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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, depose and testify that the actual number of full and complete copies printed during the month of October, 1905, was as follows:

Subscribed in my presence and sworn to before me this 10th day of October, 1905. M. B. HINGATE, 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.

General Treppoff is the latest to discover the ineffectiveness of eleven hour conversions.

From later appearances in New York those red flag labels must have been placed on the wrong candidates.

The new "rough rider" governor of Oklahoma will make few mistakes if he will just follow the lead of "the colonel."

The arrest of election officers in Philadelphia indicates that the reformers of the Quaker City are not "reformers for office only."

The Nebraska democrat who can see "the tide turning" and the "democratic ship coming in" must be equipped with telescopic lenses in his eyes.

When American ships arrive at San Domingo the rule against taking water material to the island will probably be revoked for a short time.

Russian sailors who mutinied at Cronstadt doubtless desired to maintain the dignity of the navy by showing that it could fight under some conditions.

With a wireless telegraph operator in Porto Rico catching messages from New York not intended for him the day of international eavesdropping is certainly at hand.

The junior yellow that prates all its news is to be credited at least with exercising discrimination in stealing its election returns. It took its figures bodily from The Bee.

Secretary Taft is said to be securing data on the canal zone for his annual report; but it is safe to say he is also learning something about how to build the big ditch in a hurry.

With Taft's advice to Ohio and Root's congratulation to Mayor Weaver it can no longer be thought that the present administration is any respecter of "grafters," when it knows the facts.

Hurry up with that trolley line to Bellevue and Fort Crook. Uncle Sam's body guards would like to come to town occasionally if they knew they could get back to their barracks by midnight.

The democrats always carry Ohio when it does them no good. The next legislature will not elect a United States senator and Ohio will not be debatable ground in the national campaign year 1908.

Attorneys for the Water board would be in better shape to charge appraisers with absorbing \$3,000 without rendering any equivalent if the members of the board had equated the example of Guy C. Barton by declining to draw their salaries.

Our amiable popocratic contemporary threatens to resurrect the Rockefeller bogie for the next election and thereafter indefinitely. If it works as it has this time it will take about two years more to obliterate the democratic vote in Nebraska completely.

Assistant City Attorney Herdman expressed great satisfaction at the state capital with the use of the voting machines in Douglas county, but, for some reason not yet explained, the candidates on the democratic ticket do not concur with Mr. Herdman. From their point of view the voting machine is a resper and thresher combined.

PRIVATE CAR LINE REGULATION. The private car lines have definitely declared that they are not subject to the control of the Interstate Commerce commission and consequently are outside the operation of existing statutes relating to interstate commerce regulation. They asserted this before the commission begun its investigation of the relations between the private car lines and the railroads, and they have now made it an issue by the refusal of officials of the private car lines to answer questions put to them on the ground that the commission had no authority to make the inquiries because the private car lines are not engaged in interstate commerce.

It is possible that the courts would, on technical grounds, sustain this contention. As the private car lines present the matter they apparently are not directly engaged in interstate commerce. While they own cars which are employed in transportation between the states, these are leased to the railroad companies, a mileage rate being charged for their use. Apart from this the private car companies charge shipping for the use of the cars and in regard to this they are entirely independent, enjoying a complete monopoly which enables them to exact whatever charge they please for the service rendered—which means, of course, all that the traffic will bear. Such being the case, it is obvious that there may be unreasonable rates, rebates, discrimination and other abuses, due to the private car lines rather than to the railroads.

This is the troublesome and somewhat perplexing feature of the situation with which congress will have to deal. The contention which the private car lines now make may have some justification. Perhaps being only indirectly engaged in interstate commerce—their claim is that they are not now engaged in it at all—they may not be subject to the law as it stands. That is a question for judicial determination. But there can be no reasonable doubt that it is within the power of congress to say that these private car lines shall be regarded as engaged in interstate commerce and thus subjected to the statutes regulating such commerce. It cannot be admitted that private companies may be organized to carry on a regular system of transportation between the states, establishing what rates they please for the service and practicing discriminations contrary to law, without being subject to any restraints or control or regulation. To concede that would be to give warrant for monopoly with the privilege of unrestricted abuses. The private car lines are unquestionably engaged in interstate commerce. The cars of these lines transport products between the states and the fact that they are leased to the railroads does not affect the character of their service. They should be subject to national regulation and there is reason to believe that congress will do this.

JEROME'S VICTORY. The victory of District Attorney Jerome of New York, who made an independent campaign for re-election, is a striking illustration of what may be accomplished by a public official of proved integrity, fidelity and courage in the performance of his duty. Rejected for re-nomination by the party with which he had always been affiliated, for the reason that he had been faithful to his trust, Mr. Jerome appealed to the people to endorse him on the ground that he had earnestly and honestly endeavored to enforce the laws. There rallied to his support republicans, democrats and independents and for four years more the office of district attorney of New York will be filled by a man having the ability and the courage to do his duty, regardless of persons or political influence.

The re-election of Jerome is a gratifying circumstance in the encouragement it should give to men occupying public positions to honestly and faithfully perform the duties devolved upon them. The people can very generally be relied upon to recognize the worth and reward such public servants. The re-election of Jerome is no less a tribute to the good sense of the people who voted for him than it is to his own merits.

WHERE REFORM EFFORTS FAILED. San Francisco is said to be the most politically corrupt and socially immoral city in the country. For several years the municipal administration has been in the control of men who are alleged to have been utterly unscrupulous and guilty of the most flagrant disregard of the public interests and morals. According to some of the newspapers of that city there has been systematic graft under the present officials and social iniquity and demoralization have steadily increased. The mayor has been charged with violations of law and other delinquencies of the gravest character.

A fusion of republicans and democrats was effected for the purpose of reforming municipal affairs, but it was utterly routed by the forces in control of the city administration, the mayor being re-elected by a large majority. If all that has been said regarding the bad conditions in San Francisco is true, this renewed endorsement of the men responsible for the state of affairs may be expected to result in increased political and social demoralization. It is a situation which seems to bode no good for the metropolis of the Pacific. It cannot be expected that the city will attract capital and population with such conditions as are said to exist there. San Francisco ought to be one of the most progressive cities in the land, but it cannot advance as it should unless it has good government and this is not

promised by the result of Tuesday's election. It is to be regretted that the movement there for municipal reform was defeated.

STOP THE COUNTY JAIL GRAFT. For the last eight years sheriffs of Douglas county have been drawing 45 cents per day for serving two meals to each prisoner confined in the county jail, while the city pays only 10 cents per day for two meals served to each prisoner confined in the police station. Against this flagrant abuse The Bee has time and again remonstrated, but for some reason the county commissioners have turned a deaf ear to the complaint and the sheriff graft has been kept up with great regularity, whether we had a republican sheriff or a democratic sheriff, a democratic board or a republican board.

There is absolutely no excuse for continuing this graft. There is no reason why the county should pay nearly three times as much for feeding prisoners as the city is paying and, although the maximum rate for feeding county prisoners is 45 cents per day, there is nothing in the statute to prevent the county board from reducing the rate or from letting the feeding of prisoners by contract from year to year just as the city has been doing.

The law fixes the salary of sheriff at \$2,300 a year, and that is presumed to be his entire income for services rendered. His income from feeding prisoners is more than double the salary allowance, but unlike the fees for serving papers in civil suits, which are charged up to the litigants, the cost of feeding prisoners is charged up to the taxpayers.

So long as the Board of County Commissioners was composed of four democrats and one republican and the sheriff was also democratic the abolition of the county jail graft was out of the question. After the political complexion of the board had been revised at the beginning of the present year it was presumed the abuse would be stopped. The argument against breaking up the system was, however, that it would not be practicable or politic to inaugurate the reform in the middle of the year. While we have never been able to see the logic of this plea, the approaching end of the year and the impending change of administration in the sheriff's office presents the opportune time for a change of policy.

With an unknown floating debt, estimated at \$200,000, hanging over the county, it is the manifest duty of the county board to abolish sinecures and to introduce reforms that will place the affairs of the county on a business basis.

received. Perhaps, in the course of time, the movement may reach Nebraska reservations.

If the paving intersection bonds are really defeated Omaha will still have another chance at the spring municipal election to vote them through in time for the opening of the next paving season.

After the Knock, Work. Washington Post. As soon as they had finished the job of making history. Russian workmen will probably return to the factories and resume the making of commodities for the people.

It Was Loaded. Portland Oregonian. The news that the legislature had granted a new constitution created so much enthusiasm that thirty-seven were killed and eighty-one wounded in Odessa. Evidently the new constitution is one of the loaded kind.

Keep It Dark. Minneapolis Journal. The Interstate Commerce commission's final hearing in the refrigerating cases came to a sudden end when the chief witnesses refused to answer. Did it give the commission any more power. It might find out something.

Justice as a Time Miller. Washington Post. The Interstate Commerce commission has decided a case pending between Texas cattle shippers and the Chicago Stock yards company since 1904. The commission is almost reckless at times under the influence of the prevailing speed mania epidemic.

Progressive Education. Baltimore American. A western university is using the daily newspaper as text books and requiring students to study them as such. It is quite an encouraging sign of progressive education when contemporary history, the great issues of the day and the political conditions of the nation are regarded as worthy of the serious study as the monuments of Alexander or the doings of ancient Rome. Our own times may be too near to us to seem heroic, but one of our poets says, but they ought not to be near to us to be interesting, especially as history is making us, and is going to influence the destinies of the world for generations to come.

An Unpromising Outlook. Washington Post. Major General Ainsworth in his annual report says that desertions from the army will continue "to be excessive until there shall have been a radical change of sentiment toward the army and until the demoralized soldier in time of war and the criminal that he is, to be ostracized and hunted down as relentlessly as any other transgressor of the laws." The outlook is not promising for the reform that General Ainsworth wants. The average American loves the soldier in time of war and would probably join in a chase for him if he should desert in the face of an enemy, but he rather feels sorry for the soldier in time of peace and is inclined to congratulate him when he gets out of the army, but he feels that the soldier is doing it wrong, of course, for the public to take that view of the soldier's obligations to his country in time of peace, but the fact that such view is commonly held may as well be accepted by General Ainsworth and other army officials.

RUMBLING OF COMING BATTLE. The Square Deal Lining Up Against Special Privilege. Kansas City Star. Reliable information from Washington promises that the rate issue will be squarely presented to congress soon after the convening of that body. The square deal members of the senate committee on interstate commerce will prepare a bill embodying the president's views, and this bill will be reported as a minority measure even if the majority should be in favor of a bill dealing with the railroads. In either event the president's policy will go before the senate early in the session.

It is especially interesting to note that the president does not presume to dictate the phraseology of the bill, nor even his own terms, but he hopes, through his recommendation and annual message, to influence through those members of the interstate commerce committee who are in accord with him, to have his ideas of rate adjustment satisfactorily embodied in a bill. So extensive that all legislation is to some extent a compromise. There are differences of opinion, on minor points, among those who are heartily supporting the president's general proposition.

But the line will be clearly drawn between the people's policy and the policy of the railroads. There will be no confusion on this point. It will be the square deal against special privilege, and the country will note with extraordinary interest the alignment of its senators.

DESERVE WELL OF THE PARTY. Efficient Management of the Republican Campaign in Nebraska. Lincoln Star.

We want to commend as all thinking republicans will feel like commending, the good sense and efficiency with which the republican campaign in this state has been managed. Chairman Warner and his advisers deserve well of the party. They have made it a campaign of efficiency, so as to lead and they have made it broadly for the interest of the whole party.

It has not been a showy, spectacular canvass. The excellence of the work of the state organization rests largely upon this point: there has been no hasty rushing to and fro, no foaming at the mouth, no aimless striking in the air, no playing to the grandstand—nothing but just good sense and hard work; work with a purpose and expenditure of energy on definite points that really counted. The plan of campaign was conceived on an intelligent knowledge of the conditions which actually existed.

Chairman Warner from the first has bent every energy to perfect a genuine party organization, which should reach out and join hands with the various republican county and other local organizations, but also with veritable party workers in every school and road district within the boundaries of Nebraska, to the end that the mass of voters might be reached and induced to go to the polls. How efficiently the plan was conceived and executed is shown by the election returns. It is remarkable that such a large portion of the party strength, and so evenly in the voting precincts, should have been polled under conditions of over-confidence, of lack of general interest and of procrastination with business, which have prevailed. It is good work, good politics, long-headed management.

But this is not all. The campaign closes with the party organization brought up to date and in a state of efficiency, so as to be a basis for the best contest of next year, involving a full state ticket, the legislature which chooses a United States senator, county tickets and the congressmen in all the districts, a contest of preliminaries of the most important character. It is the count of Tuesday's election is of Chairman Warner's work is an important asset for the party in the coming contest.

CUTTING THE BURLINGTON MELON. Juley Slices of the Fat of the Land Passed to the Poor. New York Evening Post. An Aitchison official told the Interstate Commerce commission that there was only one kind of war in the railroad business—the Burlington war. The annual report of the Burlington now at hand, certainly suggests a quarrel of another kind—the purchase of that property by the Northern Pacific in 1901, and the long struggle over the ownership of the Northern Pacific itself. It was distinctly a war over ownership. Some time ago the Burlington was purchased by a larger system to prevent rate disturbances. In 1901, the Burlington was highly respected for its earning power and greatly feared as a factor in making or undoing rates. The same conditions exist today.

The Burlington not only secures the richest corn and wheat territory between Chicago and Denver, but has plans for entering lines into undeveloped sections. What the Burlington connections with the Great Northern and Northern Pacific mean is evident from a comparison of gross earnings for 1901 with 1902. In the two years, gross earnings increased from \$5,081,983 to \$5,238,375, 3 per cent. But instead of paying dividends of 6 per cent on \$10,000,000 stock, the earning power of the Burlington is now taxed with interest charges on \$25,000,000, 4 per cent collateral trust bonds. It is true that the bonds were issued by the Great Northern and the Northern Pacific jointly and the stock of the Burlington deposited as security; but in substance, \$5,000,000 dividend charges against the Burlington were transformed into \$5,000,000 fixed charges. If it should happen for one reason or another, that Burlington could not pay the \$5,000,000 interest charges in 1904, the gross earnings dropped off \$4,375,000, or 26 per cent, net earnings amounted to only \$838,375, it can easily be imagined that the Great Northern and the Northern Pacific would refuse to do so.

But while net income amounted to only \$838,375 for 1904, \$2,375,837 was reported last year, leaving a surplus after charges of \$1,537,462. This sum is equal to 3 per cent on the stock of the Chicago, Burlington & Quincy railway, the company formed to take over the old Chicago, Burlington & Quincy Railroad company. Gross earnings were the largest in the history of the system, showing an increase of \$745,000 over 1904. This increase follows a gain of \$2,500,000 in 1904, and \$5,845,000 in 1902. That the Burlington suffered in common with many roads for 1904 is a natural reaction, is evident from the fact that freight earnings decreased \$788,104. The gain of \$1,385,670 in passenger earnings indicates to a remarkable degree the prosperous condition of the territory served. In 1904 freight earnings made up 85 per cent of gross earnings, and passenger 15 per cent. For 1905, income from freight contributed only 68 per cent of total gross, while earnings from the passenger department accounted for 24 per cent. The balance sheet for 1904 shows a net loss of \$2,500,000, an increase in cash of \$2,300,000 to \$3,297,327. In the place of the \$29,100,000 current liabilities reported in 1903 appeared an increase of \$14,802,000 in bonded debt, leaving from the income account, and balance sheet for 1904, the Burlington would prove a formidable rival should the contemplated extensions be constructed.

HAS THE RIGHT RING. President's Proclamation "Full of Live Ideas and Felicitous Phrases." Chicago Tribune.

Considered merely as a piece of writing the president's Thanksgiving day proclamation is a pleasant change from the dry style that usually obtains in such announcements. Mr. Roosevelt has again found an opportunity to cut away from the old order of things. Instead of a mere conventional announcement, his proclamation is a clear, concise piece of English, full of live ideas and felicitous phrases. It is more than this. The president has put some of his own personality into it. The nature of the message did not kill the effectiveness of his ideas or the manner in which he expressed them.

My Hair is Scraggly. Do you like it? Then why be contented with it? Have to be? Oh, no! Just put on Ayer's Hair Vigor and have long, thick hair; soft, even hair; beautiful hair, without a single gray line in it. Have a little pride. Keep young just as long as you can. The best kind of a testimonial— "Sold for over sixty years."

MINNEAPOLIS JOURNAL: Above the roar of partisan triumph and the screams of partisan defeat you may notice that the government at Washington still stands.

KANSAS CITY STAR: The most hopeful sign in the political life of the nation is that the people are not only thinking for themselves, but that they also have the courage to act as they think, regardless of party preference.

INDIANAPOLIS NEWS: Having learned that Mr. Gorman had "staked his political future" on the success of his constitutional amendment, Maryland voters naturally proceeded to defeat the amendment forthwith.

CHICAGO TRIBUNE: Mayor McClellan has been re-elected and Mr. Hearst defeated. In one sense the victor is the loser and the defeated candidate is the one who has occasion to congratulate himself.

CHICAGO NEWS: Popular resentment against the infamous Pennsylvania republican ring accomplished splendid results in Philadelphia. The reform movement headed by Mayor Weaver administered a crushing defeat to the gang heretofore ruling that city.

MINNAPOLIS JOURNAL: The refusal to desert work on two months, during which time Root returned with his studies. When they returned, convinced that they had been in error, they gave young Elihu the nickname of "Square Root," which stuck to him for many a day.

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