

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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STATEMENT OF CIRCULATION. 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 June, 1902, are as follows: 1. 29,430 2. 29,440 3. 29,450 4. 29,460 5. 29,470 6. 29,480 7. 29,490 8. 29,500 9. 29,510 10. 29,520 11. 29,530 12. 29,540 13. 29,550 14. 29,560 15. 29,570 16. 29,580 17. 29,590 18. 29,600 19. 29,610 20. 29,620 21. 29,630 22. 29,640 23. 29,650 24. 29,660 25. 29,670 26. 29,680 27. 29,690 28. 29,700 29. 29,710 30. 29,720 31. 29,730 32. 29,740 33. 29,750 34. 29,760 35. 29,770 36. 29,780 37. 29,790 38. 29,800 39. 29,810 40. 29,820 41. 29,830 42. 29,840 43. 29,850 44. 29,860 45. 29,870 46. 29,880 47. 29,890 48. 29,900 49. 29,910 50. 29,920 51. 29,930 52. 29,940 53. 29,950 54. 29,960 55. 29,970 56. 29,980 57. 29,990 58. 30,000

These are the Nebraska farmer's busy days. The Peter Cooper club has finally ratified—but with a good stout string to the ratification. Prospects are good that local summer resorts will still have a chance to score on the home stretch.

Our city health department is to wage a war on the festive mosquito. Let it be a fight to a finish. The market house has finally gotten into the courts, where it will probably slumber and smother during the hot season.

Popocratic professions of solicitude for the sugar beet growers do not jibe well with the records that charge up the repeal of the sugar bounty laws in this state to the popocrats. The railroad lawyers are well paid for arguing the corporation side of the railroad tax case. What is the Lincoln Journal promised for its editorial pleas for the overtaxed railroads?

If multiplying the number of foreign commodities will bring the foreign exhibits, St. Louis ought to break the record in the number of foreign countries participating in its exposition. As a result of the heavy rains, the street repair gang will be kept extra busy in Omaha for some little time. This will balance up the saving from the inactivity of the street sweepers.

Changes are coming so fast in the command of the Department of the Missouri that the commanding general has scarcely time to get acquainted before he is ordered to move on to another post. It's a sleepy neighborhood in Omaha these days that does not boast an improvement club of its own, constantly alive to the interests of its vicinity in the apportionment of public work and public improvements.

A populist review of the work of the congressional session asserts that only two bills of importance were passed—the canal bill and the Philippine government bill. What about the irrigation bill and the omnibus public building graft? Plans for two additional new viaducts for Omaha are under way. In spite of their original protests, the railroads have discovered that the viaducts making travel over their city crossings safe are to be counted among their best investments, even on a dollars and cents basis.

Another chance for a deadlock will present itself when the determination must be made whether a democrat or a populist shall be placed in charge of the joint campaign committee that is to direct the forces of the allied fusion reformers in their effort to regain possession of the spoils counter in Nebraska. Lo, the poor Indian, has from time immemorial been the prey of unscrupulous white men, but that is the very reason why the officers of the Indian bureau charged with their protection should be held to strict accountability. When Indian agents and traders play in with the despoilers, what hope is there for the red man?

Our friends of the railroad tax bureau are still making a huge show of earning the generous salaries accorded them by their corporate employers in recognition of their tax shirking abilities. If this keeps up, the tax commissioners will actually persuade themselves that without their assistance the road could not be operated.

BRIDGE TAXES AND BRIDGE TOLLS.

It is a matter of history that James G. Blaine was defeated for the presidency by the foolish remark of a fool friend at a public dinner. Just three words, "rum, romanism and rebellion," lost the state of New York to the Plumed Knight and defeated him of the realization of his highest ambition. What is true of men is also true of corporations. They also frequently need saving from fool friends. A striking illustration in point is furnished by that staunch old railroad organ, the Lincoln Journal, which has entered the breach in defense of railroad tax shirking in the following fashion:

A railroad company discovers an obstruction in its pathway in the shape of a river or gulch that must be trestled or spanned by a very costly structure. The bridge is merely an extra expense entailed on the company by the right-of-way. It is of no utility to them. It brings no revenue, but necessitates a continued outgo to keep it in repair. It is merely a badge of misfortune, because if the gulch or river had not been in the way the cost of construction would have been no more than the average. According to the Rosewater doctrine, however, the railroad bridge should be taxed at what it cost the corporation to put it in, and that tax kept up year after year to all eternity. Carrying out this doctrine, every out and in on the railroad line should have an extra tax put on it because it represents an investment of extra capital. * * * At the same time, it must not be permitted to charge any more than the average mileage for hauling freight and passengers across these natural obstructions which have overcome the difficulties by scientific engineering. Verily, the Rosewater doctrine of taxation is a stunner.

Where did the editor of the Journal get his nightcap? Is he not aware of the fact that every railroad bridge over the Missouri river between Sioux City and St. Louis is a toll gate? Is he not aware of the fact that more tolls are collected at every one of these bridges every five years than would repay the cost of each bridge? Is he not aware of the fact that the Union Pacific bridge at Omaha was constructed thirty years ago and was bonded for \$2,500,000, although it did not cost more than \$1,200,000?

Is he not aware of the fact that, although owned by the Union Pacific railroad, it was operated under an independent charter and earned nearly \$3,000,000 within the first five years after its completion? Is he not aware of the fact that for nearly twenty-five years 50 cents was charged for every man, woman and child that crossed this bridge either way, and \$10 per carload of ten tons was charged for all freight coming and going?

Is he not aware of the fact that at this day ten miles are torn out of every mileage book presented to Union Pacific conductors for the transit of less than three miles between Omaha and the Union Pacific transfer on the Iowa side, and 25 cents in cash is exacted for bridge toll for every passenger coming and going over every road that centers at Omaha, when under the legal rate of 3 cents a mile less than 9 cents should be charged?

Is he not aware, too, of the fact that an arbitrary bridge rate of from 3 to 5 cents per 100 pounds is charged for all freight that crosses the Missouri river, whether at Omaha, Blair, Plattsmouth, Nebraska City or St. Louis? Why, then, should these bridges not be taxed at their true value, so long as bridge tolls are exacted for passengers and freight enormously in excess of mileage rates?

The ordinary tonnage rate for heavy commodities, such as lumber and coal, ranges from 1/2 cent to 1 cent per ton per mile, and 2 cents per ton per mile would be regarded as an extraordinary charge, but the charge for crossing the Union Pacific bridge, for example, is from 60 cents to \$1 per ton. Computing the bridge and its approaches at three miles, the ordinary charge would be from 1 1/2 cents to 6 cents per ton for an equal distance of the main line, instead of being 60 cents to \$1.

Perhaps the fool friend of the railroads, who talks of railroad bridges as "badges of misfortune," does not know that railroad bridges are a great source of income to the railroads. Perhaps he does not know that railway bridges are assessed and taxed by boards of equalization in other states where the Rosewater doctrine has not yet been heard of. In 1901 the Illinois Board of Equalization assessed the bridge across the Ohio river at Jeffersonville at a valuation of over two millions per mile and other railroad bridges in proportion.

The Missouri State Board of Equalization at the outset of its assessment work passed a resolution fixing specific days to hear testimony, arguments and suggestions with reference to the valuation of railroads, bridges and telegraph property subject to taxation for the ensuing year. In conformity with this resolution the Missouri board assessed the two St. Louis railroad bridges and the bridges that span the Missouri river above St. Louis as follows:

South half of St. Louis bridge.....\$2,300,000 St. Louis Merchants bridge..... 650,000 Hannibal bridge..... 200,000 Quincy bridge..... 150,000 Atchison bridge..... 125,000 Leavenworth bridge, old..... 300,000 Leavenworth bridge, new..... 125,000 So far as heard from, the railroad managers and their tax bureau commissioners have not yet appealed to the courts against this outrage.

PEAPLEXING THE BRITISH.

The Atlantic shipping combine continues to perplex the British, though there are fewer expressions of fear regarding its possible results than immediately after the combination of steamship lines became a matter of public knowledge. The subject was discussed in Parliament a few days ago and among those who referred to it was Lord Selborne, the first lord of the admiralty. He said that the British should not have a monopoly of the Atlantic trade, but on the other hand Great Britain could not afford to see herself squeezed out of that trade. He stated that the attitude of the government is not one of hostility but of anxiety and until a final opinion had been formed of the whole question

THE GOVERNMENT COULD NOT FAIRLY ENTER INTO AGREEMENTS WITH ONE PARTY OR THE OTHER.

He declared that Great Britain had fallen behind in regard to vessels of high speed because she had not given heavy subsidies like other nations. The offer of J. Pierpont Morgan to place all the British ships in the new combine at the disposal of the admiralty for the next fifty years, on certain terms, is under consideration, but there is doubt whether Morgan could offer guarantees substantial enough to justify the acceptance of his proposition and it seems highly improbable that it will be accepted. What appears to be more likely is that the British government will decide on a policy of subsidies with a view to the construction of merchant steamships that could be made available as cruisers in time of war. The shipping combine has presented to the British a problem that is troubling them not a little and at present Mr. Morgan is evidently master of the situation.

BETTER TRY A MEXICAN.

Washington Post. The lecture bureau manager who thinks there is a fortune in an Aguinaldo lecture tour should remember that happened to the Miss Stone enterprise. Philadelphia Inquirer. Reviewing the situation, with due regard for the facts, is it too much to say that there will be some lightning-like changes in the railway world before the death of another decade?

LEGAL TALENT IN MISSOURI.

Chicago Record-Herald. The democratic candidate for supreme judge of Missouri, in an interview the other day, said: "I certainly don't feel like a besian man. If anybody has a chance it's me." How can they in a state whose government is in the hands of a few men defeat a man who uses such English?

WORDS WITH DOUBLE MEANING.

Brooklyn Eagle (dem.). Bryan says: "I appeal to all democrats to stand firm and to place only tried and true democrats on the ticket." "Tried," "true" and "convicted" would seem to be his preference. "Tried" has two meanings. Democracy has "tried" William and William has certainly fearfully "tried" the democracy.

FUEL BIN OF THE FUTURE.

New York Tribune. Experts of high repute say that when the coal mines in both the Americas and in Europe are exhausted the stores of fuel in China will serve the world for centuries. Chinese coal and Chinese cheap labor in future cycles may then keep alive the furnaces which maintain the industries of the globe; and the Yellow Peril will then become the Yellow Benefactor.

CLIMAX OF THE BILLY SEASON.

Philadelphia Ledger. Don M. Dickinson's suggestion of Joseph H. Choate for president of the United States was merely complimentary, and not meant to be taken seriously. Dickinson and Mr. Choate belong to different political parties, which precludes the idea that the proposition was intended to be taken seriously; but, if Mr. Dickinson wished to head off a possible presidential boom for Choate, he could not do better than to do so than by giving him a democratic nomination at a gathering in London.

OIL AS NAVAL FUEL.

Indianapolis Journal. The secretary of the navy has suspended work on plans for the construction of several naval coaling stations to await the result of experiments the navy is now making in the use of oil as fuel. The secretary believes these experiments will show that oil is a cheaper, cleaner and better fuel for the navy than coal. Some recent experiments on merchant steamers go to sustain the same view. If the liquid fuel can be used in general use in the navy Uncle Sam will have to substitute oil tanks for coaling stations.

CAN'T LOSE THE REPORTER.

Philadelphia Record. In order to reproduce as nearly as possible the conditions of actual war in the military and naval maneuvers to be conducted on land and water this summer in the vicinity of Long Island all information regarding the movements is to be withheld from the press. The success of the program is assured. The objective point of the maneuvers (which are to consist of the attack) and the defensive plans of the army have been already announced in the newspapers, several weeks before the event. The conditions pertaining to an actual state of hostilities have thus been reproduced with marvelous exactness. Whether in peace or in war the newspaper craftsman is irreplaceable.

THE RAILWAY TAX CASE.

Grand Island Independent. The taking of evidence in the Rosewater mandamus case against the State Board of Equalization, seeking to compel the board to assess the franchises of the railway corporations has been completed. It is one of the most interesting cases against the big corporations ever undertaken in the state as well as one of the most important in all its bearings. The success of Mr. Rosewater in the matter will be of benefit to the entire state and the facts and figures would seem to show that the assessment against the companies has not been equitable. It is only to be regretted that all tax shirkers cannot be brought in under the same case for it is plain that the companies are not the greatest "economists" when it comes to putting in assessment returns.

PERSONAL NOTES.

It is costing Messrs. Gaynor and Greene and the Dominion of Canada a great deal of money to maintain their mutual attachment. Edwin F. Hamlin, secretary to Governor Crane of Massachusetts, has served in a similar capacity under ten previous governors. He has held the office for twenty-five years.

Harry Mason Scovel, for fifty years in the newspaper business in Chicago and other cities, has laid aside his work, at least temporarily in the first named city, on account of failing eyesight. In his recent oration at the centenary of West Point academy General Horace Porter uttered this epigrammatic advice, good for soldier and civilian alike: "Never undertake yourself in a battle, and never overrate yourself in a dispatch."

Naval Constructor Capps will have charge of work on the new 16,000-ton battleship which is to be built in the New York yard, and is determined that the vessel will be completed, if possible, in a shorter time than is expected by contractors. He probably will be called the Connecticut. Alexander Graham Bell of Washington has received the Prince Albert medal for 1902 from the London Society of Fine Arts. It is given annually to a person who has distinguished himself in the advancement of manufacture, art or commerce. Besides Dr. Bell, Captain James B. Eads, Thomas A. Edison and David E. Hughes are Americans who have received this honor.

Joe Howard, the veteran newspaper writer, was among those who listened to one of Booker T. Washington's recent speeches. Later he uttered this characteristic criticism: "Booker Cookman not only has a great gift of gab, but puts ideas into phrase more felicitously than any speaker I ever heard except Beecher, and I have heard them all from Webster to McKinley."

REPUBLICAN STATE TICKET.

Boemer Times: John H. Mickey received an enthusiastic reception on his return home from the state convention. His home people, where he is best known, vouch for his high qualifications for governor in flattering terms.

Falls City Journal: J. H. Mickey is a man who has the confidence of the people because he deserves it—because he has come by it honestly. All his life he has attended to his own business and has made a success of it. Based up by a record for honesty and integrity that admits of no questioning, he is in a position to stand before the people squarely on his merits. He is a man that his party can be proud of and that the citizens generally can be proud to make governor of Nebraska.

Kearney Journal: The republican state and congressional tickets are giving quite general satisfaction over the district and state. Kinkaid is conceded to be an honorable man with a very strong personal following which fact gives great strength to any man. For governor, every one admits, is a strong man in every way. Strong in character, in honor and in the respect of his fellow citizens. He is a strong endorsement for any one when he is well thought and spoken of at home. John H. Mickey has these requisites. Both congressional and state tickets will undoubtedly be winners.

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CHANGES OF A LIFETIME.

Conditions of Today Contrasted with So-Called "Good Old Times." Minneapolis Journal. It took the Roman republic some ages to pass from the simple poverty of its early days upon the seven hills to the magnificent wealth of the age of Augustus, but the American republic has made the change in one generation.

The rapidity and extent of this change is vividly realized in reading such a book as "The Roman, Siamese, Manx, Russian, and the distinguished Massachusetts citizen, who is still living at the age of 82. In the second decade of the nineteenth century the lives of the American people were severely simple and plain. Most of the necessities of life were raised on the farm by the people living on it. Most of their trading was done by barter. The country people scarcely ever got in the course of a year more than enough money to pay their taxes. Governor Boutwell's father was the best farmer in his neighborhood, but although he only money he ever saw was what he got by a visit to Boston once a year, with a team of oxen and a load of cider, apples, a hog or two and some poultry.

The farmer's houses were almost destitute of furniture. Except a few school books and the family bible there was no reading matter except in favored neighborhoods where two or three families took a weekly newspaper together. Mails were infrequent and postage was almost prohibitory. The era of invention had not begun. The only means of cooking was by the open fire and the brick oven. Meat was roasted by suspending from a cord attached to a hook in the ceiling. It was with great difficulty that fires were started or kept going. Tools and food and the labor of men and animals were freely borrowed and lent. Farming tools were rude and deficient. The poverty of farms in respect to tools made it impossible for farmers to prosper except by cattle raising and the cultivation of the small grains. Heating stoves or furnaces were unknown.

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BITS OF WASHINGTON LIFE.

Minor Scenes and Incidents Sketched on the Spot. The White House, tenanted, is as much a Mecca for visitors as when it is the center of political and social life. Souvenir sends are numerous in the crowds which, even in the hottest weather, gather about the building watching the workmen tearing away the interior. Very few leave the grounds without carrying away some scrap of material. Wrought iron nails found sticking in pieces of wood are much sought after and integrity that admits of no questioning, he is in a position to stand before the people squarely on his merits. He is a man that his party can be proud of and that the citizens generally can be proud to make governor of Nebraska.

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