

THE OMAHA BEE.

Published every morning, except Sunday... Rates for advertising... THE BEE PUBLISHING CO., PROPS. E. ROSEWATER, Editor.

THE NEW BANK.

For something like ten years Mr. Edward Rosewater has been engaged in publishing a newspaper in this city. For a much longer time Mr. Ezra Millard has been a banker of acknowledged shrewdness, capacity and judgment.

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capital of Omaha is over \$900,000 more than that of St. Joseph. Omaha has as many national banks as Des Moines, and about the same number of private banks, with more than \$100,000 of banking capital in excess of Des Moines.

DER STRUGGLE.

der struggle he was sometimes compelled to play the imposter on the ground that the end justified the means. In his premature effort to wipe out slavery he had to become an assassin and that made him a hero and a martyr.

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For levying taxes the Omaha council takes the cake. THERE is one thing that water-gas excels in, and that is in propelling balloons.

THE republicans of Iowa will hold their state convention to elect delegates to the national convention on the 7th of May. NO NEW telegraph company was organized yesterday.

Mr. KEYSER still has the floor, notwithstanding the Republican says he "rose but did not say very much while he stood." FREDDIE GEBBERT paid \$12,000 for a colt the other day.

JAMES NUTT, who was declared emotionally insane on Monday by a Pennsylvania jury, has fully recovered, and is now as sane as any member of the jury. THE Maine republican convention to nominate a candidate for governor and elect delegates at large to the national convention will be held at Augusta, April 29th.

It is now definitely settled that Abe Hewitt will not attend the reception to be given next week by Hon. Lionel Cornwallis Sackville West, minister of her Britannia cmsgesty. VENDOR has provided us with a February weather program me, but his January guesses have shot so far from the mark that our confidence in Vendor is weakened and all bets are declared off.

GOVERNOR SHERMAN, of Iowa, wants the women of Iowa to vote. If Governor Sherman had lived in Utah and Wyoming a few years he would probably revise his opinion of purifying politics through woman suffrage. NO OFFENSE is taken when THE BEE mentions a councilman as being connected with a job or a steal, but when it charges that he was a stockholder in the defunct Omaha Union, it becomes a serious matter, and is considered ground for a libel suit.

A GREAT deal of inquiry is now being made concerning the presidential preferences of prominent persons. But few persons of prominence are willing to divulge their presidential preferences. Most of them are on the fence ready to jump off on the side of the winning man. We are horrified to learn that a member of the council threatens a libel suit against this paper because we connected his name with the ownership of stock in a newspaper abortion, which was made the official organ. We don't blame the gentleman a bit.

EVERY time a man gains notoriety by committing some terrible crime, whether justifiable or not, the museum man is promptly on hand with an offer. Sergeant Mason is now on exhibition in a Philadelphia museum, and James Nutt had hardly been acquitted before he received an offer to put himself on exhibition. THE grammatical dude of the Republican tells us that the newspapers of Omaha, ten years ago, were "amplly adequate." If the redundant verbiage, who prides himself so much upon his grammar, would lay aside his syntax and pick up his dictionary, he would make himself more intelligible and less ridiculous.

HE picked up all he knows in some little country grammar school. Grammar will be the death of him some day. Poor thing, he needs milk. THE consumers of gas in Omaha should carefully read the article on high gas bills which is reproduced in our local columns from the New York Evening Post.

They find in that article a solution of the mystery of how gas bills have lately been swelling in size although the consumption has not been increased and the rates are lower. Before this article reached Omaha the editor of THE BEE expressed to Mr. Falconer almost the identical views presented by the Evening Post regarding the effect of water gas upon meters and burners.

Water gas being so much lighter than coal gas, it naturally follows that the burners, which are adapted to coal gas, are altogether too large for water gas, the pressure from the latter being so much greater. A reduction in the size of the burners will doubtless result in a reduction of the gas bills without decreasing the power of the light. It is not to the interest of the gas companies to instruct their patrons how to reduce their bills, and Omaha is no exception to the rule.

There is no bank in this city to-day with a capital of over \$250,000 and in the past ten years, during which every other interest has doubled or tripled, the business of banking has by no means increased proportionately—that is to say, while the volume of business has undoubtedly increased, the number of banks has not kept pace. Notwithstanding the universal depression in business circles we have banks in Omaha for whose stock has been offered \$2.10 on the dollar, and the holders have refused to sell. This seems to demonstrate the ability of the city to support another bank, such as Mr. Ezra Millard purposes to start.—Republican.

There are none so blind as those who will not see. The Republican persists in throwing personalities into a question purely financial and economic, and we are compelled to meet the issue as it is forced upon us. When Edward Rosewater embarked in journalism, he had ample means for publishing a small afternoon daily, and if the concern had not been destroyed by fire during the first year he would have met with no embarrassment. His capacity, measured by the amateur standard, may have been very small, but the success he has achieved shows that thirteen years experience in the school of practical telegraphy, coupled with reportorial work for Chicago, St. Louis and New York dailies, gave him a better education for journalism than can be obtained by four or five years attendance in a third-rate country academy.

When THE BEE was started there was no afternoon paper in Omaha, and the blanket morning dailies did not fill the public want. Eight afternoon ventures have been started since THE BEE has occupied the field, and every one has failed. The editor of the Republican came from Fremont with ample capital to rival THE BEE, but he found no patronage for his afternoon sheet, which he soon laid away in the journalistic graveyard. There is no more need of another bank in Omaha at the present time than there is of another daily paper, or another opera house. It is true that \$250,000 is the highest capital of any Omaha bank, but it is notorious that at least two of our banks have available capital ranging from \$500,000 to \$1,000,000. The reason why the capital stock has been kept low is to avoid taxation, but the capital is there and always will be. It is not true that the number of banks has not kept pace with the growth of Omaha. Within less than two years we have added the Nebraska National, the Savings bank, and two private banks, besides a loan and trust company, which does a large business. These banks, together with the old established concerns, certainly afford all the facilities for banking which Omaha will need for the next ten years, no matter how much she grows. The public interest is subserved by solid and prosperous institutions rather than by a large number of poorly patronized banks.

Right here let us state that our views on the propriety of establishing another bank in Omaha have not been inspired or suggested by bankers or other interested parties. Our conclusions are such as would be reached by any practical business man who has given the subject due consideration. Since our expression upon this matter has called forth some discussion we have taken pains to ascertain the relative standing of Omaha and other cities in the banking business. By reference to the bank directories it will be found that the capital and surplus of the five national banks of Omaha aggregate \$1,341,500. It is fair to estimate the aggregate capital of our three private banks at \$75,000. That would make the aggregate banking capital of Omaha, \$1,416,500. The city of St. Joseph, Missouri, with a population of very nearly the same as Omaha and a very heavy jobbing business, supports two national banks with an aggregate capital and surplus of \$200,000, and three incorporated banks with an aggregate capital of \$300,360, making the total banking capital for St. Joseph, \$500,360. Des Moines, the largest and wealthiest city of Iowa, is a great money center. That city has five national banks with an aggregate capital of \$1,085,000. Her four private banks, added to the national banks, swell the total banking capital of Des Moines to \$1,385,000. The city of Denver has at least 15,000 more population than Omaha, and in point of wealth is far ahead of this city. Denver has five national banks, with an aggregate capital of \$1,440,000, and two state banks with \$177,000, making a total of \$1,617,000 banking capital. Kansas City has a population of over 30,000 more than Omaha, and her commercial transactions more than triple those of Omaha. That city has two national banks with aggregate capital of \$765,000, and five state and private banks, with an aggregate capital of \$2,131,000, making the total capital of Kansas City banks \$2,896,000. And now let us look at Chicago, the second commercial metropolis in America, and the greatest grain and cattle market in the world, with a population more than twelve times that of Omaha. Chicago with all her wealth and population has only thirteen national banks and fifteen state and private banking houses. The thirteen national banks of Chicago have a capital of \$14,382,000, and the private banking capital is not made public. Summarized, the above shows the following facts: There are three more banks in Omaha than there are in St. Joseph, and the banking

capital of Omaha is over \$900,000 more than that of St. Joseph. Omaha has as many national banks as Des Moines, and about the same number of private banks, with more than \$100,000 of banking capital in excess of Des Moines. Omaha has the same number of national banks as Denver, and one more private bank, but Denver has nearly \$200,000 more banking capital. This is not at all surprising as Denver is a much larger and wealthier city. Omaha has three more national banks than Kansas City, and the whole number of banks in Kansas City is no greater than the number in Omaha, although her banking capital is about \$1,600,000 larger than that of Omaha. In Chicago there is one national bank to every 50,000 people. In Omaha there is one to every 10,000. No other comparison can be made between Omaha and Chicago as there is no comparison between the commerce of the two cities. It is safe to say that Chicago does more business in one day than Omaha does in a whole year, and yet Omaha is a very prosperous and growing city, and will compare favorably with any other city of equal population. With all these facts before us, will any intelligent person contend that Omaha needs another bank.

KEYSER'S CONUNDRUMS. About three weeks ago a communication signed "Oscar Keyser," was received from Bellevue, Nebraska. Mr. Keyser addressed some very pointed and pertinent questions to the Omaha Organ of the Union Pacific, and they were published in THE BEE without comment. Now, it happens that the party who had written this communication signed the name of Oscar Keyser without authority. Mr. Keyser, fearing the wrath of the railroad bosses, has come forward to deny that he had written the article in question, to the great delight and relief of the brass-collared gentry. No sooner had Keyser denied the paternity of those naughty conundrums than the Lincoln Journal, which always yelps and barks loudest in the monopoly kennel, set up a howl over the so-called forgery, and Keyser's conundrums are pronounced "more than usually idiotic." The Omaha Republican promptly takes up the refrain as follows: "Oscar Keyser rose but did not say very much while he stood. He sought to have instituted a little investigation, especially so when THE BEE seemed so slightly concerned over the forgery of the gentleman's name, and the deception practiced upon itself."

Mr. Oscar Keyser need not be ashamed of having his name appended to the article which is pronounced so unusually idiotic. The author, whoever he may be, is neither a fool nor an idiot, and may be pardoned for the imposition and so-called forgery. For the benefit of the Siamese twins, the Republican and Journal, we herewith reproduce Keyser's conundrums and ask them to point out wherein they are "more than usually idiotic."

1. Why can a merchant secure a carload of freight cheaper from Baltimore, Maryland, to Omaha, than from Omaha to Sidney, in this state? 2. Why is it that merchants of Papillion and Springfield can haul their freight cheaper by wagon than by the Union Pacific and Missouri Pacific railroads? 3. What is the reason the Burlington & Missouri will not receive freight for intermediate stations along its line when shipped by way of the Missouri Pacific to Louisville? 4. Why is it some grain dealers can obtain a rate one-third off when others have to pay the fixed price? 5. Why is it they withhold amounts due the various road districts, and place it in the hands of men who thus get fat, on this new method of working out railroad road-tax? 6. What is the reason the last legislature didn't take up this railroad question and handle it for the benefit of the people? 7. Why do congressmen, judges, editors and members of the legislature ride on annuals? 8. Can you inform the people of Nebraska why it is there is not one cent of taxes collected on over 400 miles of sidetrack in this state? 9. Do you know why it costs more to send a bushel of corn from Albion, Boone county, to Omaha, about 150 miles, than it does from Omaha to Chicago, nearly 600 miles? 10. Why is it the railroads run the politics of the western counties through which their road passes? 11. Why was it they discharged a number of their conductors and left a foul odor around their names, then to turn around and make the biggest thief among them a railroad superintendent? 12. Why is it they control state conventions by the aid of their henchmen, to allow John M. Thurston and Chas. J. Greene to assume who shall be the successful men.

SOMEbody by the name of Dobbs has been appointed register of the Beatrice land office. When was Dobbs a member of the Nebraska legislature, and when did he support for United States senator? If he has not served in the legislature, why this abrupt departure from established precedent? DR. UTTER adjudges John Brown to have been "a felonious peltroon, an imposter, and an assassin." Senator Ingalls declares him to have been "a hero, a patriot, and a martyr." Both of these great debaters are partly correct. Brown was a border ruffian, inspired by great hate towards slavery and slave holders. He was not by any means a peltroon, because he knew no fear. In his bor-

der struggle he was sometimes compelled to play the imposter on the ground that the end justified the means. In his premature effort to wipe out slavery he had to become an assassin and that made him a hero and a martyr. LOGAN PAYSON, of Illinois, predicts that Logan will have Illinois as solid in the next convention as Grant had it in the last. Judge Payson forgets that Grant didn't have Illinois solid in the last convention. It was packed for him by Logan, but the convention ousted more than one-third of the Illinois delegates who had no rightful claim to seats, and Blaine delegates took their places. WEST OF THE MISSOURI. There are a number of railroad rumors floating through the press of the state, which cannot be traced to any reliable source. Surveying parties are skipping around lively, and the speculative thermometer rises rapidly with their approach to a town only to fall flat the moment they move away. The cold weather has no apparent effect on these chain gangs. They are as deaf as posts to appeals for information, and they leave a trail of mystery everywhere. The Creighton Pioneer recently stumbled onto a scheme which convinces it that the Union Pacific has its hawk eye on Knox county. "We are not a prophet," says The Pioneer, "but venture the assertion that the Union Pacific company intend to build a branch from Norfolk north, and that it will run through Knox county somewhere between Creighton and Hartington, and probably follow up the Elkhorn as far north as township 32, range 2 or 3 west, to intersect the large tract of land recently purchased by the Union Pacific company in this county, as railroads usually have a purpose in purchasing such large tracts of land. "The question arises, what does the Union Pacific railroad company want of 20,000 or 25,000 acres of land in Knox county, if they are going to build it some way. Should the Union Pacific company build a railroad into Knox county the coming season, it will cause the rapid settlement of the county." The plans mapped out by the fertile and far-seeing brain of Mr. A. E. Touzalin, when manager of the B. & M. railroad in Nebraska, are being carried out to the letter. These included besides the Denver line, the short cut from Hastings southwest, now being built, the extension to Nebraska City and that to Nemaha City, through Nemaha, Johnson and Gage counties, both of which are completed. The last link in this great system of railway, which cover the South Platte country like a spider's web, will be a second bridge over the Missouri river at either Nebraska City, Rulo or Nemaha City. These already have already secured a charter for a bridge at Nebraska City which will doubtless be utilized at an early day. Senator Van Wyck recently introduced a bill in congress for a bridge at Rulo, which, it appears, is intended also for the B. & M. The company engineers have been engaged at this point for some time for rock bottom at the river bed. On the east side they have found a firm, rock bottom at a depth of about one hundred and thirty feet. They are now at work on the west side and will soon ascertain at what depth the piers for the bridge will have to go. It is generally believed, and it appears to be the opinion of the employes of the railroad company, that a splendid bridge will be stretched across the river at that point during the coming summer. If such be the case, the distance from St. Louis, Kansas City and Chicago to the mountain towns will be reduced to a minimum. This would not seriously injure any of the northern towns on the B. & M., as they derive no particular benefit from through traffic, which would naturally go over the lower and shorter route. There is considerable excitement in all the mining camps over the reports from the Coeur d'Alene (pronounced Cordalene) mountains in northern Idaho. As usual the reports are highly colored for the reason that the few persons who have returned from there were too enthusiastic to be disinterested. A gentleman who visited that region last summer and who stated a claim, informed the writer that he did not see any extraordinary riches there. He remained there several weeks, but fearing the severity of a winter in the mountains, he returned to civilization after disposing of his claim for a trifle. He believes a syndicate of miners are engineering a big boom for a region almost inaccessible and that the railroads and towns adjacent are assisting by highly colored accounts of the wealth to be found there. The only way to reach that camp in winter is by snow shoes, and all necessities of life, principally bacon, flour and whisky must be carried by pack mules. There are no wagon roads, yet the best route is from the west side. It is believed that there will be 30,000 people in the diggings the coming summer. Already miners are gathering in towns along the line of the Northern Pacific, awaiting favorable weather in the spring to get into the El Dorado, and many of the most fearless and hardy have braved the storms of the mountain passes and are already on the ground building cabins and making preparations for early spring operations. As an offset to this conservative report, the following letter from a miner will show the golden side of the picture. "My best claim is the richest thing I ever saw. I say richest in all the mining camps on the coast. There are only three or four claims open as yet. In what is called the Widows' claim they clean up from \$100 to \$175 per day with eight men at work. There are two miners in the gang; the rest are hay pitchers. The other claims make about \$5 or \$10 per day. Now the bed rock is frozen so hard that they don't get one-half of the gold. It beats anything I ever saw. All the hills around will run from 20 cents up, to the pan. Five hundred feet above the creek the bed rock is so far as no fire taker in all the mining camps on the coast. A lot of Leadville mining men came in lately. After looking the mines over they laid out a town for over a mile in length. Freight is \$20 per \$100 pounds. For forty miles the river is full of boats frozen in with goods—mostly whisky."

The Utah & Northern railway continues to have all the freight business it can handle, in Montana, though the passenger travel is light. The liberal policy of

the road in the matter of reductions on salt, etc., has made it many friends in the Butte district, and the uniform courtesy of the local managers has still further added to its popularity with the people. While the present policy is continued, both the company and the common unity are benefited. The success of the Utah & Northern railroad and the fact that it is the best paying branch line of the Union Pacific or any other system in that country, is a strong advertisement for the great camp of Butte. Cattle stealing in the ranges of the west has reached sufficient proportions to alarm stock men. The different associations have employed men whose special duty is to watch all places where cattle are sold, especially the slaughter houses, and butcher shops of the towns and cities. Several noted thieves have been recently run down in Wyoming and Colorado, and they will be vigorously prosecuted by the cattlemen. There was a time when the loss of a cow or two was considered too trifling to investigate. The thieves grew bolder, and thefts became so common occurrence that the cattlemen throw off their indifference and began to keep a lookout for poachers. Stock stealing can never be entirely stopped, but a few prosecutions now and then will do much to intimidate the robbers. Representative Smith, of the Wyoming legislature proposes to inaugurate radical changes in the jury system of the territory, provided a majority of that body agree with him. He proposes to abolish the professional juror, who make a living by hanging around the court houses of the country. Too ignorant to read or too old for any other occupation, they generally prevent justice through incompetence not to say corruption. Fifty or seventy-five years ago the jury system, as at present constituted, was admirable. Men were more equal in character and intelligence and homogeneous in nationality. Now the condition of affairs is changed radically. Seven or eight nationalities are found in nearly every community; and even more in the west. As many nationalities as there are, there are more degrees of intelligence and character. The result is that men of neither good judgement nor too much honesty are on the juries everywhere. Mr. Sheridan's remedy is to elect a number of men, say one in every ten voters from whom both grand and petit jurors are to be chosen, with double the pay of jurors at present. The privilege of challenge to be limited, especially the peremptory challenge of twenty-four jurors by the prisoner in a criminal case. He would also do away with the foolish curriculum of questions to a juror, as "if he had ever heard or read of this case," and others equally nonsensical. By this means it is believed jurors could be secured from the sensible, observing, thinking, honest men. There will then be more justice and fewer appeals and expensive delays.

The Denver & New Orleans railroad company has brought suit against the Union Pacific in the United States circuit court of Colorado, for \$1,000,000 damages alleged to have been sustained by the former through the refusal of the latter to pro rate with it on the same terms as with the Rio Grande. The New Orleans road has been driven to the verge of bankruptcy by the opposition roads, but its grit and fighting qualities were so effective that all barriers heretofore erected have been leveled to the ground. The present action is based on the fact that the Union Pacific Railway company charge the Denver & New Orleans the same tariff from Denver to Omaha as is charged to shippers on the Denver & Rio Grande from Pueblo to Omaha. The charge necessitates the Denver & New Orleans to carry freight for nothing from Pueblo to Denver, or else refuse to take freight consigned to points on the line of the Union Pacific. The Denver & New Orleans state that the loss they have sustained, with the damage done to that line by reason of being unable to ship freight over the Union Pacific is \$1,000,000, and for that sum they sue. A case covering similar points, in which the Denver & New Orleans is plaintiff and the Atchison, Topeka & Santa Fe defendant, is now before the United States supreme court, and the former company, anticipating a verdict in its favor, started the present one to replenish its treasury at an early day. Sheridan at West Point. General Sheridan, in February Century.

A vacancy occurring at West Point when he was 17, Sheridan applied to the member of congress from his district for the appointment. The answer included his warrant as cadet, and directed him to report at West Point, June 1, 1848. He brushed up his spelling and grammar, and passed his preliminary examinations without trouble. When he entered the academy he knew nothing of algebra, geometry or any of the higher branches of study. But Cadet Henry W. Sloucum, since major general of volunteers and member of congress from New York, was his room mate. Sloucum was an industrious, hard-working student, and from him Sheridan derived much assistance, especially in the solution of knotty points in algebra. The two boys were very much in earnest, and after taps, when the lights were put out and every cadet was expected to remain in bed, Sloucum and Sheridan were in the habit of hanging a blanket over the window, and then lighting their lamp and pursuing their studies. At the first examination Sloucum went up towards the head of the class, and Sheridan stood several files higher than he had expected with his disadvantage. In 1852, in his graduating year, he had some trouble of a belligerent sort with another cadet, which resulted in his suspension. He thought at the time the punishment was unjust, but riper experience convinced him that the authorities were right and he was wrong. He was suspended for a year, after which he joined the class of 1853, and in this he was graduated.

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