

THE OMAHA BEE.

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E. ROSEWATER, EDITOR.

Thanksgiving Proclamation.
In furtherance of the custom of this people at the closing of each year, to engage upon a day set apart for that purpose in special festival of praise to the Giver of all Good, therefore, I, Chester A. Arthur, President of the United States, do hereby designate Thursday, the 29th day of November next, as a day of national thanksgiving...

BY BILLY MAHONNE says the readers just have been beaten by intimidation and fraud. So Billy is mad, because eulogized by his own game.

THERE was a Republican gain of 10,000 votes in Nebraska last Tuesday.—Chicago Herald.
Where did they gain them?

The crops in Nebraska this year, as shown by the United States statistical reporter, give the best of reasons for the tide of immigration into the State.

The City Council may take up from dusk to midnight in wrangling over some crosswalk or culvert, but it takes less than ten minutes to pass an ordinance that gives away miles of streets and alleys to a railroad.

The bogus Slade who has recently stirred the "spirits" of Omaha to their innermost depths has folded his tent and silently stolen away. In due time some other great medium will impose on the credulous.

The chief of police of Buffalo defines a suspicious person as "a man standing on the street corner with his hands in his pocket." There are a good many very suspicious persons in Omaha. They congregate chiefly near the corner of Fifteenth and Farman.

Civil service rule 8 has been amended so that political or religious affiliations are prohibited in making appointments in any department, postoffice or custom house. As amended the rule sounds well, but like all such rules, it is full of sound and fury signifying nothing.

OMAHA has a preferred candidate for the Presidency, and his name is George Crook. As yet nobody outside of Omaha has seen fit to consider his claims, but we should not be surprised if he was brought out in the no distant future as a "dark horse."

The extra session Legislature of Pennsylvania, it is grizzly suggested, ought to have been in session in the Madison capital building. The gas of such a body would have kept the roof from falling, probably, though the iron cylinders were not strong enough.

JAY GOULD paid \$21,500 taxes in New York, and W. H. Vanderbilt \$48,500. These figures indicate that Jay Gould can swear to an assessment but with his eyes closed while Vanderbilt with his fifty millions of untaxable government bonds chokes at a gnat and swallows a camel.

SEVERAL organs are new publishing tables giving the possible division of the electoral vote next year. Each of these wisecracks reserves a few States as "doubtful" just to bring the balance on the right side of their political ledger. Early chickens often succumb to the frost, and a perfect blizzard is liable to strike these little billings before they are ready for serving up.

THE subsidized railroad organ, with a Republican label, asks Anti-Monopoly Republicans to "reason together" about the relief which is promised at the hands of the Legislature that will convene at Lincoln in 1895. This is like handing a bill of fare to a hungry man, with the injunction that he should pick the dishes that will be served up to him within twelve months.

ADMIRAL NICHOLS, a sea lion unknown to fame outside of the "Navy Register," who is just now the Sheridan of the American navy, makes some timely suggestions in his annual report to the Secretary of the Navy. Our naval force at present consists of 6,640 enlisted men, exclusive of boys. At the close of the fiscal year 1,136 boys were in the service, 647 on the training ships and 489 on board recruiting vessels. It is recommended that the law be modified so as to authorize the enlistment of 1,000 boys annually. The admiral also sensibly remarks that he does not believe in shutting up navy-yards and ruining material—in other words, he does not think it wisdom to throw away a dollar in the effort to save a nickel.

ANOTHER ANACONDA.

The city council has granted the right of way through certain streets and alleys to the Omaha Belt Railroad. There is grave suspicion that this so-called belt railroad is a project concocted in Union Pacific headquarters to monopolize the thoroughfares through which other railroads that may be in rivalry with the Union Pacific and its branches, are obliged to pass.

When it is further borne in mind that the managers of the Belt road project already set up a claim in Court that the sidetracks laid down by the Union Pacific across Sixteenth street and through the alley that leads to the Woodman Oil Works is part of its main line, it is almost conclusive that this Belt road is only another Union Pacific anaconda around the body of Omaha.

When the Council was asked by the Woodman Company only a few months ago to grant the right to construct a side track from the Union Pacific shops to their works they were assured that this side track was never to be used for anything but switching cars loaded with oil products to and from the main line. How did this little switch become a main line of a railroad system that circles or rather proposes to girdle Omaha?

Either the ordinance that confers the right of way through this alley was fraudulently procured under false pretenses or the Council has knowingly betrayed their trust by playing into the hands of a set of impostors.

Whatever benefits Omaha may derive from a Belt railroad she cannot afford to allow her thoroughfares to be blocked against competing lines of railroad.

We have always contended that the streets of Omaha and every highway leading into this city should be accessible to all railroads that desire to compete for our traffic. When the U. P. sought to keep the B. & M. road from the river front we entered an earnest protest against it. Shall the anaconda railroad be allowed to obstruct the passage of other lines of railway into Omaha from the North and West? Will the men who have a vital interest in the future growth of Omaha remain silent when schemes are put through the Council that are designed to cripple this city and would leave it at the mercy of one great corporation?

But even if the Belt railroad was projected with no other design than to build up suburban homes for our people, the Council had no business to grant it a right of way through the streets and alleys without exacting some return for the taxpayers. The right of way to a street railroad is virtually a franchise and a franchise in a growing city like Omaha has a value that can hardly be computed. In other cities street railroad companies are compelled to pay large bonuses besides sharing part of their earnings with the municipalities.

In the City of Cleveland a horse car company that recently asked the right of way through Scoville avenue, one of the least travelled of Cleveland's thoroughfares, was compelled as a bonus to pave the whole avenue with granite. The company accepted this condition and the property owners on Scoville avenue have their pavement without paying out a dollar.

It strikes us the time has come for calling a halt to all grants to street railroads which do not insure to our citizens a share of the profits derived from such grants.

DAKOTA will not be the only Territory knocking for admission into the Union at the hands of Congress this winter. The Territory of Montana is getting ready to apply for the honors of Statehood. A Constitutional Convention is to meet in Helena in January next to draft a Constitution to be submitted to Congress, and a determined effort will be made at the coming session or the next to have the Territory admitted. Montana has made great strides in the past three years, owing to the construction and completion of the Northern Pacific Railway and the steady development of her mining resources. The census of 1880 gave the Territory 40,000 population, but that is, no doubt, more than doubled now. One town alone, Butte City, has over 20,000 people. The people are taking great interest in the coming convention, and the disposition is strong to have it composed solely of representatives men, elected without regard to party affiliations. Governor J. Schuyler Crosby has written a stirring letter to the Helena Herald, urging upon the people to send to the convention only such men as are capable of drafting a constitution free from political bias, and one that will meet the ready endorsement of a reviewing Congress. He urges that the constitution to be framed shall be for the benefit of the whole people, and to that end none but the wisest, strongest, purest and most patriotic men of all parties should be allowed to frame it.

Governor Crosby's advice is sound, but we fear the people of Montana will waste both time and money in Constitution making. This is no time for the admission of new States. A Democratic House and Republican Senate will never agree upon any bill that will increase the electoral vote on the eve of a Presidential election.

The Republicans of the Iowa Legislature have decided to drop prohibition and try high license. They say public sentiment is such that prohibition could not be enforced, while good high license laws bear good fruits. The Republicans of the Iowa legislature will exhibit good sense if they substitute high license for prohibition. The Kansas experiment ought to satisfy any rational mind that prohibition

does not prohibit where it is not sustained by public sentiment. On the contrary high license can be made effective as a check to the worst evils of the liquor traffic. It reduces the number of saloons and tends to confine the traffic among the more reputable class of dealers, and the revenue from high license compensates the community for the loss incurred through dramshops.

SHALL THEY DISBAND?

The Anti-Monopoly party was called into life last year to emphasize the protest of the producers of this State against corporate abuses. As far back as 1875 the people had adopted a constitution that expressly obligated the legislature to enact laws to prohibit extortion and discrimination by public carriers, but the mandate of the constitution remained and still continues a dead letter. Legislature after Legislature has met, and has adjourned without passing a railroad bill, and the feeble effort embodied in the much derided Doane tub law, afforded little or no relief to producer or shippers. Nearly every station and railroad town had become the centre of a traffic monopoly—in coal and grain and the favored few were growing rich at the expense of the despoiled and impoverished mass.

These grain and fuel monopolists became political factors whose influence made itself felt in every caucus and convention in conjunction with trained hirelings and cappers of the railroads. The immense Republican majorities made a nomination by that party equivalent to an election and the party machine being entirely in the hands of the railroad gang, only the object tools of monopoly were able to achieve political eminence. And when, perchance, a State convention did assemble that was not wholly under monopoly control, money, passes and patronage were freely used to buy up enough delegates to insure the nomination of the candidates that had been chosen by the railway managers for Congressional honors and State offices.

At last the Farmer's Alliance was organized and a concerted effort was made to put a stop to outrages and abuses that had made this State a mere province of Jay Gould. A sentiment of resistance to corporate tyranny and misrule was aroused among all classes and as a last resort the anti-Monopoly party was created to stem the tide and put a stop to legalized highway robbery and tax shirking. At the outset the demands of the anti-Monopolists were met with sneers and jeers. But when the campaign grew warm and it became manifest that the producers were in earnest the Republican leaders became alarmed and pledged themselves and their party to every just measure which anti-Monopolists were urging. They promised to enact laws to regulate railroad tolls, pledged the party to enforce an impartial assessment of corporate property, and promised they would forever stop the system of wholesale bribery by railroad passes.

How have these pledges been kept? How has the dominant party lived up to the promises made by its leaders? Texas, Georgia and even Kansas have limited the passenger rate to three cents a mile. Nebraska still pays four cents a mile because no law has been enacted to prohibit the extortion. Other States have enacted wholesome laws to prevent extortion by transportation monopolies. This State still remains a prey to their rapacity. Millions upon millions of railroad property goes untaxed in Nebraska, while the tax gatherers levies upon the bedstead the poor widow sleeps on, and the stove on which she prepares the scanty meal for her children.

In the face of these facts, the Anti-Monopolists are asked to disband. Profuse promises are made by railroad organs of relief through the next legislature. They are politely invited to reason together and draft bills which they wish to become laws in the year of our Lord 1885.

This is decidedly refreshing. Are the Anti-Monopolists who braved the taunts and threats of the subsidized press, willing to surrender all they have fought for during the past two years, on the empty promise of redress twenty months hence? Will they disband now and beg pardon for having rebelled against wrong and robbery?

AFTER citing the fact that Congress will when it convenes find a surplus of \$130,000,000 in the treasury, the New York Star tells the Democratic House to reduce expenses, put its foot on all subsidy schemes, vote not a dollar which is not absolutely required, or fully justified; "let the people spend their own money and adopt a policy which will make it possible for them to earn money to spend."

The order was passed along the line of the U. P. road on last Monday evening that all section bosses must vote for Sam Savidge for District Judge or take "their time," and the returns show that all railroad employes in this county voted as directed by their overseers. "This is a free country," it is said by many, yet we can see but little difference between bull-dozing black slaves in South Carolina or white slaves in Nebraska.—[Carney Press.

But the railroads have gone out of politics, haven't they? THE United States grand jury has been charged to investigate the Stinking Water claim jumpers. We must confess we have no faith in our United States grand juries. They have pretended to investigate a good many frauds within the past ten years, and in every instance where prominent public men were involved they have simply whitewashed the rogues. EVIDENCE that the Dem-Anti-mono-

evening sheet of Omaha is without a particle of influence was most forcibly demonstrated in the late election.—[Republican.

Fifteen hundred and thirty-two majority for Savage in Douglas county, where the monopolist-Republican claims to have some influence and where Boss Stout paid \$500 into the Republican county campaign fund.

they Were Divorced.

INDIANAPOLIS, Ind.—The Sentinel says: A Kentuckian writes of how he passed from misery to happiness. "We'd been together eleven years, and we never were what you may call congenial. I mean rheumatism and myself. Finally it got to be altogether too lively for yours truly, and I just invoked the power of St. Jacobs Oil. That's how me and my pain came to be divorced."

CHANGES OF A CENTURY.

Some of the Remarkable Events Which Have Transpired During a Single Lifetime.

London Times.

It is inevitable, says The London Times, that the first thought of anyone who sees or speaks with Sir Moses Montefiore should be the thought of his immense age. Even now, though human life seems to be really lengthening, centuries are rare enough to make them interesting—we extend the term, perhaps hardly legitimately, to Sir Moses Montefiore, who is 90—but when a man in a prominent position lives to that age, the thought of what he has seen and done, of the changes through which the world has passed during his time, becomes overpowering. Sir Moses has seen the great work of his life crowned with success in very many countries, and this thought, no doubt, is that on which he and his Jewish friends will dwell with the greatest satisfaction to-morrow. But outside observers will reflect with almost greater interest on the men that he has seen in his long life of his, on the epochs through which he has passed, and on the contrasts which the world of to-day presents to the world in which Sir Moses Montefiore spent his youth. Born in 1784, he may possibly remember the taking of the Bastille, and he will certainly recollect the execution of Louis XVI, and the fall of Robespierre. He can probably recall the sensation caused by such of Nelson's victories, and will remember accurately the feelings awakened in England by the events of the Peninsula war. When the news of Waterloo came to his brother-in-law, Mr. N. M. Rothschild, Montefiore, who was with him in business probably shared with him the advantages to be gained from the exclusive property of the great extent of their own affairs, and had arrived at full age when Queen Victoria ascended the throne. Yet it is since that date that he has done the greater part of the work by which he is known throughout the world—the work of practically helping his suffering brethren wherever they were to be found. His journeys to Palestine began in 1827, and they only ended in 1875, when he was past 90 years of age. He visited the Sultan in 1840, the Czar in 1849, and Cardinal Antonelli, to try and rescue the boy Mertara, in 1858. No journey has been too long or too difficult and no work too tedious or him, if help could be gained for those who sorely needed it. Nor has his help been confined to those of his own race and religion. We call to mind some curious stories of the aid he has given to persons who had no claim upon him except the claim of distress, and we quote the letter which he wrote to this journal in 1760 and which had so much effect in stimulating public sympathy for the unfortunate Christians of the Lebanon. The clerical and other speakers in the meeting at Ramsgate yesterday, had good reason to speak of his universal benevolence.

The Montefiores are, as their name implies, Italian Jews, though there is a difficulty in deciding when and where they are settled about the little town on the eastern slopes of the Apennines which bears that name in ancient countries the Jews have had different modes of choosing surnames; in England they are mostly called by Old Testament names, possibly somewhat altered.—Levi, Lewis, Abrahams, Moss; in Germany and in some other countries they take the names of towns and call themselves Erlanger, Breustauer, Oppenheim. A fortunate chance came to the ancestors in the venerable philanthropist the name of the little town near the Adriatic; but they are first heard of as settled at Leghorn, where the Jews number no less than 7,000 at the present time. The grandfather of Sir Moses, Moses Vita Montefiore, settled in England 130 years ago, as a merchant trading with Italy. One of his many sons married Rachel Mocatta, one of the family of Spanish Jews whose name is still a well known in London; and the first child of this marriage was Moses, born at Leghorn in 1784, on the 24th of October, corresponding in that year to the 8th of the Hebrew month Clevan, which falls somewhat later in the present year. It is well known that the Jewish trading community is headed by a kind of close corporation of great financiers, who are closely connected with one another by marriage; and of this aristocracy, if such it may be called, the Montefiores are leading members. Sir Moses is half Montefiore and half Mocatta; he married Miss Judith Cohen, whose sister married the founder of the English house of Rothschild. These four names are, with one or two more, co-extensive with the inner circle of English Jews. Many of those who bear one or other of the names have gone much more deeply into finance than Sir Moses, and have consequently left themselves neither the heart nor the time to do the good that he has done. He left the stock exchange early and entered into other and less exciting kinds of business. He helped to found the Alliance Insurance office, the Imperial Continental Gas association, and the Provincial Bank of Ireland. But, though he did not cease his connection with business, he was never absorbed in it.

We have already said that his passion—a devotion to his race led him to visit Palestine in 1827, and we give in another column, from Mrs. Montefiore's diary, an account of the difficulties through which they had to pass—difficulties more like those which would now attend a journey to Bokhara or Yunnan than those which we associate with a trip to Jerusalem. But what distinguishes the work of Sir Moses Montefiore from that of any other philanthropist is the success with which he has pleaded the cause of the Jews in the quarters to which, under ordinary circumstances, their cry could not have reached. In 1840 he extracted from the sultan a firmán, which has been of real service, many times over, in the case of the Jews of the Turkish empire. He got something more than civil speech from the Emperor Nicholas, and in 1872, in a second visit to Russia, he was

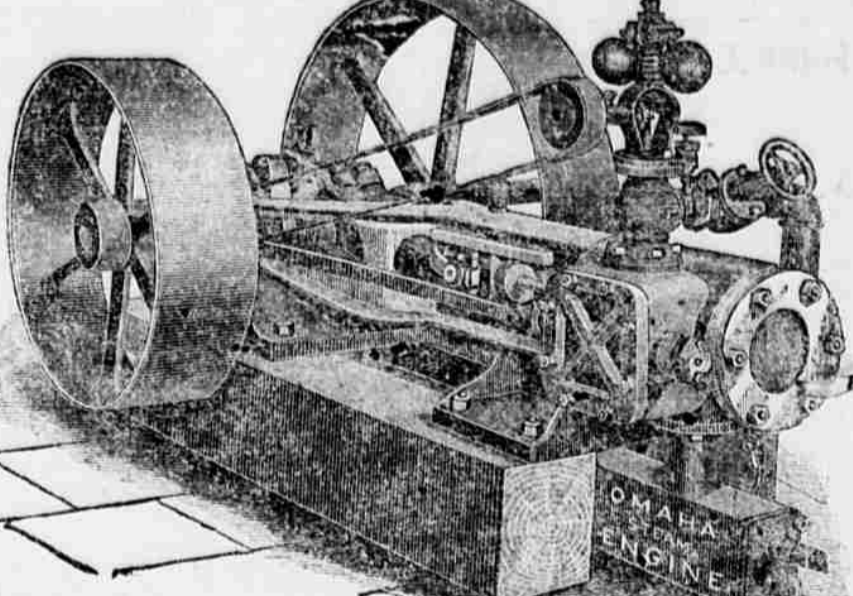
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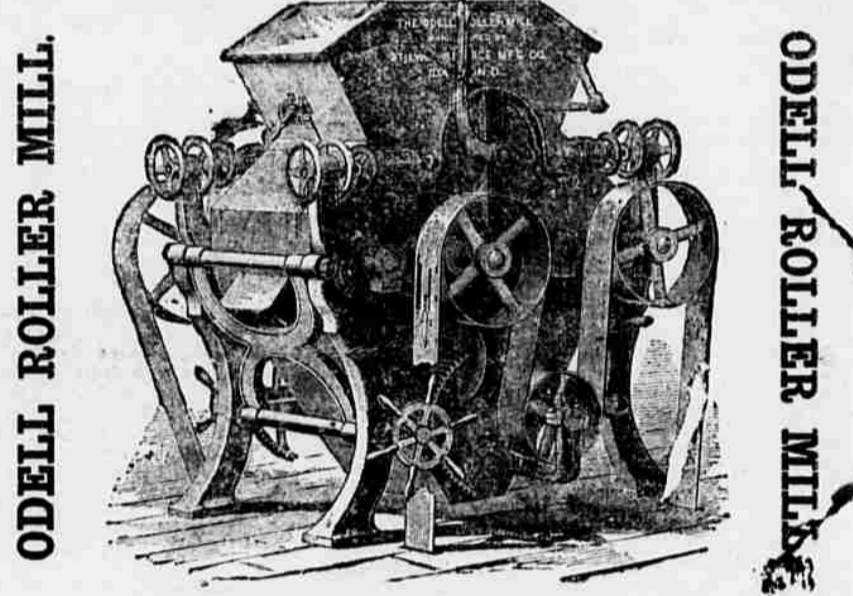
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