

THE OMAHA DAILY BEE

R. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss: George H. Tschuck, secretary of The Bee Publishing Company, being duly sworn, says that the actual circulation during the month of November, 1902, was as follows:

Table with 2 columns: Circulation type and Amount. Total circulation: 932,910.

Net total sales, \$22,673. Net average sales, \$30,755.

Subscribed in my presence and sworn to before me this 20th day of November, A. D. 1902. M. H. HUNDA, Notary Public.

Omaha retail merchants will have no ground to complain this year about a green Christmas.

An exchange has a story headed "Cold Facts About Nebraska." The season would justify a transposition of the adjective.

Mr. Cudahy is not inclined to believe that Pat Crowe is now doing business in South Africa. In this respect Mr. Cudahy does not disagree very much with other people.

As no invitations are required to participate in that little game down in South America, several more nations seem disposed to take a hand and ask for cards from the dealer.

In the tug-of-war between Nebraska and Missouri to see which holds McKissick Island cut off by the wanderings of the Missouri river, Nebraska wins. At least such is the decision of the umpire.

Governor Savage is in Colorado again inspecting mining property in which he is said to be interested. It is not stated whether this is the same mine in which some of the state's money sequestered by Bartley was salted.

Members of the city council who are trying to obstruct the submission of the electric power franchise proposition to the people at the coming city election should remember that they cannot play ostrich very much longer.

That offer of \$5,000 reward in support of the assertion that The Omaha Evening Bee has a subscription list in Douglas county exceeding by 7,000 the subscription list of the Morning World-Herald and by 3,000 the subscription list of the Evening World-Herald still stands.

The National Civil Service Reform league wants the credit system in the federal service extended to the Indian agencies. If the league had its way there would be lamentation and gnashing of teeth in the neighborhood of the Omaha and Winnebago reservation.

A coroner's jury on the recent Chicago hotel disaster that extinguished fourteen lives has come in with the usual verdict of condemnation and lets it rest there. In the meanwhile flimsy construction of buildings that constantly endanger life and property will continue without fear of penalties.

The Union Pacific Railroad company wants its machine shop grounds to be assessed by the acre at cornfield valuation, while the grounds occupied by other shops, mills and factories are assessed on a town-lot basis somewhere near equal to the assessments of lands occupied by dwellings or business houses adjacent to these concerns.

The worst advertisement Yale has received as a rich man's college comes from the account of the imposition of fines ranging from \$100 to \$200 on four students charged with breach of the peace, with the notation: "The fines were immediately paid." Poor men's sons will do well to keep away from an educational institution where they will be expected to strike such a high gait.

The railroads of Michigan will pay about \$3,000,000 of taxes on an assessment of \$208,000,000 for the year 1903, or about double the amount of taxes they have paid for the preceding year. If the Nebraska railroads were honestly assessed in proportion to the valuation of all other classes of property, their taxes would also be doubled and the state would not be running into debt at the rate of more than \$100,000 a year as it has for the last ten years.

A "PACIFIC BLOCKADE"

A New York dispatch of Saturday stated that vessels leaving for Venezuela ports took out their clearance papers as usual, notwithstanding the reports of a blockade, no official notice having been received by the collector at New York to warn vessels of a blockade. In regard to the so-called "pacific blockade," as now established by the British and Germans at Venezuelan ports, Theodore D. Woolsey, the leading American authority on international law, says of it that it is an invention of one or two of the leading nations, "the object of which has been to prevent neutral vessels from entering or issuing from certain ports of an offending state just as in war, with the same rules of proclamation and arrest for violation of the rules as in war, while yet war is declared not to exist." According to Prof. Woolsey most writers on international law who mention the pacific blockade at all condemn it as unjust to neutrals and he says: "This appears to us to be evidently the correct opinion, because if any measure implies a state of war, blockade does so most decidedly, and no such measure can be introduced into the law of nations without the consent of all. Neutrals, therefore, would have the right of making complaints against such a principle, which affects their commerce."

If this view be correct, and it certainly appears reasonable, it would seem that our government may properly require that the blockade of Venezuelan ports, which is not regarded as implying a condition of war, shall not be permitted to interfere with our commerce with Venezuela. The United States has never, it appears, recognized "pacific blockade" as a principle of international law and there is no good reason why it should now do so. While the Venezuelan situation is certainly in the nature of war, not only by reason of the blockade, but also because of the seizure and sinking of the naval vessels of Venezuela, yet there is no admission that a state of war exists and therefore no neutral nation is bound to observe the blockade. It seems entirely clear that an American vessel leaving one of our ports for Venezuela has as unquestionable a right to enter a port of the latter as if no blockade existed, that condition being held by the powers creating it not to imply a state of war.

Nothing has come from Washington to indicate how the executive authorities regard the blockade and probably there will not be unless there is some interference with our commerce. That is a possible contingency, though undoubtedly it is the intention of both the British and German governments to avoid giving any offense to the United States and doing anything that would afford a reason and justification to this country for interfering. It can be confidently predicted that no unwarranted interference with our commerce will be tolerated and it is not to be doubted that this is well understood by the British and German governments. We acknowledge their right to collect just claims, but in the exercise of this right they must do no injury to our interests.

THE INTERSTATE LAW.

There has been no movement at the present session of congress in regard to amending the interstate commerce law and there is reason to fear that nothing will be done to make the law more effective by this congress. Representatives of commercial interests are about to renew their efforts to secure amendments to the act, but the prospect of accomplishing anything this winter is not particularly favorable. The New York Journal of Commerce remarks that it is being made every day more plain that such powers as the courts have left to the commission need enlargement and were it on no other ground than the necessity for furnishing a counterpoise to the growth of the autocratic power of the railroads some increase of the authority of the Interstate Commerce commission would be obviously defensible. That paper says: "As under the new regime of community of interest or of ownership the railroads advance one pretension after another, all having the common end of raising the rates of transportation, there is a public opinion being formed not unlike that which existed before the passage of the interstate commerce act. It would be wise for railroad managers to recognize the existence of this and to make some needful concessions to it, lest its demands should assume a form which it might be harder for them to satisfy."

The popular sentiment in favor of legislation increasing the authority of the commission and making the law more effective was never stronger than now and it will not decline. That it will ultimately secure what it demands is not to be doubted and railroad managers who oppose any concessions to this sentiment are making the gravest possible mistake, since that course opens to intensify public opinion regarding the necessity for a stronger law.

TIME FOR PUBLIC DISCUSSION.

Only three weeks remain from now until the convening of the legislature, but no action has as yet been taken either by the city council or commercial bodies toward discussing and formulating amendments to the charter and other important legislation of vital concern to the citizens and taxpayers of Omaha. The Bee is informally advised that the members-elect to the legislature from Douglas county desire to be informed and instructed as to the wishes of their constituents and are willing to exert their influence to effect proper legislation.

In order to arrive at a rational conclusion no time should be lost in calling meetings for public discussion and careful deliberation by committees of citizens and public officials with a view to impressing upon the representatives to the legislature from this county the essential features of proposed charter amendments.

Root of the Tired Feeling.

It is to be feared that rejoicing over the discovery of the germ of laziness is premature. That activity which ever finds work for idle hands to do is not going to be checked at this late date by a mere scientific maxim.

Upright for Woman's Rights.

A most wise and upright Judge in Maine holds that it is not theft for a wife to go through the pockets of her husband's clothes and abstract from any cash assets that she may find. His honor's dictum merely affirms the judgment handed down by millions of matrons in this and other lands. The law on the subject may be reduced to the legal maxim, "Hinders keepers."

Misdirected Postal Reform.

Postal reform, like charity, should begin at home. Before we reduce foreign letter postage we should bring the local service up to the standard of foreign local service. Before we reduce foreign letter postage we should perhaps reduce the domestic rate to 1 cent. There is no clamor for such a reduction. The demand of the American cities especially is not for a cheaper stamp, but for a better service. Better service will cost more money. We cannot afford to be generous with foreigners before we are just to ourselves.

The Lady and the Cow.

Solomon in South formality. The Hon. Charles Epstein asserted that he was the owner of a certain Jersey cow. He arrested the cow. Mrs. Emma Houghman had him arrested and brought replevin proceedings. Then she summoned the cow as a witness. The judge directed that the cow be brought into court. Mrs. Houghman called the cow by name. "Immediately the Jersey walked over to her and kissed her by rubbing her muzzle against Mrs. Houghman's face." Three or four times testified. The judge could not bring judgment on the claim and the lady and the Jersey went out of court happy.

INDUSTRIAL SUCCESS.

Strange Protest Against American Methods in England.

We get a glimpse of British industrial methods that shows that the employer is badly informed as to the real economy of the relation of work and wages as it is employed. There is an American electrical works at Manchester. It has been paying wages 33 per cent higher than the rate prevailing there, with a result of getting all of the best labor. The employers' Federation in this city has remonstrated with the American concern, saying that this is demoralizing the condition of things. But the Americans reply that, though they do pay twelve pence an hour where the English works pay nine, they get twice as much work for it; therefore, that the higher wages are demonstrably cheaper than the lower. This is a simple fact of industrial economy as well as human nature, though it has not indeed, in its philosophy, been always recognized in this country. American labor has been taught that wages are naturally higher with us and that, therefore, the employer must have a heavy tariff so that he can pay them, whereas the American laborer has won his higher wages because he has worked for them. He has given the equivalent or he never would have got them.

The Manchester employers, instead of imitating the Americans, are trying to drag the wages down to the old level, although it is manifest that these old wages are dearer for them than the new increased wages. In this act precisely as British traders unionism has acted, and as American traders unionism has acted when it has tried to compel a uniform rate for a poor and a good workman and to limit production. The Manchester incident shows the dry rot from which British industrialism suffers, shared by the employer and the employee. The amendment in it for us is that our supremacy is won by hard work and can be maintained only by hard work. As soon as we limit ambition and industry, hamper output and enforce a socialism that takes the best of the best and leaves the rest of the poorest, regulate the whole procession by the gait of the weakest in it, then we shall fall to that low level just as certainly as the law of gravitation acts. Advance in the world is made and kept by the man that strives for the best and does the best that is in him. In the long run the man as well as the nation wins the greatest reward that works the hardest.

ORIGIN OF THE "MESSAGE."

President Jefferson Given Credit for the Custom. Indianapolis Journal. It is a singular fact that the term "message," now universally applied to an executive communication to congress, does not appear in the Constitution. Neither was it used in the early years of the government. The first use of the term is found in a communication to congress, dated "shall from time to time give to the congress information of the state of the union and recommend to their consideration such measures as he shall judge necessary and expedient." Washington and John Adams used their first annual communications to congress in person, and their subsequent ones were sent in writing. All were styled "addresses." In "Messages and Papers of the Presidents," edited by Representative Richardson, the eight annual messages of Washington are designated as "addresses." Jefferson inaugurated the custom, since followed by all of his successors, of sending all messages in writing to congress, and the term message was first applied to his annual message of 1801. In communicating it to congress Jefferson addressed the following letter to the presiding officer of each branch: "Sir—The circumstances under which we find ourselves at this place rendering inconvenient the mode heretofore of making by personal address the first communication between the legislative and executive branches, I have adopted that by message, as used on all subsequent occasions through the session. The message has had principal regard to the convenience of the legislature, to the economy of their time, to their relief from the embarrassment of immediate answers on subjects not yet fully before them, and to the convenience of the mode heretofore of making by personal address the first communication between the legislative and executive branches, I have adopted that by message, as used on all subsequent occasions through the session. The message has had principal regard to the convenience of the legislature, to the economy of their time, to their relief from the embarrassment of immediate answers on subjects not yet fully before them, and to the convenience of the mode heretofore of making by personal address the first communication between the legislative and executive branches, I have adopted that by message, as used on all subsequent occasions through the session. 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