

THE OMAHA DAILY BEE

E. ROSEWATER, EDITOR. PUBLISHED EVERY MORNING.

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Subscribed in my presence and sworn to before me this 21st day of October, 1905. M. B. HUNGATE, Notary Public.

WHEN OUT OF TOWN. Subscribers leaving the city temporarily should have The Bee mailed to them. It is better than a daily letter from home.

With the advent of November the ice man has given way to the coal man.

Paul Morgan says the present agitation of insurance is a "good thing." He ought to know.

American influence on the canal zone is being surely established. A fatal wreck on the Panama railroad is chronicled.

Unfortunately it is no part of the duties imposed by law upon the police judge to sing lullabies to the prisoners in the dock.

Coal mine owners of Kentucky have declared against the Eech-Townsend bill, but coal consumers of Nebraska are of another opinion.

Lander, Wyo., is reported to be in the throes of the wildest excitement over a find of a nine-pound nugget of gold. It is suspected that it is a boy.

It will take hard work for New York people who are becoming hysterical over the election to attract attention while real red flags are flying at St. Petersburg.

"Jawohl" and "Ja min herre." County Treasurer Fink's refusal to hand over that scavenger list advertising to G. M. Hitchcock's paper was an unparadise offense.

It is up to Count Witte to show himself equal to Marquis Ito, who made the constitution of Japan, but the Japanese statesman was fortunate in having no binding traditions to follow.

The admission of Mr. Leads that he paid rebates to shippers might supply an opportunity for getting the Elkins law squarely before the supreme court of the United States to determine if it covers private car lines.

The glamour is knocked off that special message brought to the president from the king of Great Britain by the British admiral because of the knowledge that had it been really important it would have come by cable.

Residents of St. Petersburg though better acquainted with the czar than people of other communities, are still unwilling to accept the manifesto granting a constitution; so it may be that celebrations elsewhere are premature.

Prince Louis of Battenberg will now be called upon to demonstrate his ability to partake of the peculiar hospitality of America. Prince Henry of Prussia stood the test, but since that time one Japanese envoy went down and out.

No doubt the outcome of the election next Tuesday will have a bearing on the municipal election next spring, but the assertion that the defeat of any candidate this fall will have a bearing upon the next congressional election is the veriest nonsense.

Since County Treasurer Fink has been in office over \$24,000 has been accumulated in the county's sinking fund and that in less than two years. Under his democratic predecessor in office the sinking fund was milked dry for the whole four years.

Manager Leads of the Santa Fe Refrigerator Dispatch company says the cars of that concern are owned by the Santa Fe and leased to the private car line. Of course the "official" declaration that there is no connection between the two companies must be true.

THE TARIFF AND FOREIGN TRADE.

In his speech at the McKinley club mass meeting Representative Lacey of Iowa said that the democratic party had assailed the protective policy on the ground that it would destroy our foreign trade and close the markets of the world against us. He cited the statistics of imports and exports for 1894 and under the Dingley tariff for the last fiscal year, which show a great increase in our foreign commerce since the present tariff went into effect.

There are later statistics than those cited by Mr. Lacey that show we are still making progress in our foreign trade. The Department of Commerce and Labor has just given out its figures of foreign commerce for the nine months ended with September. These show that the imports of materials for use in manufacturing amounted in that period to \$422,000,000 and the exports of manufactures amounted to \$424,000,000, a total of \$846,000,000 in nine months, which assures more than a billion dollars' worth of foreign commerce in the year 1905, transacted only by the manufacturers of the United States.

More than this it represents to some degree the extent to which the existing tariff encourages domestic labor by keeping the mills busy. It is pointed out that the materials for manufactures now form practically one-half of the total imports, substantial evidence of the great activity and prosperity of our industries. At the same time it is to be noted that the exportation of manufactured articles has grown much more rapidly than the importation of materials for manufactures, suggesting that the exporters of the country are drawing, year by year, a relatively larger proportion of their raw materials from our own country.

When the Wilson tariff was enacted, in 1894, its supporters declared that it would have the effect of largely increasing exports of manufactures. Its author, on visiting England, told the British manufacturers who banqueted and lauded him, that they must be prepared for an American competition that would take from them no small part of their trade in the world's markets. The result was the opposite of this. British manufacturers found that tariff to be highly favorable to them and there was a general revival of industrial activity in England. In proportion as that took place there our industries experienced depression and American labor suffered.

"No party can escape history," said Mr. Lacey, and the history of the tariff is all against the democratic party, which still assails the policy of protection to American industries and labor. It may be somewhat less aggressive in this direction now than formerly, but given the power it would not hesitate to strike down protection and subject our industries to the competition of the products of foreign cheap labor.

WITH THE PRESIDENT.

Mr. Roosevelt is assured of the support of one prominent southern democrat in his effort to obtain legislation for the regulation of railroad rates. This is Representative John Sharp Williams of Mississippi, who was leader of his party in the last house and undoubtedly will continue in that position in the Fifty-ninth congress. Mr. Williams has announced that he, with other southern democrats, favors the program laid out by the president and it is said that the announcement has somewhat perturbed the republican opponents of Mr. Roosevelt's rate regulation policy.

So far as the democrats of the house are concerned, Mr. Williams will undoubtedly be able to marshal them in support of the president, but it is not so certain that he will be able to influence any of the democratic senators, or at any rate such of them as are opposed to the president's position. It is not known how the southern senators, with the exception of Morgan of Alabama, stand on this question, but it is quite possible that a majority of them will be found hostile to the president, mainly for partisan reasons. The declaration of Mr. Williams is, however, a gain for the cause of railroad rate regulation that will have a good deal of influence.

SUCCESSFUL SANITATION.

It appears that the work of sanitation on the Isthmus of Panama has been so successful that the yellow fever danger has been practically removed and there is now no fear of a return of the dread disease. It is stated that when Governor Magoun went to the Isthmus last May there were numerous cases of fever and the number increased in the following month. The governor immediately proceeded to investigate the situation, with the result that he found several conditions which needed to be remedied and issued the necessary orders for their correction. The effect was salutary, the number of cases of fever steadily declining, the last case reported being on September 29.

What has been done in Panama is not less creditable to the officials than the sanitary work accomplished in Cuba and it has taken less time. To put the Isthmus in a condition such as is stated to exist seemed like a formidable task, but it was seen to be absolutely necessary before the work of canal construction could be actively entered upon and energetically prosecuted. It was difficult to secure labor for a region where diseases constantly prevailed. Now that the conditions there have been so much improved there probably will be no serious trouble in obtaining all the labor that will be required. It is stated that the general health of Panama is excellent, while the spirit of the American colony has become, as admirable as it was a few months ago deplorable and demoralized.

And now we are told that if two popoeratic regents right this minute. Why don't they open them? And for four years the popoerats had complete control over the board. Why didn't they open the doors then? It looks as if what is wanted is merely an open door for the popoerats to enter.

ROOSEVELT AND RATE REGULATION.

Statements of the Convention Supporting the President's Policy. The executive committee of the Chicago convention which approved President Roosevelt's policy of railroad rate regulation has issued the following statement: "It is doubtless due to the public that some express statement be made of the facts leading up to and which furnish the occasion for the position taken by the executive committee of the interstate commerce law convention.

The names were given to a convention held at St. Louis in 1900, the object of which was to bring closer in union numerous shipping and commercial organizations in their efforts to secure such amendments to the interstate commerce law as would result in giving to the commission enough power at least to correct a rate which it found upon investigation to be wrong. "It was thought that the expenses of the effort would be much less if the several organizations desiring this amendment to the law would act together. That meeting resulted in appointing a committee of the organizations which met to carry on the work. The committee selected E. P. Bacon of Milwaukee as its chairman, and proceeded in an inexpensive way as possible to call to the public attention some of the abuses of railway transportation which needed correction.

"The convention and the committee thought that the simple method of giving to the commission the power to correct the rates, which it was supposed to possess up to a short time previous to the date mentioned, would be sufficient, and did not apprehend serious objection upon the part of the railroads generally conferring such power on the commission. "Up to that time it had not been charged that the commerce commission was a menace to the public safety. Repeated efforts before congress had the effect at least to develop the fact that the power of the railroads to prevent any legislation not desired by them had grown to such proportions that the ordinary citizen had but poor opportunity to get a respectful hearing upon such a proposition.

"After Theodore Roosevelt became president, and after numerous rate advances in various parts of the country, believing that a more powerful effort must be made if anything was to be done, the executive committee of the law convention in 1904 called a general meeting of commercial, shipping and producing organizations to meet at St. Louis October 28, 1904. "Recognizing the honesty and capability of Mr. Bacon, he again was appointed chairman. Within the limit of such moderate funds as were provided for the purpose, the work was carried on at Washington before the committee and otherwise by the distribution of literature, and by laying before the public the necessity of remedial rate legislation as well as presenting the matter to congressmen and senators.

"The result of no legislation, the untiring efforts of the committee and of those who received some advantage or other in the matter of their freight rates to mold or affect public sentiment led the executive committee to make inquiry of various organizations touching the propriety of calling another convention. This was to provide the means of carrying on the work and to renew the demands concerning legislation as outlined in President Roosevelt's message and in his subsequent public utterances. Generally the replies were favorable. The convention was called to meet at Chicago.

"We expected that the railroads would attempt to discourage organizations from sending delegates. But we were astonished to learn only a few weeks before the date of the convention that the attempt was being made to secure enough delegates opposed to the principles and reasons for the call to vote down any resolutions favoring the regulation of rates. This was to increase the power of the commission. It was beyond our desire thus to talk into such an ambush.

"In order to avoid such a calamity and in order to hold a convention which would afford the opportunity to speak our views we were put to the necessity of requiring that all those who attended as delegates must subscribe to the principles contained in the call of Chairman Bacon and in the message of the president quoted therein.

"It was far from the intention of the executive committee to exclude anyone who entertained those views. It was the intention of the committee to exclude only those who opposed those views. The committee invites the aid and cooperation of everyone who is in accord with the resolutions adopted at St. Louis hall on October 27, endorsing President Roosevelt's views respecting the needed amendments to the interstate commerce act.

"While the committee does not invite or desire to provoke the criticism of those who do not hold to those views, it does not expect and did not expect their aid. "Much has been charged against the executive committee, but mainly that it applied 'free speech' rule and throttled 'free speech.' To this it pleads that in order to afford 'free speech' it was necessary to exclude those who themselves would have applied the equivalent of 'free speech' by capturing the convention.

"The executive committee, having performed its duty, appeals to the public to stand by the principles of railroad rate regulation as announced and outlined by President Roosevelt and the resolutions as adopted by the law convention. "The method which the president proposes is simple. The machinery of the law exists; it simply needs the power, the momentum of its weak points. That is what we advocate; that is what the opposition does not want. Let not those who are opposed to practical, speedy regulations dictate the law or the plan to secure it lest when you are expecting bread you receive a stone.

"You can afford to stand firmly by the position of a president who has the moral courage to lead you, coupled with the judgment and honesty not to lead you astray. "Let the public render its verdict."

PERSONAL NOTES.

The crop of election guesses exceeds the average in quantity, but the quality of much of it is threatened by frost. Leading men of Michigan had a full-length portrait of Senator Julius C. Burrows painted by Percy lives of Detroit, which will be hung in the Senate work under the specifications, including an allowance of 20 per cent for legitimate profits, should not have cost over \$12,000,000. The difference, \$6,351,541, is unmitigated graft!

Albert Galatip of Sacramento, Cal., who has just died, conceived and first carried out the modern method of the long distance transmission of electric energy for power and light by carrying electricity to his city, twenty-two miles, from water power at Folsom. Elliott Pitch Shepard of New York, who was fined 500 francs, assessed 25,000 francs damages and sentenced to three months' imprisonment for running down and killing a girl in France, has lived in Paris for several years. He has had an unfortunate business career, having lost heavily in several enterprises. Eight years ago, when he was about 25 years old, he married Mrs. Alfred Potter, a wealthy widow of Philadelphia.

Chancellor E. Benjamin Andrews of the Nebraska university is in favor of turning over condemned murderers to the doctors and surgeons for experiment, the subjects to receive their liberty, "if they survive." The quipping class relieves us of any danger that might come from having a lot of murderers turned loose.

In a nutshell. The impracticable position of the president and the people respecting the demand for railway rate regulation is based on the evils which exist under the present system. And this altogether wrong condition is admirably stated in the following succinct sentence of Mr. Ray Dickey, a well-known writer in McClure's: "When a shipper or a citizen 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."

Plattitudes or embezzlements? Conditions Which Cannot Be Explained by Stealing. When Charles G. Dawes denounced the "plattitudes" of the Nebraska bank president, who made a speech at the bankers' convention at Lincoln, he showed that he was laboring under a serious delusion as to the quality and quantity of western public opinion. The Nebraska man had been talking, perhaps, in a declamatory style, about the various abuses in high finance which recent investigations have revealed. He said he was tired of having to apologize for them, and wanted genuine reforms to begin at once. The group of Mr. Dawes started in to belabor the Nebraska banker than ever the latter had belabored the abuses.

However familiar the truth about high finance may have been to Mr. Dawes, it is certain that the great mass of the people of this country were just ignorant enough of what was going on in the neighborhood of Wall street to be startled and alarmed when the facts began to come to light. And this is true of the residents of Nebraska as well as of the residents of Nebraska. The people had literally no conception of the financial rottenness that existed. The things that were common, everyday business in New York were high-way robbery in Chicago. And happily so.

So it was no mouthing of plattitudes that began once Theodore Roosevelt was elected. The people had literally no conception of the financial rottenness that existed. The things that were common, everyday business in New York were high-way robbery in Chicago. And happily so.

What's the use. President Stickney Throws a Head-light on Railroad Rebates. Detroit Free Press. So long as Mr. A. B. Stickney is the president of it, the Chicago Great Western railway must be rated as one of the good corporations of the country. Mr. Stickney is Mr. Roosevelt and coincides with the view that the rates of railroads should be subject to federal supervision and regulation. He is firm in his conclusion that rebates are the product of competition, and so long as there is competition there will be rebates unless some appropriate and effective remedy is adopted to prevent them. But in the very speech in which he explained that unreasonable rates are practically impossible where there is competition, but that it is important to establish the correct principle before competition is eliminated, as it will be in ten or twenty years, he explained also the system in vogue by which the railroads avoid the law which forbids rebates and the means by which they employ to destroy all evidence of the lawbreaking. It is simple, too. At regular intervals a young man carrying packages of currency leaves New York and distributes the money among the shippers. He, in one, makes no explanation of what the money is, but the explanation he leaves behind, according to Mr. Stickney, into hundreds of thousands of dollars a year. With such a system it would make little difference what the law was unless there was some change in the views of the parties to such contracts. Of course the shippers will make the best bargain they can with the railroads, and the railroads will do what they can to get business. In these circumstances it would seem a pertinent reply to Mr. Roosevelt to ask, "What's the use?" But it would be as pertinent and logical to say that because it is usually difficult and often impossible to detect murderers and punish them, therefore we should and we are making murder a felony or prescribing punishment for the felons.

RETURN TO ECONOMY.

Department Chief Reduces Drafts on the National Treasury. New York Tribune. Secretary Taft has set a noticeable example of administrative economy in the estimates he has just sent to the secretary of the treasury for transmission to congress. These estimates cover the fiscal year 1907 and the startling thing about them is that the appropriation asked for is nearly \$19,000,000 less than the amount granted in 1906. A cut is made of nearly 10 per cent. The amount appropriated last winter for all military purposes, including river and harbor improvements and public works generally charged to the War department, was nearly \$15,000,000. Next winter, if congress follows the department's estimates, the net sum will fall to about \$16,000,000. If congress chooses to economize a little on its own account the total may drop as low as \$10,000,000. A cut of this sort carried through the regular appropriation bills would net the government a saving of over \$6,000,000. It would also save effectively the problem of treasury deficits.

The Department of Commerce and Labor has also submitted smaller estimates for 1907 than those it submitted for 1906. The policy of retrenchment initiated by President Roosevelt is already beginning to bear fruit. Hitherto it has been an almost unexampled thing for the head of a department to ask less money for any given year than he had asked for the year preceding. On the contrary, the universal tendency was to enlarge expenditures and create new fields of outlay. When congress did not vote enough money to last through twelve months many departments and bureau chiefs authorized contracts in excess of the appropriations and then sent the bills in as deficiencies. In certain years the deficiency account has run as high as \$30,000,000, and the power to spend the money in the treasury as they saw fit was virtually usurped by minor officials in the departments. Congress last year outlawed this dangerous practice and made it a misdemeanor for any department head to create anticipatory obligations. Under that provision of law the treasury will be bound annually to the extent of \$30,000,000 or \$25,000,000.

But from having formerly imposed on the good nature of congress by chronic overdrafts on the treasury as they saw fit, they are now to be converted into exacting and scrupulous economists.

ASTOUNDING CHAPTER ON GRAFT. One sample Public Job Carried on in Philadelphia. Philadelphia Press. The report of the investigating engineers, Major Gillette and Mr. Macdonnan, on the filtration job is the most amazing history of municipal iniquity which has ever been written. No single chapter even of the stupendous Tweed knavery approaches this startling revelation. The simple recital is appalling. No intensity of language can add to the force of the astounding facts. The broad, sweeping reasons of the extent of the fraud which comes to the very beginning of the report takes the breath away. For the filtration job, including the minor items of the two boulevards, the city has paid or pledged \$18,761,541. First-class work under the specifications, including an allowance of 20 per cent for legitimate profits, should not have cost over \$12,000,000. The difference, \$6,351,541, is unmitigated graft!

Is the full measure of this staggering revelation realized? The sum of \$18,761,541 is paid for what cost the contractors, even if it had been first-class work, only \$10,366,000. In other words the profit was 82 per cent, and this graft or steal, above legitimate profit, was 62 per cent of the job! This, mind you, even if the work were first-class work under the specifications. But it is not first-class. Most of what can be examined, the engineers say, is second class; what is concealed nobody knows about. The real graft is evidently about 100 per cent. That is to say, for every \$2 spent the city got only \$1 worth, and the dollar was steel.

That is on what is past. What was to come? The estimated cost of completing existing filtration contracts at contract prices is \$1,683,500. A fair price, allowing 25 per cent profit, would be \$1,315,000. If completed under these contracts the loss to the city would be \$467,000. Can the carpenter understand now why the work was stopped? The total cost of both the northern and the southern boulevards as planned at contract prices would be \$7,325,000, including the loss already sustained. On filtration and the boulevards the total prospective loss would be \$2,854,500. Added to the graft already shown it would make an aggregate colossal steal of \$3,161,500.

But even more appalling than the money loss in this gigantic steal is the wanton loss of lives. Graft, delay and death went hand in hand. The report shows that with proper management the filtration plant might have been completed and in operation on January 1, 1904. It makes plain by comparison that this would have saved 1,200 deaths by typhoid. These 1,200 murders are directly traceable and chargeable to the fraudulent mismanagement. Oh, the shame of the unspeakable! The crushing report points straight to the penitentiary.

PASSING PLEASANTRIES. "Why is this cheese so full of holes?" "That's all right. It needs all the fresh air it can get."—Cleveland Leader. "What do you think posterity will say of you?" asked the indignant patriot. "My dear sir," answered Senator Sorghum, "what posterity says of me I do not expect to hear. It is the present generation that damn you if you do not look out for your finances."—Washington Star.

"What started old Pinchappeny to studying occult science?" "He wants to cultivate a new sense so he can see a bill collector through a brick wall."—Chicago Record-Herald. "What we need," thundered the principal speaker at the political banquet, "is good judgment." "You bet!" yelled one of the banqueters, who had tasted the beverage in his glass, and pushed it back with a wry face. "Chicago Record-Herald."

"Jimpson is anxious to get a divorce." "Doesn't he know he will have to pay alimony amounting to 50 per cent of his income?" "Yes, and he's anxious to do it." "That's not a bad thing to do." "Well, he says his wife gets 100 per cent of it now."—Kansas City Telegram. "That westerner seems to be telling you some pretty tall tales." "Yes, he was telling me that out his way it was nothing unusual to harvest 150 bushels of wheat to the acre." "Of course, you told him that was a lie." "Not exactly. I merely remarked that it was a 'coral' story."—Philadelphia Press.

SEASONABLE ADVICE. S. W. Gillilan in Luck. Don't mind a shivered fin, dry lad, or fractured collarbone. If you're not hurt with wrong intent the injury's worse than you. Don't mind a few unraveled ribs, disintegrated spine— If you're not it purposely the injury ain't thine. Don't care a whoop if both your hips are pained from out their sockets— The reason's plain, if these come out of other pockets. Don't worry shattered femurs, crumpled ribs— Oh, no! The man who meant to smash you gets the lion's share of woe. Ignore that storm-cloud-tinted eye, that cheek that's black and blue— In after years your amasser must feel nasty worse than you. Just giggle o'er your fractured skull, paste on your severed ear— The reason's plain, it's so it is, who should have the fear. And if with fell intention twenty buxos mount your chest, And trample on it till your soul has sought the last of rest, Within your silver-handled home you'll lie and gloat like fun. O'er what those chumps must undergo for all the dirt they've done!

The Doctor Asks— "Are your bowels regular?" He knows that daily action of the bowels is absolutely essential to health. Then keep your liver active and your bowels regular by taking small laxative doses of Ayer's Pills. Just one pill at bedtime is enough, just one. We have no secrets! We publish the formulas of all our medicines. Made by the J. C. Ayer Co., Lowell, Mass. AYER'S CHERRY PECTORAL—For coughs. AYER'S SASSAPARILLA—For the blood. AYER'S HAIR VIGOR—For the hair. AYER'S SAGE CURS—For malaria and ague.

DR. BELL'S PINE-TAR HONEY. Cures When All Else Fails. I had a severe cough and cold. I tried a great many remedies, but none did me any good. I then tried one bottle of Dr. Bell's Pine-Tar Honey and it cured me. Very cordially recommended. J. H. Williams, 114 N. 4th Street, St. Louis, Mo., Ky. OVER 4,000,000 BOTTLES OF Dr. Bell's Pine-Tar-Honey. CURES COUGHS. Were sold during the year 1904, on an ABSOLUTE GUARANTEE. The strongest evidence of the merits of a proprietary medicine is the opinion of the consumer. Here is the record: Over Two Million Bottles in 1904. This evidences the opinion of the consumer regarding the merits of Dr. Bell's Pine-Tar-Honey, best cough medicine on the market. 25c, 50c and \$1.00 Bottles. Prepared only by the E. S. SUTHERLAND MEDICINE CO., Peoria, Ill.