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THE BEE PUBLISHING CO., PROPS.
 E. ROSEWATER, Editor.

Roscoe Conkling is reported to have lost a big bundle of money in Northern Pacific stocks. He will probably get even on Union Pacific, now that he has been engaged as general counsellor of that road.

One of the most important committees of the board of trade is that on meteorology. Had that committee been overlooked an indignation meeting would have been held. What Messrs. Gibson, Goodman and Ames don't know about meteorology is not worth knowing.

A CONTRACT made on Sunday has been declared valid by the supreme court of Illinois. There seems to be no good reason why a contract made on that day should not be carried out in good faith. The Illinois decision ought to prevail in every state in the Union.

Several sympathetic newspapers are offering positions to Mr. Willard, whose reputation as a correspondent is not forgotten. There is nothing like having an honest profession to fall back on in time of need. Willard ought to make a very expert railroad reporter.

Did anybody ever hear of the Union Pacific being satisfied with anything?—Yes, they were so well satisfied with Brooks that they refused to appoint Rosewater editor-in-chief of the *Republican*.

But even Brooks did not satisfy the capacious and capricious wants of the Union Pacific, and he was accordingly choked off.

A COUPLE who were about to be divorced in a Chicago court were so affected by witnessing the marriage of another couple by the judge of the court that they concluded to kiss and make up and drop the divorce proceedings. This plan might work equally well in other cases, and Chicago is the best place in the world for its adoption. It needs some antidote to divorce.

CONGRESSMAN FINERTY is a rose twister as well as a tail twister. A South Carolina congressman was overheard to remark to a friend, as Finerty passed, "There's the great tail twister of the British lion." Finerty turned around and replied, "I can twist the nose of a man like you much more readily than the tail of the British lion." Finerty looked as if he meant business, but the South Carolinian retreated rather than let the stalwart Irish-American congressman experiment on his nose.

HEWITT'S boomerang resolution is now the political sensation of the hour. Mr. Hewitt would have acted wisely had he remained on the shore of the Red sea and listened to what the wild waves were saying until after the O'Donnell execution. The British minister at Washington says that Mr. Hewitt will not deny that he came to him and said what he has been charged with. This confirmation of the published charges against Hewitt puts him in a very bad light. His action has surprised everybody, for he was considered too shrewd a man to lay himself open to censure by playing a double game which was sure to be discovered. It seems to be the prevailing impression that he cannot satisfactorily explain away his conduct in regard to the O'Donnell resolution.

A PROSPEROUS TERRITORY.
 Montana is ambitious to become a state. Her constitutional convention, now in session at Helena, will frame a constitution to be submitted to the people next fall. If it is accepted she will apply to the next congress for admission to the Union under this constitution. It is claimed that Montana is ready to receive the honors of statehood. She is entirely out of debt, and is said to have a population of 100,000—a growth of over 60,000 during the last four years, and every prospect indicates a flood of immigration during the next few years. There is no other state or territory which contains such vast and diversified interests. The territory includes 95,000,000 acres of land, of which 20,000,000 can be cultivated, 34,000,000 are grazing lands, 12,000,000 timber, 5,000,000 acres contain gold, silver, copper, iron and lead, and 22,000,000 are mountains and timber. The annual products of Montana, when fully developed, ought to yield: Gold and silver, \$25,000,000; grazing lands, \$25,000,000; agriculture lands, \$25,000,000; timber, coal, iron, lead, zinc, salt, fish and furs, \$25,000,000; horses, sheep and wool, \$15,000,000. The yield of gold and silver for 1883 was about \$15,000,000 and since 1863 Montana has produced over \$200,000,000 in precious metals. Of the resources of Montana, her mines would rank first; next would come the live stock interests, and then agricultural, none of which have more than begun to be developed.

The public discussion of schemes of public improvement is always in order. During the past two years the question of paving has been pretty thoroughly discussed in Omaha. This paper has certainly done as much as any other medium toward bringing the public to a thorough understanding of the interests involved and the merits of various materials. We have gone further than all that, and fought out to a successful issue in the courts the right of the property owners to direct what material they desire to use for paving the streets adjacent to their property. The outcome of all the agitation over paving has been the selection of the two best materials known for paving purposes, namely, stone blocks of granite formation, and sheet asphalt laid on a concrete base. During the past year over two miles and a half of these pavements have been laid down, and they are undergoing the test which alone can demonstrate their adaptability to our soil and climate. It is admitted at the outset that asphalt, owing to its smoothness, cannot compete with granite or stone block on streets with a heavy incline. It is also claimed, and perhaps with good reason, that stone blocks are more durable for streets exclusively devoted to heavy traffic. On the other hand the asphalt pavement excels all others for easy travel, cleanliness and noiselessness. It has been given preference in leading cities in Europe and America for light traffic thorough fares that are nearly level. The only question is whether asphalt will stand the test of our variable climates with its severe winters and hot summers. So far as heat is concerned there can be no doubt. It has successfully stood the test of heat in Washington for years, and it certainly will stand that test in Omaha. We have just gone through a spell of cold weather that has had no parallel within the memory of the oldest inhabitant. The worst that could be expected from extreme cold is already visible. The cracks in the asphalt pavement are the result of contraction. If they do not reach below the concrete they are harmless. The expansion in warm weather will close them, and so far as travel is concerned they do not afford the slightest obstruction. If the cracks reach below the concrete base, water is liable to work through in the spring, and breaks and depressions will soon follow. In that case the contractors will be compelled to repair the breaks. If the thermometer does not go down to thirty degrees below zero again, they may not be required to repair any such breaks for some years to come. If the same result should happen every year the asphalt pavement may require considerable repairing to keep it in perfect order. Those who desire smooth, elastic and noiseless pavement say they are willing to pay for such repairs for the pleasure and comfort which such a pavement affords. The only drawback we can see to this is that the pavement is a process which necessitates more or less of monopoly. It should be borne in mind, however, that there is as much difference in asphalt pavements as there is between the different varieties of stone pavements, from limestone to granite. First and foremost the pavement should be laid during favorable seasons, when the ground is not saturated by heavy rains nor hardened by frost. Last year there was great delay in letting the contracts, owing to the sandstone fight and the obstinacy of the council.

As a consequence, the material destined for Omaha was not shipped until very late, because the contractor did not dare to run the risk of having it on his hands. Several blocks were laid late in the fall in spite of the unfavorable conditions because the property owners clamored to have the work finished, and the contractor accordingly rushed it through. This may account for some slippish work, but it does not show asphalt to be a failure. The same conditions would cause breaks and depressions in granite pavement. In the spring, during the season of heavy rains, there were several bad breaks on Tenth street, which had to be relaid, and the same trouble occurred late in the fall in the alleys. The advantage of stone block in this respect is that it can be relaid by anybody, but the first cost of the two materials must be taken into account. This a candid and plain statement of the facts as they now exist. The power to name the material rests with the property owners, and where the council and board of public works ignore the clearly expressed wish of a majority of property owners, the courts will afford the proper remedy at very little expense. Ample opportunity has been given for petitions naming the paving material. The only blame upon the council is that it has given notice to property owners, in a sheet that few property owners ever see, and which the great majority of them have never seen or heard of. Barring this omission the council very properly is expediting the scheme of public improvement for this year by letting the contracts during the winter. This will enable the contractors to order the material in time to begin paving early in the spring. With these facts before them sensible men, who as tax payers have an interest in paving, will have no difficulty in understanding their rights in the premises. As to the slysters and blather-skites who are circulating all sorts of rumors and cock and bull stories about alleged bribery and conspiracies, the public can judge for themselves. Were we disposed to enter into a personal fight we would show that the prime object, on the one hand, is blackmail, and on the other, notoriety. Give the calf rope enough

will serve to break up the tribal relations, and make each family dependent upon its own efforts for support. It will make each Indian responsible for his individual acts. There is now before congress a treaty with the Sioux for a reduction of their vast reservation so that a great portion of it can be thrown open for settlement, and every effort is being made by the people of Dakota to have it ratified. If the treaty is ratified, and a bill for the allotment of Indian lands in severality is passed, the Sioux Indians under the provisions of the bill would each have as much land as a white man can obtain from the government. The plan of division, according to Senator Coke's bill, will be as follows: To each head of a family, one-quarter of a section; to each orphan under 18 years of age, one-eighth of a section, and to each person under 18 years, one-sixteenth of a section. Where there is not sufficient land to be divided as above, then the reservation shall be allotted pro rata. Where the lands on any reservation are mainly valuable for grazing purposes, an additional allotment shall be made, and any two or more Indians who shall agree to use their lands in common may do so. It is believed by those who have studied the Indian problem that the abolition of the reservation system, and the substitution of the allotment in severality, accompanied with government aid for a reasonable period of time, will do more towards civilizing the wards of the nation than anything that has yet been proposed.

WITTELAU KRID, who is an aspirant to the United States senate, has given some advice to the republicans in the New York legislature as to the course they should follow to make a record that will carry that state next fall for the republican presidential ticket. Mr. Reid says: "A short, wholesome, fruitful session, full of good works for the people and the despair of the lobby, will prove a weighty campaign document. He serves his party best who serves the people best." The advice is good, but it comes from a poor source. The New York *Star* pointedly asks:

"Can this Mr. Reid, who hopes to disconcert the wicked lobbyist and monopolists, be the same Editor Reid whose *Tribune* has not yet heard of the Huntington-Coleman resignation? So quiet and unobtrusive an editor should not be sent to congress. He could never resist the wiles of the bunco men and other plausible deceivers who lurk around the capitol, laying snares for gentle idealists of his kind."

ALTHOUGH elected senator it seems that Payne did not succeed in quelling the troubled waters of Ohio by his liberal pouring out of Standard oil upon the waves, which are yet rolling high.

Barking for a Dying Cause.
 Hubbell Register.
 Some of the state monopoly papers who are envious of the success of THE OMAHA BEE, are barking long and loud. The great thunderers have set the example and the feeble political prophets are following. Go on gentlemen, you have but a few short years more to defend your cause. THE BEE will continue to be, as it now is, the best newsy paper in the state.

THE PRESS GANG.
 The Liberty Journal rebels against the dyspeptic condition of its patent industry, and threatens to patronize home industry. Isaac Leiby, late deputy county clerk of Adams county, has taken charge of the local columns of The Hastings Gazette Journal.

The Liberty Journal is blooming again. Prof. James has retired to make room for Mr. Leiby, who returns to his first love.

The Q. is the novel and curious title of a paper recently started at Shubert, Neb. It evidently takes its Q from the Burlington.

It is confidentially whispered up in Bert county that the editor of the Oakland Independent was knocked out by an abused subscriber a week or ten days ago, for starting up a discussion on the greenback theory.

The Schuyler Sun was transferred last week to Mac, the editor of the Flatmouth. Mac will be remembered here for some time as one of the ad interims of The Republicans, who was mistaken by his countrymen for an Irish reformer, and narrowly escaped a dose of shoe leather.

The Grand Island Independent is canvassing the city for the necessary inducement to launch out daily. Unless enough subscriptions are received to warrant the publication of a paper worthy of the name, the project will be abandoned. Grand Island is certainly a promising place for a newspaper, and population to support a daily paper.

The mammoth consolidated Crete Globe was ushered into life amid a confusion of materials and tall casing. It seems one of the many supposed partners in the new concern kicked against the scheme and compelled the consolidators to cash up his interest in the Crete Globe. The Globe is threatened with early disaster from a surplus of major-general with few privates.

A company has been organized at Chyenne for the purpose of publishing a daily paper to be called The Central. The principal subscribers to the \$10,000 capital. The concern starts with solid financial backing and will flourish in the journalistic dry bones of the Magic City. A bar'l is a necessary adjunct to a well regulated democratic paper, and with like in the concern the boys can have one on tap at all times.

The Beatrice Express will soon blossom out as a daily. Beatrice cannot afford to lag behind other cities of equal size, and will doubtless support a pretty good daily. Steam power and a cylinder press has been added to the Express office preparatory to the new departure. A youthful scribbler who labored painfully in the sea of Omaha journalism a few weeks ago, will dish up the local news, if he can be persuaded to keep his hands out of his pockets and have some style about him.

The policy of seeking to appease among the publishers, especially where the rivalry of papers brought poor gro and poorer pockets. The publisher of Bloomington Guard, Exeter Eastern and Republican Valley Echo, have formed a tripartite, by which they propose to charge full rates for legal advertisements and divide the spoils at the end of the year. The rates for job work are also scheduled. The tripartites have discovered that working for glory will not pay the rent.

The editor of The Republican Valley Echo notes the decadence of editorial honors. In the days of our dad the editor was looked up to, but in these modern days wails The Echo, a free press is the symbol of a deadhead. He has done \$100 worth of advertising for a railroad, took \$25 worth of rides and was looked upon as a deadhead. He puffed the church festival \$10 worth and was begrudged the center. He heralded the coming show \$7 worth, and passed. When his partner held both horses and the ace he didn't order him up but passed. He is consoled, however, with the belief that he will pass rarely gets enured in the game of life and slips through the pearly gates with his pastboard unquestioned.

The Standard, the organ of the democracy

of Valley county, unveiled its coils, at Ord on January 1st. Its motto is quaint, "aphis and Jacksonian from bottom up"—"A money trade the devil's." It is not likely that the Standard in its present condition will attract the attention of Old Harry, but freemas' sponging of the rollers might enable it to see an early day to raise the portals of the inferno. "We have no excuse to offer for our appearance," says the new exponent of horribleness, "and no apology for our principles. We come to supply the wants of the party in Central Nebraska, for a live, wide-awake paper; and if we succeed the blessed assurance of every laborer for the right, is all the reward we claim. If we fail, we go down with the assurance that 'truth crushed to earth will rise again. The eternal years of God are hers.'"

THE WAY 'TIS DONE.
 Some Features of Freight Charges.
 To the Editor of THE BEE.
 ST. EDWARDS, BOONH COUNTY, NEB., January 10, 1884.—The Omaha Republican says in a late issue, "Let us have facts about this railroad issue," meaning that if the railroads have overcharged anyone they would be glad to hear of it. Well, I think the people of this county can bear evidence of their extortion. In the first place they charge us for hauling our grain from here to Omaha, a distance of 130 miles, 18 cents per hundred, which is about 11 cents per bushel for our corn, or \$55 per car, which is a direct steal of at least \$30 on every car we sell. Yes, sir; we are robbed in every conceivable manner. I will give an instance. Mr. Bristol, a farmer, wanted to ship a car of oats to Denver. The agent took down his printed schedule of rates and found that the rate was \$3 cents per bushel for grain. Well, he shipped, and when the freight was paid at Denver, they raised it to 65 cents per hundred, or about 22 cents per bushel, or \$176 for a car of 800 bushels. Now, is this not robbery by wholesale? It certainly is a direct steal of \$110 on a single car from here to Denver. Is it any wonder the people are kicking? But I am happy to say that the clouds are breaking away, and I can see the dawn of a brighter day. The people are waking up to a sense of duty, and the rings both great and small are becoming somewhat "warped." This county is republican by 600 majority on straight republican principles. But the opponents of railroad extortion and ring rule united on a people's ticket and elected all except school superintendent by from 6 to 550 majority. The way the cappers work is like this: They put up some capper like Thompson—who excels in nothing but "monkeying" with his neighbor's wife—and brand him republican, and then with a flourish of trumpets call on the faithful to "vote the way you shot." There was a time when it appeared to our loyalty. But to-day it excites only our derision and contempt. It would be impossible for this railroad robbery to exist but for the unbridled press of both parties, of which Doc Miller and Fred Nye are among the conspicuous. Yes, sir; if Fred wants the opinion of the people, and especially of him, he shall have it, and it is this: that we believe that every bite of bread and butter which enters his foul mouth, is simply the earning of bribery and corruption too vile to name. But let THE BEE go on with the good work, so that in the near future we can say, "Well done, good and faithful servant, thou hast been ruler over few things, we now make thee ruler over many." ALPHA.

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DURHAM BULL
 Durham is historic. It was neutral ground during the war between Sherman and Johnston. Soldiers of both armies filled their pouches with the tobacco smoked there, and, after the surrender, marched home with it. Soon orders came from East, West, North and South, for "more of that elegant tobacco." Then, an iron ran an unknown factory. Now it employs 800 men, uses the same and makes the Golden Bell and the Durham Bull the trade-mark of this, the best tobacco in the world. Blackwell's Bull Durham Smokers' Tobacco has the largest sale of any smoking tobacco in the world. Why? Simply because it's the best. All dealers have it. Trade-mark of the Bull.

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