

THE OMAHA DAILY BEE.

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss. I, C. C. Rosewater, Secretary of The Bee Publishing Company, being duly sworn, say that the actual number of full and complete copies of this Daily, Evening and Sunday Bee printed during the month of September, 1905, was as follows:

Table with 2 columns: Circulation numbers and corresponding values. Total 926,520.

Net total sales, \$113,328. Daily average, \$30,584. C. C. ROSEWATER, Secy.

WHEN OUT OF TOWN. Subscribers leaving the city temporarily should have The Bee mailed to them.

Current dispatches indicate that the seat of Russian warfare has merely shifted from Asia to Europe.

When Bryan and Togo met in Tokyo they were doubtless polite enough each to avoid the subject of "The First Battle."

We shall presently learn who the Good Government league has singled out for slaughter on the various county tickets.

The greatest recent victory of the American newspaper is the conversion of Count Witte to the idea of a free press in Russia.

People of New Orleans may now come out of their shells and see how much the world has changed since they were sentenced to solitary confinement.

The invasion of the North Platte country by the Burlington and the invasion of the South Platte country by the Union Pacific bodes no harm to Omaha.

Tuskegee Institute has demonstrated that in comparative development in the last forty years it does not have to take a back seat for any white man's school.

If President Roosevelt had his way and all grafters and boodlers were driven out of politics, there would be a great many vacancies to fill in places high and low.

Mr. Hitchcock is suffering from an attack of Fink-o-fobia and his associates on the editorial staff are manifesting alarming symptoms of the St. Vitus' or rather St. Andrews' dance.

Councilmen taking \$700 before he lifted the \$100,000 package. He evidently prefers to face the court as a master of high finance rather than as an ordinary petit larceny thief.

Accepting the testimony before the Interstate Commerce commission as true, the Burlington and Union Pacific must want to lose money when they plan new lines to haul livestock.

The czar says that Grand Duke Cyril should be stripped of his titles and in future be known as M. Romanoff. Perhaps, under these circumstances, he might be able to lead a more useful life.

Minister Russell has undertaken to bring about a more friendly feeling between France and Venezuela. It is to be hoped that in the process he will find none of his predecessors' discarded checks.

Admitting that the voters are responsible for the political "graft," they certainly cannot be charged with being responsible for grafters in private corporations, although they have to foot the bills.

Clear the track for Mr. Harriman. If he has any Christmas gifts for Omaha in the shape of shop enlargements, new buildings, or track extensions, he should be assisted to deliver the goods as soon as possible.

The testimony of the actuary of the Mutual Life Insurance company would indicate that when there is not enough money received by companies to foot all legitimate bills and provide soft places for officials, the concern must go to the wall; but the history of a number of companies prove that the business can be run without "graft."

JAPAN'S COMMERCIAL POSITION.

Mr. E. H. Hartman, who has just returned from a visit to the orient, where he went to look into industrial and commercial conditions, says that the Japanese are the dominant factor in the far east and that there will be large future development, though not immediate.

He expressed the opinion that if the United States is to participate in such development to any extent it will have to be co-operation by its statesmen and those representing its business interests and by close commercial alliance with the Japanese.

While the Japanese are preparing to push forward industrial and commercial development with all possible vigor, the progress made must for a time be very gradual. The country is at present not financially strong; there is a lack of capital and this lack will not be easily or readily supplied.

It is true that the government has remaining a considerable sum from its foreign loans, but all of this and perhaps more will be needed to get the troops back from Manchuria and for other purposes connected with the restoration of peace.

None of the money can be made available for aiding the business interests of the country. Development, therefore, must take a natural course and hence will not be marked by rapid strides.

As to participation by this country it would certainly seem that the opportunity is most favorable for enlarging our trade with Japan as well as with other oriental countries and American manufacturers and merchants will make a very great mistake if they do not do their utmost to avail themselves of it.

A close commercial alliance with the Japanese is undoubtedly desirable and should be sought. There is no question as to those people being the dominant factor in the far east and any country that does not realize this can expect to secure few advantages in that quarter of the world.

THE MARYLAND CAMPAIGN.

There is but one issue in the Maryland campaign—that of negro disfranchisement. If the democrats were united in support of the proposed amendment to the state constitution it would probably carry, but a considerable and influential element of the party, under the leadership of United States Senator Rayner, is vigorously fighting the amendment, so that it seems safe to predict its defeat.

In a recent open letter by Senator Rayner he denounced the proposed amendment in the strongest terms, declaring it to be an outrageous and offensive assault on popular rights—"A wretched piece of jugglery conceived in fraud and intended to be executed in iniquity."

He pointed out that the amendment would disfranchise not only the negroes, but under the "grandfather clause" a great many white men, not of native birth, could be deprived of the franchise. It is needless to say that all men of foreign birth are arrayed against the amendment.

when it will be necessary, as suggested by the president, "to interfere by exercising what is virtually an international police power, if only to avoid seeing some European power forced to exercise it."

This is what is now being done as to Santo Domingo. In guarding and protecting our own interests in this hemisphere we at the same time protect the interests of all the other independent countries.

The interference that wards off European aggression concerns not only our own peace and security, but also the peace and security of the sister republics. It seems most remarkable that there should be one of them that does not understand this, yet there is a feeling of distrust and apprehension among the people of some of them toward this country.

Even the latest assurance of President Roosevelt will not wholly remove it. It was, however, a proper and timely utterance and can hardly fail to have a good effect. It is a declaration of American policy in entire accord with the intelligent sentiment of our people.

As repeated avowed by those having authority to speak for them. A campaign circular, charging William Fleming with nepotism, which has been floating about the town, is denounced by the Omaha Fink-o-fobia as a silly attack on Fleming, but to the average person endowed with horse sense its republication by that sheet will appear more silly, if not most silly.

Just before election it has taken the local democratic organ nearly three solid columns of type to tell how William Fleming began life in Omaha; but just after election about three lines will tell the tale how Fleming was distanced in the race for county treasurer.

Our amiable popocratic contemporary declares that it is not nepotism to saddle five or six members of a family on the municipal payroll at one time, provided only that they are not all charged up to the same department. It amounts to the same thing in the end, however.

The North and South Platte line in Nebraska politics has been growing fainter and fainter of late years, but if anything is likely to obliterate it altogether it will be the Union Pacific and Burlington excursions of track builders sent into one another's territory.

In the light of "free trade" riots in Chile, Uncle Sam can congratulate himself that the "free trade" party in this country is so small in practice, be it what it may in theory, that it cannot muster enough men to create such a disturbance.

There is a gratifying prospect of the marked increase in the railroad mileage of Nebraska within the next twelve months, but there is no assurance of a corresponding increase in the grand total of the railroad assessment.

ESSENTIAL TOOL OF INDUSTRY.

Railroad Power to Make or Unmake Industrial and Commercial Communities. The first of a series of papers on the all-important railroad question appears in the current number of McClure's.

Among other things he says: The railroad is, indeed, the essential tool of industry throughout the world. It is the regulator of business. It holds the scales of destiny. It decides where cities shall be located, and how fast they shall grow.

And the great fact arising out of these conditions, the overwhelming fact, is that these enormous powers, the control of the very instrument of business destiny, is in the hands of a comparatively few private citizens who are handling the tool not to build up the nation properly, but to deal justice as between Chicago and New York, or between Rockefeller and the independent refiner.

When a citizen or shipper who thinks he is wronged attempts to get relief he must submit his case, not to an impartial tribunal, but to his adversary. In the case, what justice can be hoped for? He is poor, he does not understand railroad conditions, he does not dare, single-handed, to make a fight for the whole community.

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PERSONAL NOTES.

The Bishop of London, Dr. Ingram, has taken up President Roosevelt's cue and has denounced race suicide as a sin due to the love of ease.

Not to be outdone by President Roosevelt, who braves the yellow fever microbes, Kaiser Wilhelm, having received only an unpleasant shaking up from the automobile accident of the day before, went fox hunting yesterday.

Colonel Watterson has enrolled himself among Roosevelt's admirers. Instead of the routine and the annual grand review, his former investive he now sees "a very archangel of peace bringing upon himself and his country glory unspeakable."

Auguste Person, inventor of the wire hoop which under the second empire in France came to be known as crinoline, has just died at the age of 80. He did not make much out of his invention, having sold it for less than \$5,000, but the people who put it on the market cleared millions.

The Davenport Democrat on Sunday last celebrated the golden anniversary of the founding of Davenport with a notable edition of seventy-six pages. The story of the progress of Davenport in half a century varies little from history of scores of younger cities west of the Mississippi.

It is a type of all, into the warp and woof of which is woven the hardships of pioneers, the struggles and successes, the trials and triumphs of the sturdy men and women who have made Davenport a city of homes. Fine illustrations show Davenport as an infant city and in later years, supplemented with portraits of men conspicuous in the development of the city.

Numerous special articles of historic value make the anniversary number one of deep interest to the many sons and daughters of Davenport settled in the wider fields of the great west.

When the big shipper gets a low rate on oil or steel or beef or small shippers and consumers who pay the small freight have to make it up. If oil is carried at cost, or below, by the railroads, as it often has been, then other patrons of the road must pay enough more to yield the great profits which the railroads earn.

I have gone thus into the subject of the trusts to show that the blame for present conditions of utter injustice and immorality is not due wholly to the railroad men. The big shipper, the Trust, has forced and is today forcing all sorts of changes in rates. He also is to blame.

It was significant—and amusing—to see the railroad bring in one shipper after another in the recent congressional investigation, to prove by them that the railroad was without fault, that everything was all right, that there was no complaint as to rebates. Of course, the larger shippers stand with the railroads and will stand with them as long as they can by cajolery or force get favor from the traffic officials, or as long as they fear the enmity of the traffic officials.



Sixty years of experience with Ayer's Sarsaparilla! Think of that! Think of the millions of people who have been cured by this medicine!

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