

## THE OMAHA DAILY BEE.

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

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Saturday Bee, one year, ..... 1.50

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Evening Bee (with Sunday), per week, .15c  
Evening Bee (with Sunday), per week, .10c  
Sunday Bee (with Sunday), per week, .10c  
Saturday Bee, one year, ..... 1.50

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## CORRESPONDENCE.

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## THE BEE PUBLISHING COMPANY.

STATEMENT OF CIRCULATION.  
State of Nebraska, Dept. of Commerce, ss:  
Charles C. Rosewater, general manager of The Bee Publishing company, being duly sworn, says that the actual number of and complete copies of the daily Morning, Evening and Sunday Bee printed during the month of September, 1906, was as follows:

1.....	24,459	16.....	30,570
2.....	30,600	17.....	30,360
3.....	31,000	18.....	30,710
4.....	30,800	19.....	30,850
5.....	30,370	20.....	30,600
6.....	30,780	21.....	30,560
7.....	30,460	22.....	31,140
8.....	30,940	23.....	30,410
9.....	30,470	24.....	30,710
10.....	30,600	25.....	30,920
11.....	30,340	26.....	30,640
12.....	30,430	27.....	30,150
13.....	30,350	28.....	34,670
14.....	30,500	29.....	35,500
15.....	30,800	30.....	30,600
Total	937,550		
Less unsold copies	9,500		
Net total sales	927,540		
Daily average	30,750		

CHARLES C. ROSEWATER,  
General Manager.  
Subscribed in my presence and sworn to before me this 1st day of October, 1906.  
(Seal) M. B. HUNGATE,  
Notary Public.WHEN OUT OF TOWN.  
Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.THE CANAL AND PRIVATE PROFIT.  
If the Panama canal is constructed by private contract, there will certainly have to be private profit, and that profit will have to be proportioned to the peculiar risks involved in climatic and other special conditions, including the risk of governmental interference. But the consideration in favor of contract is the hope, in spite of private profit, to make the work cheaper and more expeditious than if attempted by the government directly. The one thing that the public is interested in is to have the work thus done and that the private profit, whatever it is, shall be honest, a point as to which the original complications with the subsidized Pacific railroads still causes no small sensitiveness.

The tendency in all great public works like the Chicago drainage canal and harbor improvements is to secure to the public by private contracts the benefit of the incentive which the chance of profit imparts. The great safeguard developed to secure honesty is the agreement between government and contractor on actual cost, the percentage of profit on that basis being fixed by competition, as notably illustrated in the Panama enterprise. Of course such a safeguard is not infallible, but like any fortification depends upon its defenders. Its very conditions, however, repel dishonest and irresponsible contractors, who will have no doubt of the purpose and ability of the Roosevelt administration to enforce the contract and protect the public interest.

It is noteworthy how universal is the consensus of competent opinions that the government has hit upon the most feasible plan of securing the propelling forces of enterprise with the security of public supervision.

MORE APOLOGY AND WORSE.  
Apparently unable to satisfy himself or to be sure that he has satisfied the public with reiterated apologies for his policy of mixed national and state ownership of all railroads, Mr. Bryan again returns in his organ, The Commoner, to the distressing subject, elaborating the staple excuse that in proclaiming that proposition he was "not attempting to force the issue upon the party," but with this explicit further point, namely, that he "had become convinced of the futility of railroad regulation," and that he "admitted that conclusion two years ago." The addendum, however, from the standpoint of consistency, would seem rather to strengthen the universal interpretation that at the New York homecoming reception, which was planned expressly as an opportunity for Mr. Bryan to utter authoritatively his and his party's program, national and state ownership was announced as a definite political aim. For if he had become convinced as long as two years ago and in the meantime confirmed in the conviction of the futility of railroad regulation, upon which President Roosevelt has fairly entered with plumb lines running over a series of years, both duty and opportunity combined for him at New York to declare as the staged party leader the true public policy, as his studied language and all the implications of the occasion indicate he actually undertook to do.

The Nebraska State university boasts that it has multiplied its attendance sixfold since 1890. This testifies anew to the growth of population and wealth in Nebraska. The proportion of people in this state who feel able to give their children a university education is far greater now than ever before, and it is growing steadily.

The United States supreme court has been given an insight into the Colorado political situation. It must have surprised the dignified members of the bench to learn that Colorado poli-

cians had taken as many liberties with the constitution as the judges themselves have been accused of doing.

THE CLUB WOMEN OF NEBRASKA promise to take up the work of improving the laws governing child labor. In such a laudable undertaking there should be no difficulty in securing effective co-operation as a minority party to make it a success, and more dangerous if Mr. Bryan should become president and his party gain control of congress or either branch of it.

The supporters of the president and the public who believe in the adequacy of regulation recognize the imperfections of the new rate law and the need of progressive legislation, as well as of unflinching and sympathetic pressure in the executive department to enforce the policy. But an administration convinced of its futility would be incapable of supplying these conditions, and its influence would inevitably be fatal to success.

In short, Mr. Bryan, in the predication in which he has placed himself, either by faulty leadership or by misconception of his own relation, or by both, startlingly betrays how far he is out of line with serious American conviction on this paramount issue. Having long ago reached the same conclusion as the corporation opponents of regulation themselves so loudly professed, yet unlike many of them who have now been forced to submit, he insists on declaring regulation a failure before it is tried, as if only to keep himself in the opposition.

## COWELL FOR RAILWAY COMMISSIONER

The Bee has yet to see from any source the first criticism or objection to the candidacy of Robert Cowell on the republican ticket for state railway commissioner. On the contrary, expressions are everywhere heard that Mr. Cowell is the most ideal man for the place and should by rights be elected without dissent.

Robert Cowell is now a member of a substantial retail mercantile establishment in Omaha. Prior to entering the retail business he had for years been engaged with the same associates in the wholesale business in the city. He is clear-headed, independent, well versed in business affairs, familiar with the relations between railroads and shippers, and, best of all, free from corporation strings.

As railway commissioner Mr. Cowell can be implicitly counted on to see to it that every one who appears before the commission either as complainant or as defendant gets a square deal—no more, no less. Although identified with the commercial interests of Omaha he is broad enough and far-seeing enough to know that Omaha cannot gain any permanent advantage at the expense of any other part of the state, and that every other city and commercial center in Nebraska is entitled equally with Omaha to the benefit of its geographical position without unjust discrimination at the hands of the railroads.

They work long hours and they ask for a reduction. They want a pension system established, the money to be provided out of their salaries. They desire legislation that will make provision for those who are injured or disabled while in active duty. When clerks are called away from home on duty they ask that they shall be given full pay.

All this is reasonable and should be granted. It has been urged upon the attention of congress repeatedly, but has received very little consideration. Reports of the Postoffice department have eulogized the work of the men in the railway service, the public has little knowledge of the nature of the duties performed by these servants of the government. If it was believed informed there would doubtless be very general sympathy with the wants of the postal service.

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It takes decided nerve for democratic orators and organs in Nebraska to charge the republicans with failing to live up to the letter of previous platform pledges. The democrats in combination with the populists, flaunting themselves as the "allied reform forces," had complete control of the Nebraska state government for two years and control of the executive department for six years, but during all that time free pass bribery, official graft and railroad tax evasion ran riot. Had the fusionists kept faith with the people when they were in power, they probably would not have been dislodged to this day.

In that comparison of records made by the administration of the state treasury by Treasurer Mortensen and by his last fusion predecessor, Treasurer Meserve, no account seems to have been taken of the interest money collected under the fusion regime on deposits of school money and diverted to the private pockets of the treasurer. No one has even intimated that interest paid on public funds has stuck to Treasurer Mortensen's fingers.

Sheriff McDonald shows a level head in referring Governor Mickey to the daily press for the details of the Omaha murder for which he was asked to offer a reward. Copies of The Bee containing accounts of the unfortunate affair and of the subsequent efforts to locate the culprit would give the governor more information than any official report he would have the right to demand.

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