

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING. TERMS OF SUBSCRIPTION: Daily Bee (without Sunday), One Year, \$1.00...

THE MANUFACTURING WEST.

The manufacturing industries of the west are much more extensive than is commonly supposed. According to the last census in what may properly be called western states there were two years ago a total of 225,287 manufacturing establishments...

OHIO'S NEW MUNICIPAL CODE.

The Ohio legislature, which convened on August 25 to enact a code of uniform laws for Ohio cities, has completed its work. The new code draws the line between cities and villages at 5,000 population. All cities over 5,000 and under 25,000 are to have boards of public service and boards of public safety...

Four Odious Monopolies

The anthracite coal trust stands alone among American monopolies in that it controls not merely production but transportation, distribution and sale. The trust mines most of the anthracite. It transports all that is mined and charges disproportionately high freight rates for railroad service...

LET THEM ALL SPEAK OUT

KEARNEY, Neb., Oct. 21.—To the Editor of The Bee: As I understand it, the columns of The Bee are open for all legislative candidates to state, for the information of their constituents, how they stand on the important questions of equal taxation, especially in regard to that of raising the assessment of the railroads...

Table with 2 columns: Circulation figures for various dates and categories, including 'Total' and 'Less unsold and returned copies'.

Net total sales, \$18,081. Net total average, \$0.002.

GEORGE E. TZSCHUCK, Notary Public.

The free and unlimited coinage of campaign oratory is again at full blast.

In these days men do not get political offices on a silver platter—not even that of city councillor.

Mercer's love for the workmen is an intermittent malady that seizes him only at two-year periods just before election.

To show that they mean business, the strike arbitrators will be expected to wade right in and buckle down to work without delay.

Will wonders never cease? Several days have passed without any proclamation from Savage. But Thanksgiving day is coming.

On his campaign tours nowadays Senator Hanna does not like to invite his auditors to take a good look at him to make sure he does not wear horns.

People living in the vicinity of Soufriere have finally come to the conclusion that they do not like the neighborhood. Too much smoke nuisance, we presume.

Perhaps those Danish legislators had a hunch that J. Pierpont Morgan was contemplating a merger of oceanic islands and might raise the price on Uncle Sam.

Since John N. Baldwin has stepped in as head boss of the Union Pacific and all the states that road traverses, no wonder General Manager Dickinson finds nothing left for him to do.

The Christian church convention will go to Detroit next year. But Omaha people need not fear that their hospitality will suffer by comparison with that offered by the Michigan metropolis.

Those Chicago tax fixers appear to be up against it. They should have organized a tax bureau and hired a few slick lawyers. Like the tax-shirking railroads of Nebraska, and kept out of the law's grasp.

The scheme is already broached to extend the life of the supreme court commission, but with the number of commissioners reduced from nine to three. That would impose on the court a job of condensation it would hesitate to tackle.

Debate on the tariff bill before the German Reichstag is said to disclose a depressing array of empty benches facing the speakers. The German lawmakers ought to adopt the glorious American parliamentary practice of giving leave to print.

Registration officers should look out for repeaters. It is a penitentiary offense in Nebraska for any man to register who has not lived in the state six months, in the county forty days and in the precinct ten days prior to election day, and those who advise, procure or assist such illegal registration are equally liable to prosecution.

Chicago is about to take steps for the protection of asphalt pavement by the passage of an ordinance that requires all omnibuses and express wagons to be equipped with rubber tires, and forbids teamsters tracking the pavement by driving one wheel on the street railway track, thus forcing the other to help form a rut in the pavement. Such an ordinance would not be out of place in Omaha. The heavy wear and tear on asphalt pavements is largely due to the lack of proper regulations to do away with abuses by practices similar to those in Chicago.

All these are independent industries, many of them manufacturing the same line of goods that are produced by the combinations. They give employment to a great deal of labor, which greatly benefits the agricultural producers of these western states. These industries are the competitors in their field of the combinations and as such constitute a bulwark against monopoly.

The people of the west should be profoundly interested in the question of maintaining their manufacturing industries. They are of great value and are adding hundreds of millions annually to the wealth of the west. The free trade policy of the democratic party, if it should be carried out, would be fatal to most of these industries.

CARNEGIE'S REMARKABLE UTTERANCE

The address of Andrew Carnegie on being installed as a director of St. Andrew's university, Scotland, is of international interest, at least so far as his remarkable utterance respecting what European countries must do in order to protect themselves industrially and commercially against American competition.

When one thinks of the great interests that Andrew Carnegie has in the United States, the future prosperity of which depends so largely upon foreign markets, it seems surprising that he should offer such suggestions to the leading governments of continental Europe as he did, evidently with the most earnest feeling.

While this utterance of Mr. Carnegie will perhaps have the effect to revive and intensify European interest in the question of an alliance to repel the American invasion, it is not to be apprehended that anything more than this will come of it. The wiser European statesmen and economists do not regard the proposition of an alliance as practicable.

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The selection of Charles S. Lobingier to fill the place on the supreme court commission made vacant by the transfer of Judge Day to the district bench should give satisfaction not only to the bar and litigants, but to the public at large, because it is a recognition of a young attorney who has achieved advancement solely by assiduous devotion to his profession.

If, as Mr. Carnegie says, the creation of a United States of Europe under the form of a political and industrial union is the only way of withstanding American competition, then the outlook is gloomy for Europe. Its political and industrial union is a chimerical scheme.

The course of true love rarely runs smooth, neither does the course of woman's suffrage. A striking illustration in point is furnished by the report from Denver that three women were more or less injured during a rush of suffragists in the county clerk's office on the last day of registration, last Monday.

The clerk's office was crowded with hordes of both parties. The panic was caused by an altercation between Alderman Patten and Billy Greene, a vote holder. Blows were exchanged, after which the alderman was chased through the crowd by Greene, who flourished a big pistol. Mrs. Eliza Kellig, a wife, who had been induced to leave home to register, was trodden under foot and had to be taken home in an ambulance.

In his statement to Commissioner of Labor Carrol D. Wright, incorporated into that officer's report to President Roosevelt, President Baer explained how the coal operators had recouped themselves when the last miners' strike was adjusted by screwing up the price of coal to the consumer to make good all and more than the advance the miners secured.

By decision of the supreme court of Nebraska there is nothing in the constitution to prevent registrars asking voters with what political party they wish to affiliate, nor is there anything in the constitution to prevent voters enrolling themselves with their preferred political party and voting down deadbeats and bunco steers who have stolen the party label.

Mr. Frank W. Skinner of the Engineering Record has a paper in the October Century on the subject of engineering feats in the construction of the New York subway. He says that the running of the subway under the Columbus monument and the moving of a tunnel. He also gives this account of the relocating of a long, thin, high wall.

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Nebraska's Foot Ball Triumph. Minneapolis Journal. Nebraska took a critical game from Minnesota Saturday by playing better ball. Clearly the best team won. It is a satisfaction to be beaten without the assistance of "ifs."

Who Will Foot the Bill? New York World. Mr. J. B. Blanchard of Omaha, addressing the National Live Stock Association at Pittsburg, said the new beef merger, with its \$88,000,000 capital stock and its contemplated daily profit of \$250,000, would require a daily profit of \$250,000 to pay 4 per cent interest.

No Use for Crises. Cincinnati Tribune. Mr. Cleveland's fear that the republican party will "squelch the cry of tariff reform" need not extend to himself and the least degree at any rate.

Who Will Lead in Prayer? Philadelphia Press. The democrats of this country ought to pray night and day that they won't carry a majority of the next house of representatives, for if they did carry it they would be compelled to have some sort of policy, and where on earth could they expect to get any such thing.

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Charitable institutions, of which there are hundreds in Greater New York, anticipate great difficulty in taking care of the poor this winter owing to the increase in the cost of the necessities of life. D. C. Potter, chief examiner of accounts of charitable institutions, partly or wholly supported by the city, declares that unless great additions are made to their support most of them will soon be in a critical condition.

Mr. Frank W. Skinner of the Engineering Record has a paper in the October Century on the subject of engineering feats in the construction of the New York subway. He says that the running of the subway under the Columbus monument and the moving of a tunnel. He also gives this account of the relocating of a long, thin, high wall.

An ordinary derrick will handle compact loads of three, five or seven tons; a hundred-ton load is about the limit of the capacity of the heaviest steel crane cars drawn by powerful locomotives, or of the largest hydraulic jacks, which will lift it a few inches so slowly that the motion is scarcely perceptible.

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that of the total clearances of the United States 67 per cent pass through the New York clearing house, the amount being \$79,420,000,000. The police force of the borough of Manhattan is 4,546. The chief of the fire department writes that the fastest time ever made in getting ready to respond to a fire call was one and five-eighths seconds at an exhibition at Madison Square garden. The average time is from two and a half to four seconds.

The capacity of the storage reservoirs in 44,700,000 gallons; the average daily supply is 275,000,000 gallons, a per capita rate of 134 gallons. The figures are for the Manhattan and New York, New Haven & Hartford railroad, which use the Grand Central station, handle in round numbers 26,000,000 passengers annually at this point; the Erie about 13,000,000, the Central Railroad of New Jersey 14,000,000, the Staten Island Ferry 8,000,000.

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