MERRITT TALKS OF MANILA

Commander of Philippines and His Bride Reach New York.

ADMIRAL DEWEY IS IN GOOD HEALTH

Climate of the Islands Said to Be Excellent and Reports of Sickness Among the Troops Greatly Exaggerated.

NEW YORK, Dec. 17.—Major General Wesley Merritt, the late commander of the United States military forces in the Philippine islands, from which post he was called to Paris to consult with the American peace commissioners, reached this city today on board the steamer Lucania from Queenstown.

With General Merritt were his bride, her mother, Mrs. Norman Williams, and Norman Williams, jr., of Chicago and Captain L. H. Strather, aide-de-camp on the staff of General Merritt. The general will resume command of the Department of the East, which position he held when he was ordered to the far east. The general received a hearty greeting from those assembled at the Cunard line pier as the Lucania was made fast there. From the steamship pier the Merritt party went in carriages to the Waldorf-Astor.

"It is some time since I left the Philippine islands," said General Merritt, "and all that I can say about the situation there when I left is contained in official reports which I made to the government and the peace commission. All of these, excepting one, which I made to the peace commission on the situation in the Philippines, has been published in the newspapers, and there is no use of my going over those subjects again. I can say, however, that there is no foundation for the report that Admiral Dewey's health has broken down as a result of his wonderful work in Manila harbor on May 1 last. He was in fine physical condition when I left him and he was then over the strain of the naval fight.

As to Climate.

There is another thing I would like the people to know—it is that the climate of the Philippines is not by any means as it is said to be. I met any number of Europeans there who had been in the country for fourteen years or more and they seemed to thrive and had no serious complaints about the climate to make. The mortality among our troops sent to preserve order there would not be as great as some would have the people believe.

"The Germans acted a little queer when I got there first. They were rather meddlesome in matters which I think they should have let alone. The German officers there made me no official calls until Manila had fallen, and then their visit was not what might be termed friendly. There was no serious clash and I am glad of it. The volunteers behaved nobly during the fight we had. They are good soldiers."

"As to General Miles' bill to increase the United States army to 100,000, at present I cannot discuss the proposed measure for the reason that I have not yet seen a copy of it. I think it will take about 30,000 soldiers to held the islands in case this country desires to keep them and I see no reason why it should not.

View of Expansion.

"I have no comment to make on the so-called expansion which is being discussed pro and con these days. There are many Spaniards on the islands that want to remain there. With 15,000 United States soldiers and the remaining 15,000 evenly divided between the Filipinos and Spanish I feel sure the islands could be governed properly and with credit to this country. I did not meet Aguinaldo, but I am satisfied he is a very shrewd man. I did not recognize the insurgents, fearing complications. Admiral Dewey, after my arrival, pursued the same course. What was said or done before my arrival I cannot state. I did not recognize Aguinaldo nor his troops, nor use them in any way. I had been there ten days before Aguinaldo asked to see me and then I was too busy.

"Talking with leading Filipinos I told them the United States had no promises to make, but they might be assured that the government and the people of this country would treat them fairly. Purposely we did not give the insurgents notice of our attack on Manila because we did not need their co-operation and did not propose to have it. We were moved by fear that they might loot and plunder and possibly murder. Conversing with American officers Aguinaldo's subordinate leaders frequently said that they intended to cut the throats of all the Spaniards in Manila.

"Aguinaldo himself wrote a complaining letter, saying that the insurgents had been denied their share of the booty, whatever he may have meant. I took no notice of this letter, nor did I think that the complaint of the Filipinos was a matter for discussion between Aguinaldo and any representative of the American government."

"The American commissioners had a hard task to make the Spaniards understand that the colonies were lost forever to Spain. They accomplished the job well and signed a treaty which is a credit to them."

General Merritt, when asked when he would report his return to the secretary of war, said: "I will wait until President McKinley returns to Washington."

BRICE RECEIVES LAST RITES

Funeral in New York Largely Attended by Prominent Friends of the Dead Politician.

NEW YORK, Dec. 17.—The funeral of ex-Senator Calvin S. Brice of Ohio took place today in the Fifth Avenue Presbyterian church. The church was crowded and a large number of persons prominent in society and in public life were present. The body, encased in a covered casket, wholly black, was taken in a hearse from the family home to the church. Dr. Wallace Radcliffe of Washington was in the pulpit when the body was taken in and the choir which was in waiting began to sing "Sun of My Soul" as the casket was borne up the main aisle. It was rested on a bier and partly covered with lilies of the valley and carnations.

Dr. Radcliffe read from the scriptures, after which the choir sang, "Lead, Kindly Light." At the close of the service the body was carried out before the congregation dispersed, and while the choir sang "Abide With Me." A large delegation of members of the Ohio society were present. Among the prominent persons in the church were Colonel Robert G. Ingersoll, Senator Mark Hanna, General C. H. T. Collis, General Anson G. McCook, H. H. Brockway, General Henry L. Burnett, George R. Sheldon, Colonel Arthur W. Soper and Richard Croker.

The body was taken to the Erie railroad terminus in Jersey City, where it was placed on a train for conveyance to Lima, O., where it will be interred.

CONTRACT LABOR IN HAWAII

Members of House Have Disagreement on the Subject—Railroad Given Right of Way.

WASHINGTON, Dec. 17.—The house passed the bill granting right of way through the San Francisco forest reserve to the Saginaw Southern railroad of Arizona and then Mr. Payne, republican of New York, called up the bill extending the laws of the United States relative to commerce, navigation and merchant seamen to the Hawaiian islands.

Mr. McRae sought to have the bill amended so as to also extend to Hawaii the provisions of the act of February 26, 1885, prohibiting the importation of contract labor, but Mr. Payne moved the previous question. This motion was lost and Mr. McRae then introduced his amendment. He asserted his conviction that the law concerning contract labor was just as important to the islanders as any other. Mr. Payne then made the point that the amendment was not germane and was sustained by the chair. Mr. McRae appealed from the decision and Mr. Payne moved to lay the appeal on the table. This motion prevailed, 65 to 44. Mr. McRae then asked for the ayes and nays and Mr. Payne, rather than prolong the controversy, withdrew the bill.

The house then went into committee of the whole on the Indian appropriation bill.

WHISKY TRUST IN TROUBLE

Petition for a Receiver Filed in New Jersey Court—Big Legal Fight Expected.

NEW YORK, Dec. 17.—Chancellor Magillan of Jersey City has granted a rule to show cause why a receiver should not be appointed for the Whisky trust. The application was made on behalf of the Atlas National bank of Boston and the American Surety company of New York. It is alleged that the concern is insolvent. The petition on which the application for a receiver was based stated that the liabilities of the trust are $974,949 and the assets, consisting principally of real estate, stock and book accounts, $3,116,685. The rule is returnable next week. A big legal fight is looked for, as it is expected that some of the stockholders are anxious for a reorganization.

Convicted of Killing Conductor.

ST. LOUIS, Dec. 17.—James Nettles, colored, has been convicted of the murder in the first degree of Samuel Mann, a suburban street car conductor, on July 4 last. A new trial has been asked for.

FURNITURE CARPETS

HOME FURNISHERS

HOLIDAY PRESENTS.

Make your selections now—we will put them aside and deliver when ordered. The largest and best selected line of Rockers in Omaha—styles are strictly up-to-date and our prices are always right.

Parlor Suits—
Divans,
Easy Chairs,
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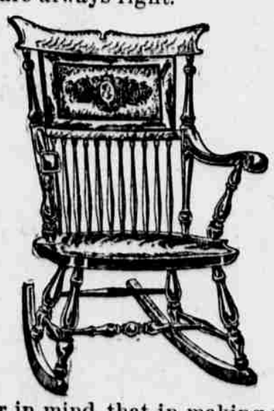

Lace Curtains—
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Please bear in mind that in making your purchases of us you get just what you buy and every article will prove just as represented, or you can have your money back; you don't take any chance here.

Weekly or Monthly Payments—No Extra Charge.

The Omaha Furniture & Carpet Company

FARNAM ST BETWEEN 12TH & 13TH

RAILROADS FOR NEXT YEAR

Lively Season in 1899 Expected by All Omaha Lines.

READJUSTMENT OF RELATIONS EXPECTED

Coming of the Illinois Central the Keynote of a Movement that Involves All the Lines Now Entering Here.

There are bright prospects that the next year will prove to be the liveliest, from a railroad standpoint, that Omaha has ever experienced. The strong lines and the weak ones now here are preparing to strengthen their respective positions and the advent of at least one new railroad is a moral certainty. The Illinois Central's entrance into Omaha has been made even more certain by real estate transactions within the last few days and the shadows preceding the coming of the Chicago Great Western and the Great Northern railroads are declared to be visible to the naked eye by experienced railroad men.

Within the last few days the Illinois Central has obtained an option on a considerable block of ground in South Omaha. The land is now owned by the South Omaha Land company, a syndicate of which P. E. Iler is the head and front. What the figures are for which the option has been obtained is not generally known, but the lots on which the option has been secured are: 17, 29, 30, 43 and 44. They lie just east of the present Union Pacific tracks running in a southerly direction from Summit to the Union Stock yards. The option is understood to be a short time option and the actual transfer of the property is looked for at an early date.

Who Will Control the Tracks?

The land on which the option has been obtained is wanted for additional tracks to the stock yards. Whether these tracks will be owned by the Union Pacific or by the Illinois Central is difficult to determine. Most railroad men think the Union Pacific will own and control the new tracks, and will allow the Illinois Central trains to do business to and from South Omaha for a consideration similar to the one given by the Union Pacific to the Northwestern, the Rock Island and the Milwaukee roads at present. The Illinois Central has already signed a contract to use the new union passenger station being erected by the Union Pacific, and the use of the Union Pacific terminals to South Omaha is accepted as a matter of course. All signs point toward a close alliance between the Illinois Central and the Union Pacific when the former extends its lines into Omaha.

Speaking of the bright outlook for a lively railroad year in Omaha, a prominent traffic official said to The Bee: "The year 1899 will be a remarkable one for Omaha. The coming of the Illinois Central, which may have its trains running in here by the middle of the summer will mean a great deal for Omaha. I am inclined to think it will bring to Omaha some more manufacturing plants. The presents industries are hardly sufficient to give a great amount of traffic to all the lines now here and the new ones that are headed this way. These railroads will naturally demand business in and out of here, and to get it I believe will offer inducements that will lead another packing house, starch factory and, perhaps, a beet sugar factory to locate here.

"In addition to this the Illinois Central and the Great Western will open some new territory in Iowa that will prove local to Omaha. But far more important is the prospect of the coming of the Great Northern. I believe the Great Northern will come to Omaha within two years. It will open up a far more valuable territory for Omaha than will either the Illinois Central or the Great Western. It will allow Omaha to do business in the northwest, something that is now almost impossible. It will let us get into parts of North Dakota, South Dakota and Montana that are now closed to us and open only to the commercial interests of St. Paul and Minneapolis."

Mr. Schumaker Seriously Ill.

Thomas Schumaker, formerly general agent of the Union Pacific freight department at San Francisco and now vice president and general manager of the Earle company fruit express, is seriously ill. He has been forced to leave his headquarters and go to his old home in Gallion, O., where he is confined to his bed. During his absence from Chicago headquarters his work is being looked after by John F. Foley, general superintendent and formerly superintendent of the Omaha & Republican Valley railroad.

Railroad Notes.

General Western Agent Fred A. Nash of the Milwaukee is in Chicago.

Assistant General Passenger Agent Smith of the B. & M., has returned from a trip in the state.

William T. Canada, special agent of the Union Pacific, is ill at his home, 2420 Charles street, this city.

Chief Clerk Buckingham of the B. & M. passenger department has gone to St. Joseph, Mo., to spend Sunday.

C. J. Lane, first assistant general freight agent of the Union Pacific, has returned from a business trip to David City and Lincoln.

The Lehigh Valley road has issued a handsome book of seventy-five pages, giving a list of winter tours and rates for the season 1898-1899.

Freight Traffic Manager Munroe of the Union Pacific is still confined to his residence by sickness. He was much better on Saturday morning, but his physician would not permit him to go to his office.

Freight Traffic Manager Stohr of the Great Western spent Friday afternoon in this city and left for St. Paul in the evening. The boycott of his freight and passenger departments by the Union Pacific, the Santa Fe and the Rock Island roads has been practically called off. The Rock Island is the only road that has so far recalled its boycott circulars, but the other lines will shortly follow this lead.

The Transmissouri lines are anxiously watching for the opening of bids for the transportation of the soldiers bound for Manila via San Francisco. The official invitation for bids for the movement of the Twentieth infantry from Fort Leavenworth, Kan., to San Francisco will be issued by the army on Monday. It is thought the Twelfth and the Twenty-second regiments will go the same way, but this is not definitely known.

EXTENDING THE "OVERLAND"

Councilman Karr Says the Lake Street Car Line Will Be Improved by Spring.

As soon as the weather in the early part of next spring will permit the work to be done the present Dodge street and North Twentieth street car line will be extended from its present terminus at Twentieth and Lake streets along Lake street to Thirtieth and north on Thirtieth to Bristol. Councilman Karr of the Sixth ward, who has been most actively urging this extension, has been given assurance to this effect by street car officials and directors.

Considerable work will be required, as another track must be laid almost the entire distance between the present terminus of the line and the proposed terminus. A double track extends at present only to Twenty-fourth and Lake streets, and consequently another six blocks of single track must be laid on Lake and eight blocks to Bristol.

"I have been given assurance by the street car people that the improvement will be put in as soon as possible," declares Councilman Karr. "In fact I was told that work on it would have commenced this fall, but the cold weather arrived earlier than was expected and put an end to outside work. When the track is completed there will be a continuous service from the Tenth street terminus to the corner of Thirtieth and Bristol, giving the people of the northwestern part of the city such speedy access to the heart of the city as they never have had."

This extension is what the people of the section of the city that will be benefited have wanted for a long while. At present two cars have been run on the "stub," to which passengers on the Twentieth and Twenty-fourth street line transferred.

STORIES TOLD THE POLICE

E. Bogar of Friend Recounts How He Was Robbed by a Siren He Met in a Wine Room.

E. Bogar of Friend, Neb., is the next man to attract the attention of the police on account of his varied experience in studying the ways of the siren. It cost him $50 to find out that a woman may smile and still have designs upon a man's pocketbook. Bogar met a girl whom he knows now as Nellie in a wine room in Tierney's saloon and afterwards accompanied her to the Anderson block, where she exhibited her appreciation of a good thing by taking his hard-earned coin.

Some lover of coffee carted away three sacks of roasted Java from in front of T. J. Mullin's store at 314 South Thirteenth street.

Overcoats appear to be in demand these days, as three were reported stolen yesterday morning. One belonging to T. A. Swanson was taken from an engine room at Fourteenth and Nicholas streets. D. H. Moore lost one Irish frieze from the office in the People's furniture store. Phil E. Gersed of Denver reported that his fine black overcoat was taken from a seat in an incoming Union Pacific passenger train.

Alma Peterson complained to the police that a sneak thief had stolen a hunting case gold watch from a room at 2007 Dodge street.

Judge Gordon discharged Mark Boatman yesterday, as his wife failed to appear to prosecute the charge of assault which she lodged against him the other morning.

TOPICS FOR A DAY OF REST

St. Philomena's cathedral has a new pastor. Rev. P. McGovern was transferred from Kearney to the cathedral and took charge of the parish during the week. Father McGovern is one of the sons of Omaha. His parents were among the pioneer families of this section. He was reared and educated here and all the memories of his early life cluster around the church and the parish of which he is given spiritual charge. Under these circumstances his coming is a source of much pleasure, particularly to the older families of the parish.

The announced change sets at rest conflicting reports about the return of Rev. J. H. McDevitt, who had charge of the parish up to November 1. Father McDevitt had charge of the cathedral for about a year. During that time he made many improvements in the church, but his greatest success was in arousing and unifying the spiritual life of the congregation and in organizing the members into compact sodalities. The relations between pastor and people were unusually harmonious and effective, and the severance of the ties is regretted on all sides. The duties of the parish proved too great a drain on his energies, and failing health warned him to retire. He has joined the Passionist order of preachers, with headquarters at Hoboken, N. J.

Dr. Vyrnwy Morgan will announce his decision Sunday morning relative to the call extended to him by the First Baptist church to become its regular pastor. As the doctor is to preach the ordination sermon at the installation of Rev. Dunton at Tekamah, he will give his people the benefit of his views upon the relationship of pastor and people next Sunday morning. His scholarship, the well known soundness of the Welsh upon doctrinal points, and the wide observation of this traveler will invest the occasion with peculiar interest. Howard Stryker will sing.

The Men's union of Knox Presbyterian church will hold its regular meeting in the chapel, corner Nineteenth and Ohio streets, on Monday evening at 8 p. m. All men are invited. There will be music by the male quartet, recitations and a debate upon the question: "Resolved, That the Treaty of Peace Should Be Ratified." Affirmative speakers, Bryce Crawford and W. A. Foster; negative, J. E. Christie and E. E. Thomas.

Protests Atkins' Application.

Anton Venuto has protested against the granting of a license to William Atkins to run a saloon at 102 South Eleventh street on the grounds that his place during the past year has been disorderly. Chief of Police White will add a protest on similar grounds. It is understood that Atkins in consequence will withdraw his application, although a saloon under another management is to run at the same place.

Mortality Statistics.

The following births and deaths were reported to the health commissioner during the twenty-four hours ending at noon yesterday:

Births—Ernest Buffet, 806 South Twenty-first, boy; A. B. Brann, 815 Leavenworth, girl.

Death—Kate S. Allen, Omaha, 29 years.

Drex L. Shooman—

Is just as enthusiastic as ever over the exposition—but these Christmas times prevent him from doing much else but wrap up Christmas slippers—We are showing all kinds now—elegant little slippers for little feet—something more elegant for larger feet—slippers in all the latest colors and toe shapes—all at moderate prices—We've too many different styles to try to describe and quote prices—but we have them so placed that its easy for you to see them all—and you can see at once that we are headquarters for Christmas slippers—In slippers, as on shoes, we give big values

Drexel Shoe Co.,

Omaha's Up-to-date Shoe House.

1419 FARNAM STREET

For Christmas Presents—

You should take a look through our art department—Millions of medallions from 25 cents up to the finest hand-colored gold cornered ones at $12—The greatest variety of gold plated miniature odd-shaped wood and gold photo frames, statuary and bric-a-brac—Our framing facilities are the best in the west—all work on time—You should see our display of Platinunes—etchings—photos and water colors—calenders and Christmas cards.

A. HOSPE,

Music and Art. 1513 Douglas.

TIME OF GOING YET UNCERTAIN

Departure of the Twenty-Second and Other Troops for Philippines.

REGIMENT NOT IN BEST CONDITION

Too Much New Material Which the Officers Have Not Had Time to Lick Into Shape for Army Uses.

Nothing new has been given out at army headquarters relative to the probable date or route for the movement of the Twenty-second infantry and the department officers are giving their whole attention to the Twentieth infantry, which will be the first regiment to go. The discharge of married enlisted men, those who are sick and those whose term of enlistment expires within three months entails considerable extra work upon the officers, both at the post and at the headquarters, and the recruiting of other men to fill these vacancies also takes time. These matters are receiving the most attention just now, not only at Fort Leavenworth, but also at Fort Crook. Efforts are being made to have the regiments ready to move on short notice when the order comes to that effect.

The question of the port from which the Twenty-second will sail continues to be a matter of speculation with army officers. At headquarters the officers profess entire ignorance on this point, but it is noticeable that many of the officers at Fort Crook believe the regiment is to go by the eastern route. They suggest that orders have been received on this matter more definite than has been published and manifest a confidence which leads one to believe they understand their ground.

The company officers at the fort are not any too well pleased with the condition of the troops. They say a majority of the regiment as it stands today are green recruits, "kids" as they are termed, who are liable to all the ills of childhood. The officers have not had time to drill the men into condition and must take them as they are. These officers also say that it is more of a task to prepare for a permanent station outside the limits of the country than it was for an emergency call like that to Cuba, and more time is required. Some of the officers will not take their families with them at this time.

Recruits continue to arrive at the fort, and the total number there now reaches almost 1,200. It is believed the full quota of the regiment will be on hand in a couple of weeks, but it is estimated there will be about 200 vacancies to fill owing to the order for the discharge of the married men and those whose term of enlistment will soon expire. The officers do not know whether these places will be filled before the regiment starts, or whether the recruits will be sent on afterward.

Officers of the regiment who have been on detached service are sending word they will be at the fort before the regiment leaves. Captains Ord, Getty and Webster are expected within a few weeks, and Colonel Harry Egbert has written that he will try to be present soon after New Year's.

The quartermaster has extended the steam service to the attic of the company barracks at the fort, and this makes comfortable sleeping quarters for about 320 more of the men, relieving the crowded condition of the buildings.

Letter from Captain Swobe.

Captain Thomas Swobe, quartermaster in the United States volunteers, occasionally finds time to write to former friends in this city, giving details of his work. The following selections are made from a letter written by him at Fort Monroe under date of December 13:

I came over here from Newport News this evening to get a square meal and to get away from the ship for one night and will return in the morning. It is only nine miles, and a very pleasant ride. This is a very picturesque place, but uncomfortably cold just now for a winter resort.

We landed at Newport News last Friday evening with the First Kentucky and General Brooke and staff. The Kentucky regiment left Saturday night for Louisville, and General Brooke and staff for Washington.

I was ordered to proceed to Savannah from here and take a regiment of troops to Havana, but this morning they called me up to the telephone from Washington and said to proceed as soon as possible to New York. We sail at 10 o'clock tomorrow morning, and arrive at New York at 9 o'clock on Thursday morning and sail for Porto Rico and Santiago again next Wednesday, December 21.

The death of General Garcia, I think, will complicate matters still more in Cuba. One of his sons, Captain Garcia, came north with us on our last trip, and I met another of his sons, Colonel Garcia, and took breakfast with him at Santiago this last trip. He is very ambitious and expects to be one of the leading figures in the establishment of a Cuban republic, which will never exist under Cuban rule in his day, and when he fully realizes that he will endeavor to create a biz rumpus. The Cubans are already beginning to arm themselves and boast that if they are not recognized as a Cuban republic they will again take to the hills and renew the warfare.

Selling Worthless Theater Tickets.

Manager Rosenthal of the Creighton-Orpheum theater has notified the police that a stranger passing himself as the advertising agent of the theater has been uttering and disposing of forged passes to the theaters about Omaha. South Omaha and Council Bluffs. The passes never get beyond the box office of the theater. It is the public which suffers all the loss by this fellow's methods, as the worthless paper is detected as soon as presented and its holder is not granted admission to the theater. This swindler's method is to visit stores and private houses and dispose of the passes for 25 cents each. He tells his purchasers that the tickets entitle one to a 50-cent seat. The forgeries bear the name of the Creighton-Orpheum in big type, and altogether have a genuine appearance. During the past week the fellow has done a thriving business, with the consequent result that the kicks registered at the box office have materially increased.

Have You Skates?—

Do you know there is good skating on the lagoon—We don't get paid for that but it helps us to sell our skates—Peck & Snyder skates the standard the world over—If you've all the skates you want give a pair to some friend—they are a most acceptable gift—When you have found out what inferior skates sell for come here and get the Peck & Snyder—you will find the price right—35c and up—We have quite a good many other Christmas presents and you should include our store in your shopping list—Open evenings now.

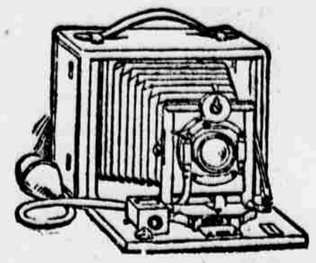
A. C. Raymer,

WE DELIVER YOUR PURCHASE.

1514 Farnam Street.

Some Christmas Cameras—

4x5 Adlake, metal plate holder...$10.00
4x5 Adlake aluminum plate holder 12.00
These were $12 and $15, now reduced:
4¼x4¼ Vives .....$ 5.00
4x5 Premo 5.00
4x5 Korona 5.00
3½x3½ Wilsie 5.00
4x5 Wilsie 7.00
3½x3½, No. 2 Falcon..... 5.00
2½x2½ Magazine Cyclone..... 3.50
3¼x4¼ Magazine Cyclone..... 6.00
4x5 Magazine Cyclone..... 10.00
Make your selections while the stock is complete.



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RINGS Solid Gold $1 to $15

We make a specialty of Howard Watches. We are now installing the Howard time pieces in Burlington new depot. Finest system in the world.

Henry Copley

WARES OF GOLD AND SILVER.

215 SOUTH 16th St. PAXTON BLOCK.

Special Watch Examiner, U. P. Ry., Omaha.

WHERE REFORM IS NEEDED

Necessity for Government Control of Lines of Transportation and Communication.

OMAHA, Dec. 14.—To the Editor of The Bee: If the transportation of mail were at the mercy of a private corporation, how much would it cost to send a letter from San Francisco to Chicago, or from Omaha to New York?

The minimum charge by an express company is 25 cents, and by a railroad company from 25 cents to $3; that is, an express company would not take a one-ounce letter from Omaha to Chicago for less than 25 cents, and if the person addressed at Chicago had left there and gone to New York, there would be another 25-cent charge for forwarding the letter to New York. A railroad company would not take the letter from Omaha to Council Bluffs for less than 25 cents, and from Omaha to Phoenix, Ariz., the least charge for transporting this one-ounce letter would be $2.85.

With government ownership of railroads and express companies, merchandise could be transported at one-fourth and in many cases, one-tenth the amount which the public is required to pay under present conditions.

Where large shippers are concerned, express companies compete with the postal service for business, in many cases the charge being just enough less than the government rates to secure the business. The interstate commerce law is supposed to prevent such discrimination on the part of railroad companies, and while open favor is not shown to large shippers, yet many and devious are the ways whereby the law is evaded.

It is a strange but true fact that, notwithstanding the interstate commerce long and short-haul law, merchandise is regularly transported from Chicago to Los Angeles, San Francisco, Portland and other coast points at $1 per 100 pounds and less, whereas, the charge on the same class of goods from Omaha to Montana, Colorado, Arizona, Idaho and other interior points is from $1.90 to $3 per 100 pounds.

In the former case the railroad companies come in competition with water routes, while in the latter case they have no competition, but have everything their own way.

It strikes an ordinary observer that if the railroads can carry freight from Chicago or New York to San Francisco at $1 per hundred weight (and they would not solicit the business if they could not handle it profitably) they should be able to give at least as low a rate for a haul of 1,000 miles less.

Passenger traffic can be profitably conducted, according to the best authority, at less than 1 cent per mile per passenger. With the elimination of the free list and the large increase in travel which would result from a low rate, it is fair to suppose that the net cost of travel under government ownership would be less than one-half cent per mile.

The apathy of the people to the present condition of affairs in departments of transportation and communication would be astounding were it not evident that the reason lies in the fact that they have not been accustomed to a different state of affairs. Man is largely a creature of habit and as a rule accepts as a matter of course a system to which he has been accustomed from infancy.

If the postal service had remained in the hands of a private corporation and the charge for conveying a letter from Omaha to Chicago was 10 to 15 cents, we would generally accept it as quite the proper thing and not take serious interest in agitating for a lower rate. Yet, if the United States government were to now turn over the postal service to a private corporation which would charge 3 cents per letter, what a howl of protest would go up. All avenues of communication and transportation should be of and for the people and the service should be rendered at absolute cost of maintenance.

So long as the people remain apathetic as to existing rates and conditions, for just so long will said conditions continue.

Corporations are active in protecting their own interests and work to retain the favor and active co-operation of the powers that be. United States legislators are carefully cared for in the matter of railroad passes, express and telegraph franks, etc. They pay no railroad, express or telegraph bills, and, really, they cannot see why the dear people should have cause for complaint. And they never will see it until it is forced to their attention in a manner not to be overlooked.

These changes cannot take place in a day, but they can be begun now, and the beginning will hasten the ending. The parcels post and the postal telegraph are the pioneers to further edvelopment along this line, and government sanction should be urged by petition, personal letters to representatives and senators and by every just method.

It is not absolutely necessary that all existing avenues of communication and transportation be owned and controlled by the government, but enough should be to prevent a monopoly by any corporation or corporations and insure to the people all such service at a minimum expense.

Permanent prosperity does not depend upon any medium of exchange, but upon facilities for, and minimum expense of, making the exchange, together with the prevention of all monopoly of the necessaries of life, whether earth's natural products or manufactured goods. If monopoly and trusts can be prevented in no other way, it can be done by the government entering the field as a competitor.

GEORGE H. LEE.

Suggestion to Motor Company.

OMAHA, Neb., Dec. 16.—To the Editor of The Bee: Apropos of the present agitation to secure improved service from the Omaha Street Railway company, I would venture to suggest to that corporation, through your columns, one improvement which I am sure would earn the lasting gratitude of hundreds of their patrons who are, unfortunately, compelled to use their South Omaha cars. This is, to re-establish the line of cars starting from Fourteenth and Howard which obtained during the exposition period. To any one who is compelled, as at present, to enter one of the cars from South Omaha when it arrives in town and inhale the awful conglomeration of odors which greets his nostrils, such a boon would be inestimable. These cars generally arrive in town crowded, with every window and ventilator rigorously closed and the stove generally going full blast and, taken altogether, it is as much as a very strong stomach can stand without nausea. I know of several instances, nay, many, when people, even ladies, have been compelled to ride outside on the platform to escape the horrible smells. By starting, say, a part of their cars from Fourteenth and Howard, the Street Railway company would confer a favor upon their city patrons who would thus be enabled to secure seats in a comfortable and healthy car instead of being confined in the pestilential atmosphere of the cars from South Omaha. Yours respectfully,

PRO BONO PUBLICO.

TOO WARM TO CUT MUCH ICE

Cessation of the Cold Snap Brings on Conditions Which Stop Extensive Operations.

One effect of the warmer period has been to suspend operations on the ice fields and give enforced vacations to several hundred men who had begun to harvest the 1899 crop. The ice is still in sufficiently good condition to be acceptable late in the season, but at this time the various companies are reluctant to fill their houses with anything but the best. During the freeze the ice reached a thickness of from twelve to fifteen inches, and it was decidedly the best product that has been available for local use in years. Dealers agree that no better ice was ever yanked over a slide than that which they have been cutting during the last two weeks, and now they propose to wait until it again reaches that condition before they continue the harvest. While only a small proportion of the supply has been secured it is so unusual to get such ice thus early in the season that they are encouraged to anticipate no difficulty in getting a full supply of uniform quality before the winter is over. After the poor quality of ice that has filled Omaha refrigerators during the last two seasons the dealers are elated at the prospect of stocking up with a superior article.

Morano Heavily Fined.

Joe Morano failed to appear yesterday to answer to the charge of assaulting and kicking Frank Sheppard on September 27, so the police sent the patrol wagon after him. He was not at home, but came to the station later, as he had been informed that the officers were looking for him. Judge Gordon found him guilty of kicking the boy and assessed a fine of $20 and costs. Morano had the cash with him and was soon a free man again.

Constipation prevents the body from ridding itself of waste matter. De Witt's Little Early Risers will remove the trouble and cure sick headache, billiousness, inactive liver and clear the complexion. Small, sugar-coated; don't gripe or cause nausea.