

THE DAILY BEE.

E. ROSEWATER, EDITOR.

SPRING BONNETS and spring chicks are not the order of the day.

JOHN KELLEY'S ticket was defeated at the Tammany election on Saturday.

ACCORDING to Parnell, Gladstone made the first bona fide attempt to settle the land question.

The rate of taxation is largely governed by the manner in which property assessment is conducted.

In all his southern appointments President Garfield has invariably recognized the active republican element of the section.

ALEXANDER Hill is said to have lost sixteen pounds since his accession to the throne. Unusually light the head that fears a bomb.

THE sound of the laborer's spade on our streets laying water pipes is pleasing alike to Omaha's citizens and the insurance companies.

WHATEVER the new marshal may be, one of his first moves should be in the line of having our filthy alleys and garbage heaps cleaned.

RAILROAD earnings show a slight decrease for the last six months as compared with the same period last year owing to the snow blockade.

THE active and energetic farmers of the Republican valley are showing Nebraska that neither draughts nor floods can hinder the development of their portion of the state.

WHAT do Omaha laborers think of the prospect for employment since Mayor Boyd's accession? With sewerage, paving, guttering and grading, there needs to be an unemployed man in Omaha after a short time.

THE State Board of Equalization meets on the 1st of May, in Lincoln. A number of counties will have delegates present to watch the process by which great corporations shirk the burden of taxation upon the people of the state.

IF Senator Conkling counts on the moral support of the New York state press for his opposition to Robertson's nomination he is likely to be seriously mistaken. A canvass of the papers brings out the fact that out of 121 journals, 112 are in favor of confirmation and only nine are opposed.

STANLEY MATTHEWS twenty-three years ago, when he was federal district judge in Cincinnati, prosecuted to conviction a man whose sole offense was that he had given to a cup of water and a piece of bread to two fugitive slaves who had sought his room at night.

The evidence against the man was weak, and when an acquittal seemed likely Matthews pulled out of his pocket a letter from the man begging for mercy and reminding Matthews that they were both Masons, and upon that letter the man was convicted to the county jail.

NONDIPLOMY, the Washington correspondent of the New York Herald, says that it is a mistake to regard the struggle in the senate as a mere piece of office grabbing. Southern senators admit that they help maintain the dead lock because the election of Riddleberger would probably give Virginia our president.

The republican asserts that the Atchison, Topoka & Santa Fe route is more distant and the fare is higher from Kansas City to the Pacific coast than by the U. P. and C. P. route. If that is true, few travelers will give the A. T. & S. F. the preference. People always travel where they can make time and save money.

But what interest has Omaha in this controversy between rival monopolies at Kansas City? What advantage is it for Omaha—whether Southern travelers go to California by the way of Santa Fe or whether they go by way of the Kansas Pacific to Denver and Cheyenne? Railroads are governed by their own interests. It is of interest to the Pacific coast and Southwestern passengers for the Pacific coast over the Kansas Pacific line because the U. P. owns the entire line from Kansas City to Cheyenne. If they send them up to Omaha—the U. P. must pay over to Kansas City & Council Bluffs road its proportion of the fare. But suppose all these passengers can be forced to go by way of Omaha, what advantage is it to Omaha to have these passengers pass through? What benefit does Omaha derive from the thousands of passengers that look at the rear end of this city, out of passenger coaches as they pass westward? What advantage do our citizens reap from the thousands of emigrants that pass through Omaha on their way to the Pacific coast? Why don't the Republicans denounce the devilry that keeps these emigrants out of this city by representing Omaha as a robber's roost? Why don't they denounce the devilry that has inflicted upon Omaha a miserable shed, and built a \$200,000 depot at Dillenville with the money donated by our citizens? Why don't they pitch into the crew of highwaymen that exact one dollar for every ton of coal they transfer across the Missouri? Why don't they denounce the devilry that has crippled Omaha for years and years by an effort to build a rival town on the flat near Spoon Lake. Why don't they denounce the devilry whereby the Washburn road was kept out of this city after its managers had agreed to make Omaha the terminus? Why don't they brass collared hunchmen show up the devilry committed by the monopoly attorneys in the legislature last winter whereby Omaha and Douglas county are again windled out of local

ANTI-OMAHA DEVILTRY.

On the completion of the new overland route an agreement was entered into between the Union and Central Pacific and the Santa Fe & Southern Pacific roads, to pool their earnings and maintain rates.

It seems that the new route is more popular than was anticipated; and with that dispatch for agreements for which railroad corporations are noted, the Central Pacific monopoly only refused to permit the Atchison, Topoka & Santa Fe to compete with the Union Pacific for its share of the overland business, and at the same time force shippers in the southwest to transport their goods over the longer and more expensive route to the coast.—Dor.

If the above had been written and published by an enemy of Omaha, it would seem some rival and cunning town, there might be some excuse for its disregard of the truth; but when it comes from the pen of a man who calls the Union Pacific "the monopoly," "the robber," "the traitor to the best interests of our city."

Passing without comment the stupid falsehood that there is a pool between the Union and Central Pacific companies on the one hand and the A. T. & S. F. and Southern Pacific on the other, we call attention to the malicious lie that Omaha's route to California, Oregon and Washington territory, "is the longer and more expensive route to the coast" from the southwest. Taking Kansas City, the eastern terminus of the southern route, as the starting-point from the southwest for comparison, and will be found to be 300 miles longer to San Francisco, via A. T. & S. F., than is the route via Omaha. From that point, the route via Omaha is shorter, and the same destination for passengers and freight! Does any one suppose Rosewater to be ignorant of these facts? If he is not, what evidence can he make for such base falsehoods? Nothing can explain his course but his blind and impotent rage at the Union Pacific monopoly because it will not return free passes and patronage for his persistent abuse.—[Republican.]

It is decidedly refreshing for a beggar on horse back who came to Omaha without a decent suit of clothes on his back, and at this very hour has not a dollar's worth of property interest in this city, to arraign this paper or its editor as an enemy of Omaha. When an irresponsible tramp who may at any moment pick up his grip sack and shake the dust of Omaha from his feet, has the audacity to assume the role of chief spokesman for Omaha's welfare and interests, it is high time that his insolence be rebuked. We resent with scorn the intimation that the withdrawal of passes or patronage in any way influenced this paper in its course toward the Union Pacific or any other railroad corporation. THE BEE could to-day have more passes and more railroad patronage than has ever been bestowed upon the brass-collared organ-grinders who are now on the pay-roll of the Union Pacific, and we disposed to barter principles and convictions for cash or its equivalent. The BEE did have its share of Union Pacific printing up to 1875, when it refused to desert Omaha in the narrow-gauge proposition, as was done by the hirelings who edit the railroad organs. THE BEE could have regained the patronage of the Union Pacific in 1876 had it been disposed to sell out and drop its name on the U. P. senatorial candidate. The BEE did have a share of patronage of the B. & M. railroad up to last fall, when it exposed the wrongs inflicted upon Omaha and the whole state by railroad tax-levying.

Our loss of B. & M. patronage was the Republican's gain and that concern is welcome to the acquisition. When the legislature was in session the editor of this paper and every reporter paid their fare to and from Lincoln, although we could have had the same fare asking for them. The only condition upon which we accept passes from any railroad companies is upon contract or exchange for printing or advertising. And now about Omaha's devilry.

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taxes on the U. P. depot grounds and depot building?

The bedeviled BEE asks how that Council Bluffs "elevator," built by the Union Pacific, to monopolize Nebraska's grain trade is going to benefit Omaha? Will THE BEE explain in what sense that elevator is "built" by the Union Pacific, when that company contributes only one-sixth of its cost? If the Union Pacific contributes at the same time three-fifths of the cost of an elevator of the same capacity in Omaha, will THE BEE explain how in Omaha it is likely to injure Omaha? With these elevators leased and operated by private parties will THE BEE tell us how the elevator in Council Bluffs is "monopolizing Nebraska's grain trade," unless the farmers and grain shippers of this state prefer to patronize it?—Republican.

The Union Pacific Railroad is not chartered as an elevator company. Its legitimate business is the transportation of freight and passengers. Why should the Union Pacific or any other railroad corporation pay for an elevator business? Why do they organize coal mining rings, pulp companies, fast freight line rings, hotel rings and kindred enterprises which put money into their private purses at the expense of the public and stock holders. Sidney Dillon's joint interest in the Council Bluffs elevator is a speculative investment. His interest in the Omaha elevator is merely an eight per cent loan. Does any sane man doubt that Dillon will discriminate in favor of the Dillenville elevator? If Dillon had not joined in the elevator pool on the Spoon Lake flats Omaha would have built not merely one but several mammoth elevators, with her own capital. As it is she will have to content herself with whatever crumbs the Union Pacific sees fit to throw to her elevator, and the bulk of Nebraska's grain shipped east by way of Omaha will be handled by the elevator on Spoon Lake flats.

Kasson is said to stand the best chance for the speaking of the next house. If Conkling doesn't come to his aid Frank Hiseock is likely to be beaten.

European Emigration. A Berlin telegram says that emigration to America is so large that steamship companies are obliged to charter extra vessels. This rush from the old world to the new is the more significant in view of the fact that, in Germany at least, the government discourages emigration in every way possible, and that the German government does not tolerate it. In some parts of the continent, emigration agents are liable to arrest, and nearly everywhere it is convenient to their work as quietly as possible. Still the exodus continues, and from year to year it grows in force and increases. It looks as if not only the entire surplus population of Europe were coming to us, but a large portion of those who can be fitly called emigrants, such as mechanics, workers, tax payers and fighters. Germany just now is suffering most from this drain, and the reason is evident. Germany, as a nation, is peaceful, thrifty and industrious people, bent on getting ahead in the world, and anxious to give their children a better education. But the love for fatherland is proverbial, but it is not strong enough to bind them to the disadvantages which the establishment of the empire has entailed. Fatherland is now a great military camp, in which every citizen must serve, and to the support of which every pocket must contribute. The supremacy, may, the very existence of the empire, depends upon constant readiness for war, and war is liable to occur at any moment—bringing its awful waste of blood and treasure. Naturally, then, the German is very anxious to escape from conditions so unfavorable to his prosperity and happiness, and so he follows his brethren across the sea. Here he finds himself among kindred and friends, a free and independent man on a political equality with the highest, no barracks calling for him, no imperial system to maintain, and no military duties to the detriment of his energies. He never forgets his native soil, but only in rare instances is he willing to go back to it for permanent residence. He speedily becomes acclimated and is proud to be, thoroughly Americanized.

What is true of Germany is true—though not to the same extent perhaps—of other European nationalities. Vast military establishments, costly governments, barriers to social advancement and the accumulation of property, and the general uncertainty of things in those days when nothing seems fixed—all combine to turn the face of the people westward. It is not because they are restless, but they emigrate, but because they want to be at rest; want to be their own masters, and not the slaves of chance and change; want that liberty and room which Europe cannot afford, and which America has in abundance. And so the supply of transportation is insufficient for the demand. When will this wonderful emigration cease? Not until Europe offers as great inducements as America. Not until the German, Scandinavian, Russian, Italian, Frenchman, Irishman, Englishman and Scotchman can do as well at home as here. Self-interest is the moving power; when that centers in the Old World the New will lose its European recruits.

Fears are occasionally expressed that America will be overrun and swamped by the army of emigrants and that in the end the injury to us and ours will outweigh the benefits. We see no reason for such fears. The country is large enough to take and use all that Europe can possibly send, and if a republican form of government is what it is believed to be, foreign influences cannot seriously injure it. Moreover, the children of the emigrants are not foreigners, but natives, and the process of amalgamation constantly going on is really nationalization of the best and surest sort. The American of the future will be a curious mixture, but a good one nevertheless, and that it will be true to freedom and to the things which make for and preserve freedom we think there can be no doubt. At any rate, willing or unwilling, our republic must try, in the greatest experiment of this kind that history records. Let us hope it will be the greatest success.

Assessment of Railroads. Lincoln Globe. The people of Nebraska must not forget that the railroad companies are even now paying the way for a new assessment. Every year, for the past half dozen years they have succeeded in reducing their assessment until it is so very low that they will probably consent to a slight increase this spring just to appease the public clamor, but the assessors who do this are likely to find out that no small increase will suffice. Railroads must pay in proportion to the property they have, and according to the provisions of the

STATE JOTTINGS.

—Grafton has a barber.

—Tecumseh has a new bank.

—Newark wants a flour mill.

—Hog thieves are troubling Blair.

—Oxford rejoices in the building boom.

—Ulysses is praying for incorporation.

—Polk county has twenty-five ministers.

—Hebron has organized a farmer's Alliance.

—Wood River has organized a Land League.

—Pawnee city's police force number seven men.

—Lyons is to have a first class creamery.

—Thirty buildings are going up in Falls City.

—Hubbell has four agricultural implements quarries at school meeting in Madison county, and the latter released a severe cut on the left arm. Fields flat, and it is said this is the second year whose life has recently expired.

—Reports from the southern tier of counties in the state are very favorable to good crops this season. From Richardson, Johnson, Pawnee and other counties come the cheering word that farmers are feeling in excellent spirits, and are rapidly preparing for the spring planting.

—The river was lost by the high water at Nebraska, and the damage to the town is slight. The river at that point during the flood was about six miles in width. Its surface is now covered with broken ice. The first week of that in that point the breadth of the water was twelve miles, retaining this width without exception for forty-five miles.

—On Wednesday last a Dane with a yoke of cattle, a cow, a wife and three children fell into the hands of the horse traders over the river, and the rest of his team and cow, and started on his journey with a span of milks that were not able to work at all. The indignation of our people is so great, and the horse traders, under a pressure of public sentiment, gave the man his cattle and cow again. —[Democrat.]

Good news for all investing in St. Jacobs Oil. For rheumatic sufferers it's a fortune.

True to Her Trust.

Too much can not be said of the over-faithful wife and mother, constantly watching and caring for her dear ones, never neglecting a single duty in their behalf. When they are assailed by disease, and the system should have a thorough cleaning, the best and purest medicine in the world, and only cost fifty cents. Sold by I.S.T. & McMAHON.

Charles Riewe, Undertaker.

D. T. Mount, Saddles and Harness.

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