, and Omaha, Nebraska and its successors party of the first part, and

the City of Omaha and the county of Doug-

las in the state of Nebraska, parties of the

That whereas the parties her unto desire arrange for the more perfect connection

of any railroads that are or shall be con

structed to the Missouri river at or near Council Bluffs, Iowa, and Omaha, Nebraska:

Now in consideration of the premises and the receipts by the parties of the first part of the

bonds of said Douglas county to the amount

of two hundred and fifty thousand dollars and in further consideration of the receipt by the party of the first part of a deed from

the said City of Omaha to certain real estate in said city, known as the depot grounds

and right-of-way, the party of the first part, for itself and its successors, covenants, and

agrees to and with the said county of Doug

as and City of Omaha, as follows, towit: First. That it will construct, complete and

Second. That the eastern terminus of the Union Pacific railroad shall be and remain at the said City of Omaha.

Third. That after its Missouri river bridge

at the City of Omaha is completed and ready

for use, the said Union Pacific Railroad com

pany will make up all of its regular west

bound passenger and freight trains on the ground which the people and City of Omaha propose 's above to deed to said Union Pacific Railroad company and is already mapped and platted.

That is to say, all passengers and freights coming from the east on all lines of road

seeking a connection with said Union Pacific Railroad at the eastern terminus shall be

delivered and transferred to the Union Pacific

upon said depot grounds where the Union

Pacific trains shall be made up for the west, and that said party of the first part will,

after such bridge completion, transfer upon said grounds to the various railroads that

do or may begin or end in Council Bluffs

or Omaha all its passengers, baggage, ex press matter, mails and freight, north, eas

Fourth. That said Union Pacific Railroad

company will, within one year from the date hereof, expend in the improvements in

the building of passenger and freight depots

general passenger and freight offices, land and transfer and telegraph offices upon

said grounds a sum that will not be less than one hundred thousand dollars, and to

maintain these buildings and offices thereon

Fifth, All machine, car shops and other manufactories required for the use of said

company at its eastern terminus, all perma-

nent offices of the company required for the transaction of its business, including the

land department, general superintendent's offices, general passenger and freight offices,

warehouses for the companies, etc., shall be created and maintained at Omaha.

Sixth. That under proper rules for their regulation, to be provided by said party of the first part, the trains, cars and engines of

all railroads now or hereafter running into or out of Omaha and Council Bluffs shall have unobstructed access and transit to and over

said bridge and its approaches, and such roads shall have the right to take or cause to

be taken their trains, cars and engines with their freight and passengers over and across said bridge and its approaches, at reasonable compensation without discrimination, hin-

pany shall in all cases have the option of substituting its own engines for those of such other roads in the operation of its said

bridge, receiving reasonable compensation therefor.

The object of this clause being to make a

virtual and operating connection upon said transfer grounds between all the railroads

preference or delay, provided, how-that the Union Pacific Railroad com-

maintain a rathraid bridge over the Missour

river at the said City of Canaha.

the original contract:

second part, witness th.

from the opposition.

ings and the false pretenses of the 6-mc

In witness whereof the said party of the first part has caused these presents to be executed in triplicate by its vice president hereby binding said Union Pacific Ruitroad and agreements herein contained. parties of the second part by their nuthorized officers have hereunto set their hands in trip-Scats the day and year first above written. The ordinance submitted to the citizens of Omaha November 28, 1889, at a special elec-

tion contained the following provisions: That any and all rairoad companies that may desire the privilege shall have the right to run pass nger trains into and from said se agreed upon between the said Omaha Union Depot company and the railroad com-pany making application therefor, differences between them as to just and equitable terms

to be determined by arbitration. Why should Omaha now undertake to abro gats the contract with the Union Pacific in the face of the fact that the company is bound to construct a union depot of adequate dimensions and give access to the depot grounds to all railroads that now or may in the future cross its bridge? If the Union Depot company has taken it upon itself to assume the obligations of the Union Pacific Railroad company to construct a union depot on the grounds donated by the city of Omaha for that purpose, why should we now release it from this obligation as a condition pricedent to completing the depot building begun in 1890?

RAILROAD RATES IN IOWA. The railroads of Iowa are again bustly at work to have the schedule of maximum freight rates for the transportation of goods between local points either entirely abolished or, if that is not possible, raised to a plane that will leave them practically free from its restraint. Iowa railroads, no more than railroads in any other state, never took kindly to the public regulation of freight rates. From the very beginning they fought the schedule of max mum rates prescribed for them by the state railroad commissioners and only submitted to them under protest when, beaten at every point, they had no other course open to them. In spite of their attitude, however, traffic continued to increase steadily from year to year and the anticipited diminution of profits failed to put in an appearance.

Now, because their Iown business has shown a shrinkage in a similar degree with that in other states, and the hard times and poor crops are threatening dividends in Iowa as well as elsewhere, the railroads think they have a plausible excuse for demanding an increase in the legal maximum rates. Their application to the rallway commission met a decided opposition from merchants and shippers all along the line, and it is already plain that the railroads are not to have an unobstructed field in the hearing now in progress. The people of lows are alive to the fact that the raising of the maximum rate schedule would but presage an attempt to throw off every vestige of public control; they know the real purpose of the railroads to be to evade regulation of every kind; they see that the achievements of years of persistent warfare are at stake in the present

One feature of this rate controversy in Iowa extends beyond the boundaries of the The railroids acknowledge that the state. Iowa schedule is not in itself oppressive or unreasonable and that they can, if they are compelled to do so, get along under it without jeopardizing their existence. The Iowa schedule, however, is much lower than are the rates charged in the surrounding states and it furnishes the people of these states with material for odious comparisons. The states surrounding Iowa have seen how successful the latter has been in preventing the exaction of exorbitant freight rates, how this has been done without impeding legitimate railway building, how it has been done without bankrupting a single Iowa road, and they have been irresistibly tempted to try similar experiments in railway legislation. What the railroads want more than anything else is to be able to point to the Iswa schedule of maximum rates as a failure. They want to be able to say that that schedule has been admitted by the Iowa commission to have been unreasonable. They want to turn their experience in Iowa to account in the adjoining states.

The rate controversy now pending between the lows railroads and the lowa shippers is, therefore, of more than mere local importance. The inhabitants of every western state that has suffered from high rallway tariffs are interested in its outcome. success of the railroads will make them everywhere more than ever defiant. The success of the shippers will encourage the people elsewhere to-resist the encroachments of the railroads.

# A FREE TRADE CONVENTION.

The Ohio democratic convention was distinctly a free trade convention. The temporary chairman, ex-Congressman Hurd, has long been known as an uncompromising free trader, and he did not fail to Improve this opportunity to give expression to his views in favor of wiping out the protective policy. Referring to the new tariff law he said that the different schedules would require further adjustment in the interest of free trade. "The Chicago platform," said Mr. Hurd, "declared that protection was unconstitutional and robbery. If that declaration was true the mission of the democratic party could not be ended while a protective statute remained." The platform is no less unambiguous in favoring free trade. Having declared protection to be a fraud it demands such further reduction of duties as can be made, "to the end that purely protective duties be abolizhed." One of the conspicuous figures in the convention was Representative Tom L. Johnson of the Twenty-first district, a pronounced advocate of free trade and the single tax theory, who was associated with Hurd as a member of the committee on plat-

tion, but it was also for free nilver, being

in this respect consistent. It was the intention of the free trade element in the convention to censure Senator Drice for the course he had taken regarding the tariff bill, and it required vigorous effort on the part of The friends of the senator to prevent this being done. Senator Brice was himself present at the canvention, and there was a strong consingent of his adherents there. Their inducine averted a vote of cen-sure, but there was an indirect rebuke contained in the adoption by a large majirity of a resolution in favor of electing United States senators by the direct vote of the

The Ohio democrats do not, of course, expect to elect any of their candidates for state offices this year. The overwhelming defeat they experienced in the last election will undoubtedly be repeated next November, and it will be intensified this year by the loss of a number of congressional districts. But the party seems determined to adhere to the free trade and free silver principles which t has heretofore declared, and it has now or claimed them even more vigorously than in the past. This is not a good year for the enunciation of such doctrines, as the democrats of Ohio will find when the votes are counted in November.

We do not see how Editor Bryan can hope to raise the tone of his paper so long as he permits it to print garbled and mislerding reports of public occurrences. In giving an account of the impeachment proceedings against Mayor Bemis he omits everything in the way of argument and ruling that went in favor of the mayor, and exaggerates the one point where the prosecution was sus tained into "the conneil gets first fall." The facts in the case are precisely the onposite, the defense having the advantage all through the preliminary motions. If Edi tor Bryan thinks that this is fournalism it s time for him to study the first principles.

The success of the New York tailors strike is received generally as the death knell of the sweating system in that city It is only one step in its abolition, but having made that step, the tailors will never be satisfied until they shall have completed the process. If this result is speedily accomplished we shall have the example of at east one strike that has wrought untold benefit to human kind.

Judge Walton has announced that he will quit the district beach within the next thirty days. There is an abundance of good judi cial timber in this city waiting to be sacri ficed. The governor will not have much trouble in finding a man well qualified for the office who will pigden himself to expedite the work of the courts of this district.

It has become a matter of discipline in the Lincoln hospital for the insane to discharge any employe who discards the Lincoln organ of the Burlington railroad and reads The Omaha Bee. The superintendent of that institution has either already lost his head or is afraid he will lose it when Judge Holcomb becomes governor.

Lawler of Roykford, Ill., got the commandership of the Grand Army of the Republic without a petition for the office. Lawler of Chicago, His when after the Chicago postoffice, presented petitions by the yard but he only succeeded in getting left. The misfortune certainly cannot be ascribed to the

Chicago Tribune As a result of free eggs there will be a prodigious falling off in the number of democratic votes hatched out along the Canadian border this fall.

The Stream of Tendency. Globe-Democrat This is one of the years in which a demo-crat can leave his party with the pleasant reflection that he is following what the philosophers call "the stream of tendency."

# A Modest Statesman.

Washington Post.

Mr. Bynum, editor of the democratic Cam paign Text Book, is being criticised for printing one of his own speeches in the pub-lication. Mr. Bynum probably recognized the force of his remarks and laid aside all personal feeling in order that the spell-binders might not be deprived of the privi-lege of reading them.

#### Snap Shot at Shrader. New York Sun.

New York Sun.

It is utterly out of the question to prepare a complete catalogue of the great men of America. We try to select a few representative names from day to day. Such a name is Hon. Seedy Shrader, just nominated for senator by the populists of the Thirtieth Nebraska district. Hon. Seedy Shrader is the populist statesman who clanks along the halls of fame, with this sentiment trailing from his athletic mouth: "Damn the Constitution." We don't know why he seeks further distinction.

# Future of the Hennepin Canal.

Future of the Hennepia Canal.

New York Tribune.

Sentiment does not control trade, and people will not sacrifice a livelihood or the chance to make money on the altar of patriotism in time of peace; and, therefore, we may as well remember that what the Hennepin canal will gain will be very largely what the Erle canal will lose, If we cannot cheapen transportation for the western farmer's products he is bound to seek a route that will, even if it run through Canada. The Canadians know this, too, and they are straining their limited resources to secure as many ship canals as possible.

Fruit of Democratic Legislation. Cincinnati Tribune.

For three years our exports to Cuba amounted to more than \$20,000,000 annually, and for the thirten years before the passage of the McKinley act had only averaged \$10,000,000. The increase of 100 per cent was effected by the operations of the policy of reciprocity. The abrogation of this treaty with Spain will harm a good many interests. Our farmers and millers will feel it first, because a large part of our export trade was in wheat flour. The exporters of American bref and canned meats will be heavy losers, and so will the manufacturers of many kinds of machinery. Our trade with the tisland of Cuba will probably fall off \$5,000,000 or \$8,000,000 in the next year. Other countries of South America and Europe will doubtiess follow Spain, and in a short time all the benefits gained by the Harrison administration will be lost.

ROYAL BAKING POWDER CO., 106 WALL ST., NEW-YORK.

POLITICAL POTPOURRL

There seems to be as much harmony in the mocratic ranks throughout the state as in Douglas county. Splits are all

the fashion these days. The talk about withdrawing Tatteord Tom from the race for governor is all bosh. No matter how badly the party would like to pull him off, Tom c uldn't be withdrawn with

From sengeant-at-arms of the state senate to democratic nominee for congress was only a step f r S. S. Alley. There were more concluments in the first job than there will be in the latter, and the honors are about

Carl G. Clause, editor and candidate for the legislature from Logan county on the republican ticket, is also something of a uglist, and when a burly democratic county fficer attempted to thrash him he sent his antagonist to his corner with a bloody nose and otherwise disfigured countenance. Friends of the editor prevented him from cating up the county official.

Complaint comes to the republican state central committee from Lincoln because Walt Seely and J. H. Ager are allowed to hang themselves offensive to decent republicans. An attempt will be made to keep the two worthies out of night in the future, and they will be detailed to attend strictly to railroad

ournal The B. & M. Mouthorgan at Lincoln prints a screed from Omaha in which it is asserted that all the republicans of the state are "for the ticket." To prove the assertion the members of the republican state executive committee, who were in Omaha. The result was printed and it was found that only one man was willing to assert that the party

The democrats of Table Rock were surprised into having their caucus opened with prayer. The meeting had been called to be held in an office where a local preacher was in the habit of holding a weekly bible class. The minister popped into the rolm just before the uld be apprised of his horrible mistake he fell upon his knees and began a fervent sumplication for bein from on high. s on as the assembled democrats could do it they informed the minister that something wrong, but he held the fort, and the caucus had to adjourn to the opera house in order to escape another prayer and a scrip-

### PEOPLE AND THINGS.

Me Too does not say much. His tickets do be talking.

Reswell Pettibone Flower does not consider his har'l equal to the sacrifice. The blue grass Don Juan can now settle his judgments without danger of a contest. Boston, Philadelphia and Chicago are deeloping symptoms of Lexowmania.

Democratic orators out west shear off on other topics when the subject of wool is There is nothing strange about the stick-

ing qualities of N:w York's next governor. Levi signifies adhesion. New York democrats are lost for a man to head the funeral procession. Why not put up a cuckoo and wreak sweet re-

The fund for the relief of the forest fire sufferers in Minhesota now amounts to \$50,000, and is exepcted to reach \$75,000 shortly. A touch of calamity brings into relief the generous impulses of humanity. Ex-Senator Edmunds of Vermont has been

lected one of the vice presidents of the Immigration Restriction league, and has ac cepted the office. The league will continue its active work in attempting to bring about some legislation upon the subject. In order to insure uniformity of expression

and unvarying enthusiasm, the following form is commended to the tattooed organs: "The Hon. — . candidate for — , held a rousing meeting here tonight. The opera house was thronged. Standing room was at a premium. After music by the band, the the same strain for five hours. He held the vast concourse of people spellbound, and the about the windows and doors, eager to catch his burning words, which were liberally punctuated with wild applause."

### CURRENT CACKLES.

St. Louis Republic: It should not be over-

Truth: She-Do humorists ever make a joke at their own expense? Humorist-The first few thousand are at their own expense. After that they get paid for them or give

Philadelphia Times: Even in the stock market the organs don't like the upward tendency; they can't "bear" it.

Chicsgo Inter Ocean: "Blinkens has given up calling on Miss Goldcoin. Did her futher object to his suit?" "No; it was the mastiff that ruined it."

Somerville Journal: There is hardly one of us who doesn't secretly believe that this world would be a great deal happier and better than it is if other people would only do always exactly as we want them to. Chicago Record: The Shopper-I'd like to buy that lovely lampshade, but I can't af-ford to pay \$10 for it. The Salesman-Well, madam, I'll make

the price \$9.99. The Shopper Shopper-Oh, how good of you; I'll

Syracuse Post: His Wife-John, I hear that while I was away this summer you were out a good deal. John-Any one who says that lies. I wasn't out over \$5 a night -er-what kind of a hat were you talking about? EXPERIENCE.

Washington Star.

The rope which had held up the hammock gave 'way;
There was no one assistance to lend her.
'Twas then that she first comprehended, they say,
The woes of a broken suspender.

IN SEPTEMBER. Oh. I like it in Septembur, When the harvest work is dun An' the county fair is reddy With the prizes ter be won.

Fer I take th' blooded heffur. An' a hog o' pond'rous size, Er a yearling fer the races, An' I try ter win a prize.

Farmer Snappin' Bean goes with me An' he tries ter git a place. But I leave him at the quarter, An' he's never in th' race.

Silas Simpson trots a secon' With er little sorrei mare, But I leave him in th' distance-Yes, I allus beat him square.

Yes, I like it in Septembur, When the harvest work is dun, An' th' county fair is open— If I git th' prizes won.



All other powders are cheaper made and inferior, and leave either acid or alkali in the food.

RAILWAYS OF THE WORLD

Some New and Interesting Information Concerning Them.

COMPARISONS OF RATES AND SYSTEMS Statistics Showing the Advantages and Dis-

aftenninges of Covernment Ownership-Freight Charges in the United States Shown to Be Unusually Low-

WASHINGTON, Sept. 19.-In compliance with a resolution of the senate, introduced by Senator Pettigrew, the interstate commerce commission has compiled some data regarding the ownership of railroads by foreign governments.

It appears that ten countries do not own or operate railroads, viz: Colombia, Great Britain and Ireland, Mexico, Paraguay, Peru, Spain, Switzerland, Turkey, the United States and Urugusy. The following governments own and operate some of the railways: Argentine, Australasia, Austria-Hungary, Belgium, Brazil, Canada, Cape of Good Hope, Chill, Denmark, France, Germany, Guatemala, India, Japan, Norway, Portugal, Russia and Sweden-18. The following governments own part of their railbut do not operate any, leasing all their present mileage to private companies

viz: Greece, Holland and itaty-5.

Though not claimed to be accurate, it is believed that the foregoing summary represents an approximately correct statement of the relation of the various governments to the railways of the world

The relative rates charged for freight and passenger service on the government-owned railroads and the other facts cited in connection with such roads are calculated t afford little encouragement to the advocates of government ownership. A comparison of passenger charges per mile shows an average in Great Britain of 4.42 cents for first class, 2.26 cents for second class and 1.94 for third class. In France the average is 3.86 cents for first class, 2.86 for second and 2.08 for third class. In Germany the rate is 3.10 cents for first class, 2.36 class and 1.54 cents third class. United States the average charge is 2.12

The average charges per ton per mile are as follows: In Great Britain, 2.80 cents France, 2.20 cents; Germany, 1.64 cents and in the United States, 1 cent. terest on capital invested in these cuntries is as follows: United Kingdom, 4.1 per cent; France, 3.8 per cent; Germany, 5.1 per cent; Russia, 5.3 per cent; Austria, 3.1 per cent; Austri cent; Belgium, 4.6 per cent; United States 3.1 per cent. The average for the world is

The system of operation of the railroadin different countries is indicated as fol

"In Austria about 4 per cent of the railway mileage is owned and about 73 per cent is operated by the state. Upon the expiration of charters not exceeding ninety years the lines, lands and buildings of the companies are turned over to the government but the equipment remains the property the private owners. Before a railway is opened it must be approved by the minister of commerce. The tariffs of state roads are fixed by the government; those of the companies are subject to revision by the government every three years, and the government has power to reduce rates if the "In Canada about one-tenth of the mileage of about 15,000 miles is owned and con-trolled and operated by the government. For the year of 1892 the operation of the government lines resulted in a loss of over

"At the present date by far the largest portion (five-sixths) of the French railway system is operated by private companies, each company serving a definite territory and being comparatively free from the com petition of other lines. But the railroad properties are ultimately to become the property of the government. This system is a mixed one between state and private ownership. "In Germany nearly 90 per cent of the

railway milsage is owned by the govern-ment. Under the law the government is required to manage the railways in the interest of general traffic on a single system. It may cause the construction and equipment If the road and enforce uniform traffic and olice regulations.
"In Great Britain and Ireland the govern-

ment does not own the railroads. are stringent regulations provided by law and administered by the railway commis-

son and the Board of Trade.
"Italy has tried both state and private railways and has come to the conclusion it is not advantageous to own and operate rail-ways. The result was a reorganization of the whole railway system. Under the present system private companies operate the state roads under contract with the govern-

"In Russia the government is stated to own and operate about 40 per cent of the railway mileage. Nearly all of the rail-ways owned by private companies have received subsidies from the government.

"It is stated that in the United States several of the states have tried ownership n a limited way. Illinois constructed road at a cost of \$1,000,000, but disposed of it at a cost of \$100,000; Indiana had a similar experience; Georgia owns a railway, but found it expedient to lease it to a private

empany; Pennsylvania constructed a railroad from Philadelphia to Columbia, but subsequently sold it; Massachusetts, Michigan and several other states tried the ex-

without success." The interstate commerce commission disclaimed any original investigation on this subject, the report being compiled from existing sources of information.

### NO NEW TREATY YET.

WASHINGTON, Sept. 19.-Se far as eac

Spain Has Not Commenced Negotiations Yet, but Probably Will 8

be ascertained the Spanish government as yet has made no formal advance toward the negotiation of a new commercial treaty with the United States, and although a movement in that direction is expected in the near future, the object is so beset with difficulties the outcome of the negotiations is extremely doubtful. The reciprocity "arrangement," as was styled the compact negotiated with Spain tinguish by Secretary Blaine to dis-h it from former treaties, has fallen through since the new act went into operation. It we necessary for either government to nounce' the other or serve notice of its de-termination, for this was done by the act. Each government contents itself with a no-tice to the revenue collectors, in the case of the United States that the new duties are imposed by the tariff, and in the case of Spain that the old duties must be exacted m imports from the United States, Notwithstanding the assertion by Spain while the arrangement existed that it was unsatisfactory to her beyond question, the reversion to the old order is still more so. The Cuban sugar planters, already in bad straits, are in a state of absolute panic at the pros-pect of the loss of their principal market, the United States, and are bringing to bear such pressure on the Cortes by memorial and urgent representations of various kinds that the Spanish government is obliged to move for their relief, even at a sacrifice of a part of the revenues derived from increased duties on American exports.

### MONEY FOR CROW CREEK SETTLERS, Sixteen Thousand to Be Paid Out as Dam-

ages for Lost Improvements. WASHINGTON, Sept. 19.-The Indian bureau has just completed arrangements to pay the Crow creek settlers \$16,000, appropriated by the last Indian appropriation bill. This appropriation was the result of an order issued in 1884 declaring certain lands in South Dakota public domain and open to settlers. Many persons availed themselves of the oppertunity to make their homes upon the it was found that the Indian title had not been extinguished and the settlers were com-pelled to remove, losing all the improvements they had made. Claims were made for re-imbursement on account of these losses, and after they had been investigated and approved an appropriation was made. The different settlers will be paid by drafts issued by the

#### O'ROUR KERESIGNS.

He Complies with Carlisle's Request and Makes a Complaint. WASHINGTON, Sept. 19.-Shortly after

secretary of the interior.

noon today Supervising Architect O'Rourke presented his resignation to Secretary Carlicle in compliance of the latter's request for the same. In his letter Mr. ORourke says nothing about the conspiracy against him which office, but complained that in the coduct of the affairs of the office he, as an architect of thirty years experience, had been embarrassed by laymen in the office. The resignation will be accepted this afternoon, when it is probable the full correspondence will be made public.

More Danger from Anarchists than Indians. WASHINGTON, Sept. 19.-General Armstrong, assistant commissioner of Indian affairs, speaking of the changes of United States troops and the abandonment of several military posts in the west, says it will have no effect what ver upon the Indians.

"There is more danger." he said, "from anarchists in Chicago that from all the Indians in the west. Indian wars are a thing of the past. With the troops can be transported from the large posts more quickly that they can march from any of the little ones which have been abandoned."

# COUNTERFEITER CAUGHT.

United States Officers in South Dakota Cap ture a Complete Outfit. CHAMBERLAIN, S. D., Sept. (Special Telegram.)-A deputy marshal today brought in Thomas A. Ryan of Charles Mix county, who was arrested for counterfeiting. He had an examination this afternoon and was bound over. He had in his possession a complete outfit for manufacturing silver coin of various denominations which is now in possession of the authori ties. It is believed the prisoner was but the tool of craftier persons. Officers have

# a clew, and at least one arrest and pos-sibly still more will yet be made in con-nection with the case.

Fell from a House. NEVADA, Mo., Sept. 19.—Rev. William Mossberger, aged 90 years, a well known Adventist minister, while assisting in shingling a house, slipped and fell lifteen feet, injuring himself internally so that he will

YOUR MONEY'S WORTH OR YOUR MONEY BACK.

# There's money in it

For the people who will watch this space



for the next week. We are going to sell men's, youths', and children's clothing for the purpose of demonstrating how cheap high class garments can

be sold.

WHAT FASHION FANCIES WE FULLYING

Browning, King & Co.,

Reliable Clothiers, S. W. Cor. 15th and Douglas.