

E. ROSEWATER, EDITOR.
 WHITEHEAD REID married a millionaire's daughter, and poor Anna Dickerson is disconsolate. She couldn't match that \$200,000 check.

SURPRISES will never end. We have just discovered through Brooks' telegraph that Tax Buz was a silent partner with Wardell in the great coal-mine suit.

OUR City Council has committed a serious blunder in postponing action on the proposition to change the curbs of our streets. The change is bound to be made sooner or later. It will cost this city thousands of dollars in re-setting tire hydrants, and no system of surface drainage can ever be established until the curbs are made uniform.

THE corporations and merchants who own the grounds and factories on our river front are not the only sufferers from the flood. The workmen who have been thrown out of employment and for that matter every man, woman and child in Omaha are shares in the loss. The floods have blocked the railroads and the railroad blocks has caused a scarcity of provisions and articles of consumption that every family needs. The consequence is a heavy advance in the price and most markets and naturally an advance in the price of board.

BRIGGS AND VAN WYCK.
 When Judge Briggs was a candidate for the United States senate, four years ago he was assailed in the manner and vindictive terms by the Omaha Republican. He was raked fore and aft about his political record, and denounced as a persistent offender. After the senatorial election Judge Briggs was imprisoned to sign a paper in favor of Hines' general appropriation bill. He did not sign it, and once again he was assailed as one of the most eminent and respectable statesmen that the whole hemisphere has ever produced. Last summer Judge Briggs ventured the opinion that the Omaha printers needed radical reform and went so far as to endorse the acts of the county committee in requiring registration of republican voters. This brought down upon him a hail of abuse which he didn't even receive when he was once put to rest. He went to the meeting to preside over the meeting to ratify the nomination of the legislative ticket headed by Contant. A few days ago, Tax Buz announced that the Judge would endorse an appointment on the court of claims, and this drew forth another blast from the brass collared tramp that edits the Republican. Our intimation that the abuse of Judge Briggs would be sure to elect him to the United States senate, caused that political scoundrel to reverse his former, and now to "business" Judge Buz with the following dose of taffy:

It is not within our observation during the past six years that Judge Briggs has been a candidate for office, engaged in any party service, or in any public service. It is true that his name has often been heard in connection with honorable and responsible public offices, but has been connected with them as a name on a list rather than as a name on a list of his own nomination. It is safe to predict, in this case, that Judge Briggs would be among the first among the people of the state who would come forward and serve them in some public position of high trust and honor.

When Gen. Van Wyck first assumed prominence in Nebraska politics, in the spring of 1876, by becoming the chairman of the state convention at Fremont, the Republican abused and blackguarded the General in a style for which Brooks has such a knack. In the fall of 1876, when the General was the regular republican candidate for the state senate, the Republican encouraged every effort of his enemies to defeat him. When the General made his first advent in the senate, blackguard Brooks sought to belittle him by scurrilous slanders like the following:

Gen. Van Wyck is chairman of the senate committee on military. It is to be hoped that the General will show a better knowledge of the science that he has exhibited of the art of war.—[Republican, Jan. 7th, 1877.]

The effort of Senator Van Wyck to prevent Cramer from packing the senate committee with monopoly expensers, was trifling and Senator Van Wyck lampooned in the following manner:

Wyck to the delight of Brooks, was a gang of tricksters and monopoly henchmen with Tom Kennard at the head and Church Howe at the tail. They flooded Van Wyck by going back on their party, after being beaten in the republican caucus, and combining with the democrats for a division of committees and patronage. And this kind of support was given General Van Wyck from that time forward during his entire legislative career. In the campaign that culminated in General Van Wyck's election, Brooks was the avowed champion of Padlock. Every line he wrote at home, or from the battle ground, was in opposition to the majority of the legislature that elected Van Wyck. Not a stone was left unturned, by Brooks, as Padlock's principal organ grinder to prevent the consolidation of the element to which Gen. Van Wyck owed his election. But, "Presto change," Van Wyck was elected, and Brooks flopped on his belly with loud lundations and the lick-split followed the general clear to Washington, and insulted the stalwart anti-monopolist by assuming to act as his mouthpiece. The man who in 1877 had only a thimbleful of brains," the noisy "fifth rate mule driver" was painted in the most gorgeous colors as a Nebraska Webster, Clay and Seward all in one. General Van Wyck like Judge Briggs is a man of good sense and instead of being tickled by such flattery he naturally must feel as all men do who have seen Brooks in his gyrations a contempt bordering on disgust.

TRAITOR TO OMAHA.
 "The overflow of the river is to be used by the railroad organs in an argument for another U. P. re-ap '88." [Bee.]

When this traitor to Omaha and enemy to every interest that is making this city great, uses the Union Pacific shops driven from their present location, he will probably be satisfied with the ruin he has wrought to the best interests of this city.

The Republicans do not see fit, at present at least, to multiply words upon this matter. It contains itself with saying plainly now that the warlike which Rosewater and his backers have renewed on any attempt which may be made to secure an additional appropriation to maintain the river front, will be costly, and in driving away from the city the two largest interests of labor and manufacture within its limits today. If the citizens and business men of this city think they can afford to aid Rosewater in securing this result, let them go ahead; only, on our own part, we propose that they shall go on, to the shops and out of their doors, and let them open.—[Republican.]

I am aware that I alone am responsible for the Missouri river flood, the cyclone that blew off two spans of the Union Pacific bridge, the burning of the Grand Central, the removal of the stock yards to Dillonville, the erection of the new sheds that ornaments the Union Pacific depot grounds, the establishment of the terminus on Sidney Dillon's twelve hundred acre, the ten dollar bridge, the fall development of Omaha as a great city. I am a horrid and undombeddoned to all these calamities and disasters. I am about to add the crime of removing the U. P. shops from Omaha by refusing to accept a trifling donation of another \$100,000 to that great national pauper, known as the Union Pacific railroad. Traitor and enemy to Omaha, as I humbly confess myself to have been, without trial by jury, I plead in extenuation of these crimes a few trifling benefits that have, through me, been conferred upon this city during a residence of more than seventeen years.

During that period I have paid over \$12,000 in taxes to the city and county, a large portion of which went to pay the interest on the bonds donated to the Union Pacific. As far back as 1868 I owned the block upon which Mr. Himes' residence stands, on the corner of Twelfth and Burt, and I improved said property by expending over 1,700 in buildings, fences, &c. In 1889 I purchased a lot on Farnham street and erected a brick building thereon at a cost of nearly \$15,000. That was in a year when the bottom was apparently about to fall out of Omaha and confidence was shaken in her further growth. While others had been importing from fronts and cities from abroad, every pound of iron and steel in my building, were purchased in Omaha. When Omaha was called on to donate \$200,000 for the purchase of the U. P. depot grounds, and these bonds had to be taken up by Omaha property owners, I signed \$2,000 for these bonds and paid \$200 to Augustus Kontze to take them off my hands.

4,000 newspapers in every state of the union, and Omaha is now constantly advertised in every section of the continent by Tax Buz which circulates in all the states and territories from Maine to Oregon.

My first treason to Omaha began when I represented Douglas county in the legislature in 1871, and started the movement for the impeachment of Governor Butler and the breaking up of a corrupt ring, whose ramifications extended to this city. It was then that I exhibited those diabolical traits that refused to blindly follow the directions of the Union Pacific officers, who sought to get a bill through authorizing them to fix their own tolls over a wagon bridge, which they proposed to build over the Missouri at Omaha. In the perversion of my diabolical nature I caused a bill to pass, which is still a law, authorizing the Mayor and Council of Omaha to erect a bridge over the river.

Another of treason toward Omaha on my part was the abolition of the county, double headed school board and the substitution of the present board of education system which the Omaha Republican opposed and the people of Omaha ratified by a vote of two to one. My last legislative act was even more treasurous towards Omaha when I pulled through an appropriation of \$15,000 for the establishment and erection of a deaf and dumb institute in Omaha, which the state has since enlarged by additional appropriations of over \$30,000. All these treasurous acts were insignificant, however, compared with the high treason I committed when I refused to accept \$500 which Thomas L. Kimball came into my office to offer me in 1875, as a slight token of affection in case I succeeded in inducing the county commissioners to withhold their proclamation for the narrow gauge bond election. By stubbornly declining to accept the narrow gauge proposition, when the other papers and editors remained loyal to the U. P. I forfeited thousands of dollars of patronage, and have never since been forgiven for my treason.

My enemy to Omaha was manifested in many other ways which make me liable to the same charge of high treason. For nearly ten years, beginning with his championship of the new constitution of 1871, which the monopolies so bitterly opposed, Tax Buz has been a stumbling block and thorn in the flesh to jobbers, political plunderers, importers and common swindlers. From the days of Witch Hazel Hammond to the times of the Great Holly swindle; from Stoddard and Marvin, who went to the penitentiary; to Mumery and Aldrich, who ought to have gone, Tax Buz has been a treasonable traitor, and I, as his editor, have incurred the deadly hatred and hostility of the horde of scoundrels, swindlers, quacks and monopoly henchmen for whom the Omaha Republican has been at all times the consistent mouth piece.

Just now I am on the eve of committing another great act of treason in opposing further donations to the Union Pacific railroad which has already bulldozed and extorted over one million dollars in bonds and lands from this city. For the twentieth time Omaha is threatened with the removal of the Union Pacific shops if she doesn't submit to another levy of blackmail. These highwaymen forget that they, by their own contract, have bound themselves to maintain these shops in Omaha forever, and that the removal of these shops from this city lays them liable to the forfeiture of the depot grounds and even the approaches to the bridge.

In opposing such downright robbery of the tax-payers of this city, I have become an enemy of Omaha I am ready to take the consequences. I have staked everything I own, my present prospects and my future success on the growth and prosperity of Omaha. The labor of my best years has been expended in building up this city through the paper which is now recognized as the most influential journal between the Lakes and the Rockies. My interests are identical with those of the merchants, manufacturers and laborers who have made Omaha their home. Whenever the interests of Omaha are assailed or threatened, I am always ready to defend and uphold, but I never will follow in the wake of a set of mercenary rogues who hire themselves out for paltry pay and pad Omaha on the back while picking her pockets, who cry down and hound down every man who dares to interpose obstacles in the way of corporate corporations, that have on every occasion violated their sacred contracts, trampled on our rights, oppressed our people and kept Omaha back, when she ought to-day have been a greater commercial center than Kansas City. In the language of Patrick Henry, I say "If this be treason, make the most of it."
 E. ROSEWATER.

out of the traffic accessible to his road. Too high a rate has freight, as the commodity declines to move. Too low a rate, as the commodity declines to show the gross receipts of his road. The question ever in his mind is what rate will the business bear. To answer this question involves the knowledge of an infinite variety and number of subjects. A car load of one commodity of a given weight is as good as a given rate as ten times the rate that another car load moved over the same track of the same weight is charged, and the rate for the same commodity may vary in every fluctuation of the market. Countless illustrations might be picked out. One would suppose that the rate for a car load of river ore from a given to a given station would be the same. Not so. Ask for a rate and the first question is, What is the yield per ton? If the yield is high the rate for the car load will be high and the yield low the rate will be low. The shipper answers, I have nothing to do with that. The carrier tells him that he has nothing to do with that. The carrier is the one who is to be benefited. If I charge Smith half freight, he will not ship. I must have his freight, and to get most charge I will induce shipment. You can't afford to ship at the rate I offer you. As to you, then, the charge is reasonable. You ought not to complain if I have Smith's freight on my car, and you do not yield a quarter that yours does. The shipper answers, I have nothing to do with that. The carrier tells him that he has nothing to do with that. The carrier is the one who is to be benefited. If I charge Smith half freight, he will not ship. I must have his freight, and to get most charge I will induce shipment. You can't afford to ship at the rate I offer you.

Another familiar illustration: Say corn is 70 cents in New York, and a fall crop west. A rate is fixed that will give the western farmer about 30 cents. The next year perhaps there is a small crop west, but the demand in New York is not so strong; the market is down to 60 cents. Last year's rate will keep the corn at home, because the price could not get more than 10 cents for his corn. Something must be done. Freight rates must be had. Down go the rates. The western farmer gets 20 to 25 cents for his corn. The consumer carrier levies for his blackmail all the difference in price. It is amusing to note the excuses given for these fluctuations of rates. When rates are high, we hear learned disquisitions upon the cost of transportation. Figures that look like logicians are trotted out. Statistics about grades and curves, cost of construction, repairs, and revival, idle cars, empty return cargoes, etc., and nice calculations are made. When rates are low, we hear the same kind of disquisitions. The western farmer gets 20 to 25 cents for his corn. The consumer carrier levies for his blackmail all the difference in price. It is amusing to note the excuses given for these fluctuations of rates.

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signed the freight to his destination. The railway company furnished the track and motive power and was paid by the owner of the cars. There are now in operation several companies that own and lease rolling stock. We have but to enlarge the system. These lines are the most grotesque of favoritism, were established for convenience, were permitted only by consent of the railway company, and are generally for the private profit of its managers. One step farther would be taken. Announce and enforce everywhere the doctrine that a railway is a public highway, that any person or corporation may take his or their cars hauled thereon as often and to any point he or they please for reasonable toll. Let this be understood as the established method of railway management and rival lines of carriers will compete for freight at every station.

The railway companies would resist every effort to control the market. So long as a railway company is a monopoly, the rate of freight will be unfriendly to any competitor thereon. Such unfriendliness means destruction. A week or two ago we saw an illustration of one transaction. The Western Union Telegraph Company had leased to another line the right to run its trains over some ten miles of track. There was no trouble for years. All at once difficulty was started. The rate of freight was raised. The rate of freight was raised. The rate of freight was raised.

The movement of trains is now under the control of a train dispatcher, who by means of telegraph, is personally present on the line of every locomotive. Let legislation provide that the tenure of office of the train dispatcher is in the control of a state officer or a board of commissioners. If you please, let him be appointed and discharged by the state. The rest is matter of easy detail. To him shall be given the control of the market, the rate of freight, the rate of freight, the rate of freight.

Who has no such discussion with reference to any other business. The farmer sells his wheat, the shoemaker his shoes for whatever he can get, and he would be laughed at if he attempted to argue up the difference in principle upon which rates are fixed makes the carrier a partner in the profit of an infinite variety of business. He must not expect, that the doctrine of what the business will bear has led directly to the consolidation of the great lines under the management of a few, and to the "pooling" of profits, at points and to mutual understandings not to invade the "territory" of each other for freight. Now and then there are still some who are inclined to believe that the old-fashioned open competition will be followed by closer alliances and higher rates.

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