

THE OMAHA DAILY BEE.

E. JOSEWATER, Editor.

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STATEMENT OF CIRCULATION.

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State of Nebraska, Douglas county, ss.: I, George H. Tschuck, secretary of The Bee Publishing Company, being duly sworn, say that the actual number of full and complete copies of The Daily Morning, Evening and Sunday Bee printed during the month of January, 1898 was as follows:			
1.	21,968	17.	20.56
2.	21,968	18.	20.56
3.	20,747	19.	21.40
4.	20,718	20.	21.40
5.	20,708	21.	20.72
6.	20,708	22.	20.72
7.	20,804	23.	20.72
8.	21,002	24.	20.72
9.	21,096	25.	20.83
10.	21,141	26.	20.83
11.	20,374	27.	21.37
12.	21,173	28.	21.37
13.	21,358	29.	21.37
14.	22,609	30.	21.90
15.	21,175		
16.	21,019		
Total			642.28
Less returned and unsold copies		10,047	632.24
Net total sales			632.04
Sworn to before me this 1st day of February, 1898.		GEORGE H. TSCHUCK,	
(Seal.)		Notary Public.	

Witness my hand and the seal of the Bee Publishing Company, this 17th day of February, 1898.

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THE DISASTER TO THE MAINE.

The destruction of the battleship Maine, with the attendant loss of life, is a national calamity. Though a battleship of the second class, this splendid war vessel was really the pride of the navy and when she steamed into the harbor of Havana the event appealed to the patriotic pride of the whole American people. It was an incident of international interest, which gave to the Maine and her commander a place in history.

The latest information throws little light upon the cause of the explosion, but it appears to leave no doubt that it was an accident, due, possibly, to some carelessness or negligence which will never be explained. Perhaps a great majority of those who read of the disaster at once concluded that Spanish displeasure at the presence of the Maine in the harbor of Havana had thus manifested itself, but there is no good reason for such a view, although it is quite probable that there are Spaniards in Cuba who do not regret the disaster.

The appalling and saddening feature of this most unfortunate occurrence is the loss of life. Two officers and 251 marines and sailors is the roster of the missing at last report. Nearly one-third of the complement of men on the famed battleship were hurled to death in a moment, while a large number were wounded. The dispatches speak of this as the greatest disaster that has befallen the American navy since the disaster at Apia nine years ago, but there was no such loss of life there as at Havana. The disaster at Apia in March, 1888, was due to a cyclone of great severity which lasted two days and swept the island of Samoa. Two American men-of-war, the Trenton and the Vandall, were wrecked, as were also two German war ships, the total loss of life being 140-50 Americans and 90 Germans. The American ships wrecked at Apia did not involve so great a loss, peculiarly, as the destruction of the Maine.

It is gratifying to know that the officers of the Maine acted with self-possession and bravery, while the prompt efforts on the part of the Spanish authorities, by direction of General Blanco, to render such service as they could to the survivors of the disaster will be appreciated by the American people and undoubtedly will be duly acknowledged by this government.

THE CORN CONVENTION.

The proceedings of the convention in session at Chicago, with the object of promoting a better knowledge of the value of corn as food for men, will command the interest of the producers of that cereal throughout the country. It is a timely move, which ought to receive the hearty encouragement and cooperation of all who are interested in the most important, from the financial point of view, of American products. As was shown by the chairman of the convention, corn is not only our most valuable cereal, but the annual average value of the crop during the last ten years has been more than thirteen and a half times the value of all the silver produced, or more than seven times the value of both gold and silver mined in the United States.

The attempts that have been made to induce Europeans to make a larger use of corn as food have not had very satisfactory results, but this fact should not be permitted to discourage further effort. It is quite as important, however, or even more so, to educate our own people to a larger use of the cereal. Probably not to exceed 25 per cent of the American people, if so many, habitually use corn. Double this number and there will be created a market for this cereal which will render a foreign market unnecessary. It is almost inexplicable that so many Americans know almost nothing about the superior food qualities of corn. The convention at Chicago is the initiative of a movement that may have most beneficial results.

THE INTERSTATE COMMERCE.

A bill has been introduced in the United States senate and is now in the hands of the committee on interstate commerce, which proposes to grant to the Interstate Commerce commission enlarged powers, agreeably to the recommendations of that body in its last annual report. What the chances are for such legislation cannot now be determined, because while there is unquestionably a feeling in both branches of congress favorable to maintaining the interstate commerce law and strengthening it where it has been shown to be weak or inadequate, not all of these are in favor of enlarging the authority of the commission to the extent it has asked for. While the fact is recognized that under the judicial interpretation of the act to regulate interstate commerce the commission is little better than a figurehead, there is doubt among some of the most earnest friends of regulation whether it would be wise to clothe the commission with the broad and almost autocratic powers which that body urges as essential to the effective enforcement of the law. Thus the bill in the senate may confidently be expected to encounter vigorous opposition and if it pass it will undoubtedly be in a modified form.

Meanwhile the commission's recommendations are the subject of criticism outside of congress. Mr. Joseph Nimmo, Jr., has recently published a rather vigorous protest against the effort of the commission to induce congress to grant to it full rate-making powers and other administrative functions in the management of traffic over railroads in the United States, holding that what is thus asked for involves a scheme of regulation differing radically from that provided in the interstate commerce act, antagonistic to fundamental principles upon which our governmental system rests and detrimental to the commercial and industrial interests of this country. Mr. Nimmo pronounces absurd beyond expression "the assumption that the Interstate Commerce commission is capable of administering the traffic interests of all the railroads and thus of dominating the commercial and industrial interests of this country." He urges that two kinds of legislative work now confront the American legislator—the one in the line of a better adjustment of national regulation to developed conditions and the other in the direction of "restraining the interstate commerce

commission from its mischievous and persistent efforts at the acquisition of autocratic power, the manifest tendency of which is toward political disturbance and toward that demoralization which is the inevitable result of any attempt to restrain the proper exercise of commercial and industrial freedom."

That there is some force in the objections to the commission's recommendations must be admitted. Such broad and comprehensive powers as that body asks for might prove troublesome. But it is perfectly obvious that in order to have a more effective regulation of commerce carriers, in order to do away with existing evils which the law was intended to remedy, some enlargement of the powers of the commission is absolutely necessary. It is well understood that the law is being continually violated. Large shippers throughout the country know this to be the fact and railroad officials themselves admit it. The commission is powerless to correct this state of affairs and certainly it cannot reasonably be urged that it should be allowed to remain in this helpless and useless condition.

NOT A CLOSE CORPORATION.

The Transmississippi Exposition is not a close corporation. From its inception it has been and is a public enterprise. The funds that are to be expended upon it have been raised by popular subscription and public taxation, national, state, county and city. It is a matter of public concern that these funds shall be honestly and economically expended, and that business methods shall be enforced in all departments. While the responsible work of exposition management has been undertaken by a corporation whose affairs are controlled by a board of directors, it is none the less in every respect as much of a public corporation as any other corporation founded upon taxation and public contributions.

For these obvious reasons any attempt to exclude the public from information about the exposition at any and all stages of its progress is calculated to arouse suspicion and destroy popular confidence in the management. While it is a matter of necessity to keep grounds and buildings closed against the intrusion of parties who have no legitimate business there, it is a mistaken policy, to say the least, to discourage or obstruct free and full inspection by directors or stockholders who desire to verify complaints that may come to them.

It is a greater mistake yet to pursue a policy that would discourage and terrorize honest employees from calling attention to defective work, or fraud on the part of contractors or gross negligence on the part of the inspectors. When men are given to understand that they risk their continued employment if they dare to talk about irregularities or frauds upon the exposition, they are not likely to make any exposure of such irregularities, however flagrant it may be. Such a course is notice to contractors that they can do as they please if they can make themselves solid with parties who are influential with the managers.

The experience of all expositions has been that the contractors who are not watched and checked at all points will take advantage of every opportunity to unload inferior material and slight the work. It is this experience that has made necessary supervision of expositions by a responsible head with executive force devoting his entire time to protecting the interests of the exposition. The failure to apply the lesson of former expositions has unquestionably cost the Transmississippi Exposition many thousands of dollars, and further delay in creating such a position will entail still greater loss, to say nothing of the constant clashing, confusion and demoralization among the different branches of the work.

The south has been much troubled about the colored man in politics. Now the colored man in the factory threatens to be the cause of heartburnings among the southern people. Ground was broken a few days ago at Concord, N. C., for a cotton mill which is to be owned and operated exclusively by negroes. The promoter has \$50,000 in hand, which he has secured through two years of effort, and says he has \$100,000 more pledged. While colored operatives have not been entirely successful in the southern mills they have been making progress, and the skill shown by the negroes who have had industrial training gives promise of ultimate success for negro workmen in the skilled trades.

Minister Angell sends word back from Constantinople to his associates of the faculty of the University of Michigan that he will resign and return to his college duties at the opening of the fall term. It was supposed that he went on the Turkish mission for the special purpose of effecting a settlement of the claims of the mission boards for loss of their mission houses in Asia Minor, but these claims will never be collected until the United States sends a fleet of war vessels to the Mediterranean to bring the Porte to time. Dr. Angell is doubtless in a position to make an interesting report on the status of American missions in the Orient.

Even the diamond schedule of the Dingley bill, which was much derided by the free trade opponents of tariff revision, is being justified by the custom house returns. The bill reduced the duty from 25 to 10 per cent. Under the new schedule the smuggling has almost ceased and the revenue from diamond importations is increased. The records of the New York custom house show that for the first six months of the new law the appraisements on imports coming under the schedule for precious stones footed up \$7,190,000 against \$1,800,000 under the old law for a corresponding period.

The investigation into the Maine disaster should be begun without delay and pushed to a speedy conclusion. There is no good reason why the official report should come dragging in after the people have almost forgotten about the event that occasioned it.

And now we are told there is dissatisfaction everywhere in relation to the letting of city contracts. There is doubtless dissatisfaction on the part of un-

successful competitors. We have not heard of any dissatisfaction on the part of the taxpayers with the asphalt paving contracts, for example, that are giving Omaha the cheapest asphalt pavements ever constructed in this country.

The republicans of Wyoming have profited by the experience of the republicans in other states. Nothing is ever gained for republicanism by refusal to meet issues squarely and fairly. Wyoming republicans promise to stand firmly on the St. Louis platform and in the end they will be better off for their wise decision.

One of the Spanish ministers declares that Dupuy de Lome is a fool. Calling names will not help the case any, and as for De Lome, unfitness for the great trust imposed in him is conceded. But that is something the Spanish authorities ought to have known long ago.

A Vacation in Prospect.

The Klondike contingent to take a great deal of work off the fool killer's hands.

American Toolies Journal.

Anthony Hope, like others who filled their pockets with American money and who have been most courteously treated, has returned to his native land, England, with such expressions, according to a cablegram, as "many alleged gutteries of American women to whom he was introduced." When we come to thinking of such celebrities they may be more civil to their return.

Dietition in Politics.

The information is vouchsafed by a democratic organ that "Mr. Bryan has endeavored himself to the people of Nebraska because he has refused to become a dictator in state and local politics," and then the further statement is made that "Mr. Bryan's more suggestion is accepted by his friends as the law of the land, which indicates that Mr. Bryan understands much better than his followers the meaning of dictatorial politics."

Coming Our Way.

Philadelphia Record.

Two English concerns which recently completed plans for the acquisition of Malaga, Spain, with electricity have been compelled to send to the United States for the requisite plans. After having vainly tried to obtain the plans from the British government, they have finally sent their orders to Pittsburgh. Thus the American product has gained an enviable victory, which has been properly recognized and commented upon by our consul at Mal