

The Omaha Bee.

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OMAHA PUBLISHING CO., Prop'rs E. ROSEWATER, Editor.

John H. Pierce is in Charge of the Circulation of THE DAILY BEE.

OMAHA wants more dwelling houses and lower rents.

"Crow-Dog" is a poor substitute for "Spotted Tail."

It looks as if Cyrus W. Field's presidential fund had foun dered.

The charges made for room rent in Omaha are double that of any eastern city.

SPOTTED TAIL had no sympathy with bald-headed men. He ruled his squaws with a rod of iron and never got the worst in a family row.

The agitation of the monopoly organs over the prospect of the Farmers' Alliance entering politics is pitiful to behold. Such interested comment is rare.

LORD COLIN CAMPBELL was highly indignant over the report that his wife was Vicky Woodhull's daughter. Lord Colin Campbell drew blood, but not from Victoria's family.

JIM WILSON'S friends claim he has all the pins set for the U. S. senatorship. We apprehend, however, the coming Iowa legislature is not all unanimous on the senatorship yet.

Two thousand and seven hundred express offices were draped with the badges of mourning the day Fargo died.—Omaha Herald.

And the patrons of the express company will have to foot the bill. MAJOR BURT has again been heard from. He knows a thing or two about Spotted Tail which he kept a profound secret until now that poor Spot has turned up his toes. Major Burt ought to go into partnership with Jim Briabin and Tibbles in the publication of yellow back literature.

EUROPE is getting even with us. She has complained loudly of our shipments of mosquitoes to her ports and now returns the compliment by exporting vast quantities of fleas. Hoboken is said to be fairly overrun with these insects, which come from the bedding of emigrants landed there.

The Lincoln Journal expresses the opinion that the state central committee could make just as good nominations for the republicans of Nebraska as any convention, and save a good deal of needless expense. We don't doubt it in the least. If the next convention is to be packed by the monopolies like the last one, the committee which, for the most part is made up of corporation attorneys and henchmen, could go through the farce of nominating a ticket even more expeditiously and certainly at less expense and labor than the convention. If the committee intends to adopt the suggestion of the Journal, let them try all means proceed.

ANNA DICKINSON must steer clear of Nebraska and her woman's rights. According to the Philadelphia Press, ANNA was an unnoticed auditor at the woman's temperance union at Ocean Grove. The topic under discussion was what can be done to reform fellow women, and the drift of argument was against the probability of any good being accomplished by women in reforming their sex. Without any ceremony ANNA arose and gave her sisters the following scolding: "I am not a temperance advocate, but I can tell you that woman's proper work is with her sisters and not with men. You fail where you can do the most. The woman who has nothing to do, the giddy, fashionable creature who learns to tittle with refinement; the woman who has too much to do, your landlady, who does a day's work getting her husband's breakfast and attending to her children before she comes in the morning—these, as well as the woman who drinks to drown despair, are those who need but do not receive your ministrations. You raise the man but you spurn your fellow women beneath your feet." At the conclusion of her remarks she was publicly prayed for. Miss DICKINSON may not be a successful actor, but she has a large vein of good common sense in her composition.

WATER ROUTE COMPETITION.

The competition for European freight has been greatly increased by the opening of the Welland ship canal which connects the St. Lawrence and the lakes, and the successful experiment of shipping direct from Minnesota to the continent by way of the Mississippi river barge line and the Gulf of Mexico. Immediately upon the opening of water navigation last spring, the rates on east bound freight were at once reduced by the trunk lines which centered in New York city. A few weeks later, when the railway managers discovered that freight was seeking the water route, rates were still further reduced in order to counteract a competition which could not be purchased or discounted by pooling. For a number of weeks the cut in rates by the railroads operated to turn the tide of grain shipments from the Erie and Midland canals to the coast. The inauguration of the Mississippi barge line, however, forced another cut, until the through rates for wheat from Chicago to Liverpool by way of New York were reduced to 18 cents a bushel as against 36 cents earlier in the season. Even at this comparatively small sum, which it is claimed scarcely covers the cost of transportation, the railroads have found themselves distanced by the Welland canal, which is transporting immense quantities of grain from Chicago to Montreal for shipment to Liverpool at the still lower rate of 15 cents per bushel. The low tariff for freight has not only affected the railroads. The Erie canal, which has itself had a strong regulating and restraining effect upon the freight rates of the railroads is feeling the effect of a competition stronger than its own. The reduction of the tariff by rail, originally forced by the low charges made by the canals and rivers, has resulted in seriously diminishing the receipts of the Erie canal and in throwing the mass of freight shipments upon the railroad and the Welland water way. The amount of tolls collected in July, 1881, as compared with the corresponding month in 1870 shows a falling off of \$50,000 while the decrease from the opening of navigation until August 1st, is \$197,012.31.

The publication of these figures in New York city has occasioned the greatest alarm among the merchants. They are beginning to realize that the mercantile interests of the metropolis are seriously threatened by formidable rivals and that measures must at once be taken to stimulate canal competition and insure the greatest possible amount of work out of the canal with the smallest possible tax to commerce. A number of plans are proposed, chief of which is that which contemplates enlarging the capacity of the water way and making it open for steam navigation and free to all the country. This would afford for six months in the year a free passage way to the producers of the west, by which they could rapidly transport their grain to the markets of the world at rates which would leave a fair profit. At the same time it would force the railroads to maintain tariff rates much lower than those usually accorded to shippers by rail. It would be no less a boon to the west than to New York state. With lines of barges operating on her great rivers, and through transit for steam vessels from Chicago, the lakes eastward to the Atlantic seaboard our farmers would in a measure be freed from the tyranny of the monopolies. Every indication points to the conclusion that transportation by water is to play a large part in the settlement of the question of cheap freight for western produce. No question is of such vital interest to all classes, and every step towards its solution will be watched with eager solicitude by our people.

NEW JERSEY is greatly agitated over the question of corporation tax-shipping. In Hudson county, which includes Jersey City, Hoboken and Bergen, the value of property of railroad companies which is exempt from taxation amounts to the enormous sum of \$69,153,325, considerably more than two-thirds as much as is all the other taxable property in the county. In other portions of the state the same condition of affairs is alarming the taxpayers and raising the question whether there is anything in the constitution or services of railroads to the people which affords sufficient excuse for such wholesale exemption from taxation. New Jersey is not alone in her complaint against these monopoly tax-shippers. In Nebraska the burdens of the government are greatly increased by the shameful evasion of taxation by railroad monopolies. With privileges greater than are granted to individuals or corporations which are not common carriers they systematically shirk two-thirds of the sum which they would otherwise be required to pay into the state treasury and increase by that amount the taxes of our producers. In Illinois the taxation of a single railroad has paid the expense of maintaining the state government and liquidated the state debt. California by her new constitution has compelled the Central Pacific to bear its share of the burdens of government. Wisconsin and Pennsylvania have enacted rigid laws for the assessment and collection of taxes from corporations. Nebraska, with her scanty

EXTEND THE FIRE LIMIT.

It is high time that our city council took measures for extending the operations of the fire ordinance over certain portions of the city which are at present exempt from its provisions. The business portion of Omaha is stretching itself so rapidly that it has already passed beyond the boundaries of the fire limits. Much valuable property is daily put in dangers by its closeness to small and inflammable squares fronts and frame dwelling houses. Sixteenth street, within the past few years has developed a large and rapidly growing retail trade and being exempted from the requirements of the fire ordinance is closely packed with frame buildings and sheds, which need only a spark and a strong wind to afford food for a disastrous conflagration. On Thirtieth street the extension of business has lined both sides of the street with tinder boxes which are a constant menace to the most valuable portion of the city. The commonest precautions for the safety of our city would seem to dictate that both these streets should be brought under the provisions of the fire ordinance. Omaha will never become either safe or metropolitan in appearance until the erection of wooden shells on her business streets is prohibited by law, and the law strictly enforced. So long as land sharks can erect shanties at a small cost on our principal

thoroughfares, and fill them with tenants whose rent pays a profitable rate of interest on the investment, they will do so at the expense of their neighbor's safety and the city's appearance.

Unightly frame fronts and tinder box sheds sandwiched in between brick buildings and blocks make an unfavorable impression upon every visitor to our city, many of whom are prevented on that account from locating in business in our midst and leave for other towns where better precautions are taken to afford safety to merchandise and protection to business men. An important item in every merchant's calculations is the rate of fire insurance. Every one knows that the surroundings of a house are largely responsible for the cost of insuring its contents. Frame buildings in the business portion of our city increase the cost of insurance for every merchant in their neighborhood. The water works will soon be in operation, and water will soon be flowing through our streets. This is a good time for a thorough revision of our fire ordinances so as to take in those portions of our city which need its protection. The council may feel certain that the principal opposition to such a movement will not come from the men of enterprise in our city, and that such action on their part will meet with the hearty approval of a large majority of our citizens.

The question of the inability of the president to perform the functions of national executive, is gradually forcing itself upon President Garfield's cabinet. A great deal of routine business has already been effectually blocked by reason of the president's illness. A matter that appears to be very urgent is the exercise of the presidential pardoning power. There are some sixty United States district courts running all the time, with the liability of unjust convictions, and the only relief can come from the executive. There are, in fact, now some men at Fort Smith, Arkansas, under death sentence, and an application has been made for their reprieve. It is thought that it should be granted after investigation, and the question arises how it is to be done. There is but a month left in which to act upon the matter. There is a case in point in one of the states east of the Alleghenies, where it has been found that a man was unjustly convicted and sent to the penitentiary. The only way to rectify the blunder as far as possible is through the executive pardon. It has been promised and recommended by the proper authorities; but the president cannot be troubled with business, and in the meantime the man is wearing the garb of a convict until the pardon can be signed. His name and that of the state are suppressed out of regard for his reputation, which would suffer further injustice through useless publicity.

It is urged by certain officials that if the Vice President were clothed with the proper authority the executive business could be adjusted in a short time. The objection raised, however, is that it is not clear upon whom would devolve the duty of saying that the constitutional "inability" exists that would make it obligatory upon General Arthur to act. It is also urged by the objectors that while the constitution may not provide for the assumption of presidential duties by the vice president, there is no provision for relieving him from the actual position of president after he has once taken it. It bids fair to be a puzzling question unless relieved by the president's speedy recovery.

ARIZONA. Pima has a private telephone. Globe is a third class post office. Three cattle thieves were hung at Wilcox lately. A canvasser sold \$140 worth of books at Florence recently in one day. The bonds of Pinal, Pima and Cochise counties have all recently been sold above par.

OREGON. Coos county, Oregon, paid during the fiscal year closing July 1, 1881, \$2,580.95 for the maintenance of papers. There is more snow on Mt. Shasta than was ever known before at this time of the year, and it will be impossible for any one to reach the summit this summer. The Chinese laborers on the Nevada & Oregon railroad quit work on Tuesday, and were notified that their wages would only be \$25 instead of \$28 per month hereafter. There were 240 of them, and they now say they will not work for less than \$30.

UTAH. Zion is filled with tourists and health seekers. Silver Reef is again making regular shipments of bullion. Beaver county assessment for 1881 is over \$1,000,000.

COLORADO. Trinidad complains of a lack of laborers. Pueblo is to have a new opera house to cost \$75,000. Silver Cliff is to have a branch of the land league. Denver has forty electric lights on the present circuit. Denver consumed thirty thousand head of beef cattle last year. Ashecraft, the new camp in Gunnison county, is to have a new smelter. A great rock of meteorites to Buffalo mountain, in Ten Mile, is reported. All the rooms at the Union depot, Denver, are illuminated by the electric light. The ticket sales at the Union depot, Denver, last month amounted to over \$80,000. The citizens of Silver Cliff are endeavoring to have the county seat removed from Rosita to their city. Three years ago Colorado consumed only \$50,000 worth of blasting powder. It is expected shortly to reach \$1,000,000 a year. The Harrison Reduction works at Leadville, which have been idle some time, will start up between the 10th and 15th of the present month.

WYOMING. So many buffaloes are reported between Fort Fetterman and Fort McKinney and through the Little Big Horn valley as to

population as compared with these states. cannot afford to let the tax-shirking process continue, and if we do not mistake the temper of her people, will take steps to prevent its repetition in the future.

OUR new board of education has been hampered in its usefulness by a legacy which their predecessors bequeathed to their care in the shape of the new Cass street school house. There is either a good deal of crookedness in the contract or a great deal of botching in the architect of that unightly building. Whether it is safe or not it is a bungled job that does not commend the old board, who adopted the plans and let the contract.

THE charge for carrying a ton of grain from Chicago to New York by railroad is \$2.40. For this sum the railroads load and unload the grain. A ton is the weight of ten average passengers. If the latter were carried at the same rate as grain the charge would be twenty-four cents a head and the passengers would do their own loading and unloading.

OCCIDENTAL NOTINGS.

WASHINGTON TERRITORY. The first passenger train left Dayton for Walla Walla Tuesday, July 19th. The work of building the Cheney steam flouring mills has been commenced. The altitude of Spokane county averages about 2200 feet above the level of the sea.

A Seattle firm is shipping about 300 head-steals a month to San Francisco, and the demand is said to be rapidly increasing. Dayton is the eastern terminus of the O. R. & N. Co.'s railroad, and will remain so until the completion of the road to Colfax.

The Washington Territorial Fair will be held at Olympia, beginning on October 10th and continuing five days. Governor Newell will deliver the annual address.

The ship Otago, which recently arrived at Seattle, carries a lot of passengers from China for Washington Territory. Several parties have been distributed to various localities. The wild blackberry crop of Clarke county, Washington Territory, was immense this year. Over 500 gallons were picked in the vicinity of Leiser's Mill, on Salmon creek bottom.

A recent assay of quartz taken from a mine two miles east of the Callie mine, and about 30 miles north of Spokane City, was \$13.25 to the ton. The quartz was taken from a depth of 22 feet, and was assayed by the standard method. The new southern railroads are exhausting the energy of all the timber regions on the coast in getting out ties, from Santa Cruz to Washington Territory. In Mendocino county, California, there is said to be a sufficient number of hevers to fill the orders.

NEVADA. The Eureka and Colorado road is rapidly pushing forward its extension. Humboldt lake which a year ago was dry is now a broad sheet of water. The Reno Journal says the asylum and the new railroad will be the means of relieving the county of the pestiferous mites of the next three months.

The Tascara Times-Review declares that twenty-five or thirty good men may obtain work in that camp, as nearly all the mines are running short-handed. A narrow-gauge railroad from Reno to Quincy will be commenced at once, and the Central Pacific is backing the enterprise in every way.

The second and last assessment of \$1 levied on Eureka Co. was on May 26th, 1876, amounting to \$100,000, and the dividend roll of the mine shows \$4,880,000 returned to the stockholders.

The Indians say the pine nut crop this year is the best for years. The nuts will be ready to harvest about the 1st of September, and they propose to have a big gathering at Winnemucca before they commence gathering the crop.

A lot of copper ore from the McAttee mine, in Fish Lake valley, is expected at Dayton soon. Copper is beginning to make quite a name for itself in the mining business of that section. A number of parties owning small mines on Walker river are also getting ready to ship ore.

MONTANA. Bricks have gone up to \$12 per 1,000, and the supply is still short. The Missouri division of the Northern Pacific is now practically completed. Bullion shipments from Butte for the week ending July 30th aggregate \$62,729.18. Over 500 men are employed on the grade of the Northern Pacific in the vicinity of Miles City.

For the last week there has been a steady stream of pilgrim coming in, most of them headed for western Montana. Forty-seven thousand pounds of wool were sheared by the Smith brothers from their 7,515 head of sheep in the Mussachell district this season.

The ditch of the Butte Water Company is fast nearing completion, and is about finished to the reservoirs. Water will be conducted to the city by next month. There is an unparalleled amount of activity going on in the building line in Butte at present, and the city is having a rapid, permanent and healthy growth.

Nearly 100,000 sheep from Washington Territory have been driven through Halley this season, bound for eastern markets. The Algonquin mine, at Philipburg, is making a fine record as a bullion producer. On the 29th four bars of Algonquin silver bullion, valued at \$5,800, were shipped by express.

The business of sending registered letters from Butte to the office is increasing. During the month of July the number of registered letters was 271—and for the last quarter the number was 769.

The Northern Pacific grade by the Mulden pass is 85 feet, and may fall to 80, to the mile, while that by way of the Pipestone contemplates a grade varying from 110 to 118 feet to the mile.

TRINIDAD complains of a lack of laborers. Pueblo is to have a new opera house to cost \$75,000. Silver Cliff is to have a branch of the land league. Denver has forty electric lights on the present circuit. Denver consumed thirty thousand head of beef cattle last year.

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Wood river in fullion, which is located seven miles west of Halley. The trout in the Owyhee get such a plentiful supply of grasshoppers, which are drowned in the stream in Independence valley, that they will seldom bite at a baited hook.

Numbers of emigrant wagons pass through Boise City, Idaho, daily. Many of the new comers settle in Idaho, but others have crossed Oregon and Washington Territory. Most of them hail from Missouri.

Halley, I. T. is one of the most flourishing of the new towns in the Wood River district. It wants a board of trade which will look after the interests of the place, without the suspicion of self-interest in its movements.

CALIFORNIA. Bears are killing considerable stock on the ranges about Cottonwood. A fire at Truckee last week destroyed every business house but three. Loss, \$38,000.

There are more visitors and tourists in Lake county at present than has ever been known before. One estimate puts the number this season at 20,000. Truckee millmen are asked to furnish 14,000,000 feet of ties and timber—6,000,000 for the Central Pacific, and the remainder for other railroad enterprises.

Over 70,000 sacks of wheat have been unloaded at Point St. Ithin the past three weeks and nearly that amount has been received at Chute's landing. There are in the United States bonded warehouses 60,000 gallons of brandy manufactured in San Joaquin county from grapes raised there.

A single farmer has delivered at the depot in Santa Cruz, for shipment east 332 bushels of mandarins, averaging ninety pounds to the sack, or nearly 29,000 pounds.

The Idaho mine, of Grass valley, has declared its 14th regular dividend of \$7.97 per share. The total dividends amount to \$3,008,550, out of a gross yield of \$8,500,000.

Bartlett pears from the vicinity of Sulzano, Solano county, Cal., are being shipped to Chicago. Freight charges on twenty carloads recently shipped were \$17,000. The fruit realizes about \$2500 on each carload.

A tract of land six miles square in the chaparral country between Fresno valley and Comanche, Calaveras county, was burned over last week. The fire lasted three days and did a great amount of damage, burning grain, feed and fences and several houses. The entire country turned out, men, women and children, and fought the flames.

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WYOMING. So many buffaloes are reported between Fort Fetterman and Fort McKinney and through the Little Big Horn valley as to

cause serious apprehension among the cattle men in regard to the grazing. The stamp mill has started at Cummins. Green River is having a building boom. Rock Springs is making brick by the wholesale for the Union Pacific.

Very rich rock has been discovered in the Golden Age mine at Jintown. Work on the Granger extension of the Union Pacific is pushed with vigor. A new mill for reducing ore owned by Jesse Davis, of Blair, Neb., is to be placed in the Cummins City mines.

Some very fine specimens of silver and copper-bearing ore have recently been brought to Cheyenne from the Atlantic Park. The stock shipments are now so rushing that the Union Pacific is sending out stock cars empty along the line in order to make time. Generally these cars are sent out from Omaha loaded.

At present there are seventeen crews running between Green River and Rawlins. On the first of October this force to be increased to twenty-two. The quantity of coal to be shipped from work was this winter will reach enormous figures. An exploring party is soon to leave Fort Steele to make a military survey of the country from Green River station down Green River to its junction with Snake River. It will consist of twenty men and a guide, and the object of the expedition is the practicability of government route from Green River station to the new Indian agency on Green River.

Joseph Durrinburger, Broadway, Buffalo was induced by his brother to try THOMAS' ELECTRIC OIL for a sprained ankle, and with half a dozen applications he was enabled to walk round again all right. aug 7-revill.

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M. R. RISDON, General Insurance Agent. PHOENIX ASSURANCE CO. of London, cash assets, \$5,107,127. WEST VIRGINIA FIRE, capital, 1,000,000. CALIFORNIA FIRE, Philadelphia, capital, 1,000,000. FIREMAN'S FUND, California, 500,000. NORTHWESTERN NATIONAL, capital, 1,000,000. BRITISH AMERICA ASSURANCE CO. 1,200,000. SEAWARD FIRE INS. CO., assets, 5,000,000. AMERICAN CENTRAL, assets, 500,000. Southeast Cor. of Fifteenth and Farnham Sts. OMAHA, NEB.

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O. H. BALLOU, DEALER IN LUMBER, LATH AND SHINGLES. Yard and office 15th and Cummins streets, Omaha 2 blocks north of St. Paul & Omaha depot. J. 12-adv.

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—OF THE— FINEST LAND

—IN— EASTERN NEBRASKA.

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—IN— Douglas, Sarpy and Washington COUNTIES.

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Including Elegant Residences, Business and Residence Lots, Cheap Houses and Lots, and a large number of Lots in most of the Additions of Omaha.

Also, Small Tracts of 5, 10 and 20 acre in and near the city. We have good opportunities for making loans, and in all cases personally examining the property, and every precaution to insure safety of money so invested.

BELOW we offer a small list of SPECIAL BARGAINS.

BOGGS & HILL, Real Estate Brokers, 1408 North Side of Farnham Street, Opp. Grand Central Hotel, OMAHA, NEB.

FOR SALE A beautiful residence lot California between 22nd and 23d streets, \$1600. BOGGS & HILL.

FOR SALE Very nice house and lot on 9th and Webster streets, with barn, coal house, well, cistern, shade and fruit trees, everything complete. A desirable piece of property, figures low. BOGGS & HILL.

FOR SALE Splendid business lots S. E. corner of 23rd and Cummins Avenue. BOGGS & HILL.

FOR SALE House and lot corner Chicago and 21st streets, \$5000. BOGGS & HILL.

FOR SALE Large house on Davenport street between 11th and 12th street, \$6000. BOGGS & HILL.

FOR SALE Two new houses on full lot in Kountze & Ruth's addition. This property will be sold very cheap. BOGGS & HILL.

FOR SALE A top-notch property. Enquire of Jas. Stephenson. 304-12.

FOR SALE Corner of two choice lots in Shin's Addition, request to at once submit best cash offer. BOGGS & HILL.

FOR SALE A good acreable residence property, \$4000. BOGGS & HILL.

A FINE RESIDENCE—Not in the market Over will sell for \$6,500. BOGGS &