THE DAILY BEE.

E. ROSEWATER: EDITOR!

According to the Chicago papers, a war of rates is likely to ensue between the trans-continental lines.

The thieving propensity of the *Herald* is shear madness. Its result may be said to be shear nonsense.

Vennor having predicted a big flood about the 5th of April, people will now do well to provide themselves with arks.

Some of the candidates for city offices will have a regular March canvass. They will go in like a lion and come out like a lamb.

The most expensive high school building in the west after Omaha's is that of Minneapolis which cost about $75,000.

The country will breathe easier now that it is definitely announced that General Grant has received his $250,000 from the Grant fund.

Cincinnati party lines are decidedly broken over the nominations for mayor. Omaha's citizens will reserve the right to vote for the best candidates without distinction of party.

The *Herald* still shrieks for a democratic city government. There is only one contingency under which the democrats can walk into power in Omaha, and that is the most reckless folly on the part of the republican convention.

We have already noted the nomination of Mr. W. H. Somers to the Receivership of the Beatrice Land Office. Mr. Somers was one of the few prominent men who openly and manfully opposed the bulldozing of the monopolies in Gage county, and it is eminently fitting that his fidelity to the element that elected General Van Wyck to the United States Senate should be recognized. Mr. Somers was nominated by Mr. Hayes to fill the vacancy caused by the resignation of Mr. Harrington. The nomination was referred to a sub-committee, of which Senator Paddock was Chairman, and died with the session, because the Senator never reported it back. General Garfield renominated him, and the nomination was very promptly confirmed.

One of the points being made against Stanley Matthews is his record on the government construction acts. A long litigation is likely to ensue between the government and the Central Pacific railroad upon the claim of the treasury department that 25 per cent. of the net earnings of that corporation should be paid into the government. The question as to the constitutionality of the laws under which the government claims the annuity is bound to come up. There are only five judges on the supreme court who are physically competent for their duties. Three of them [illegible] Two are of the opinion that the law is unconstitutional and that the government has no right to demand payment of the money. Stanley Matthews is on record as holding the same opinion. The opponents of Matthews insist that the senate has no right to jeopardize the interests of the government in a case involving millions of dollars, by putting a man upon the bench who is known to be against the government on the construction acts of congress. The people of the United States are opposed to Stanley Matthews' confirmation, and the senate will not put a slight upon General Garfield by refusing to confirm a nomination which was bequeathed to him by his predecessor.

The republican party as represented in the senate of the United States is making a record which it may some day have cause to regret. It is no use to mince matters. The struggle just now going on between the democracy and republicans in the senate is not a conflict between the advocates of opposing principles, but merely a disgraceful scramble over spoils. The organization of the senate, so far as committees are concerned, has been complete. With the exception of a score of hungry spoils-hunters who want to get on congressional pay-rolls for doing nothing during the summer vacation, nobody in this country will suffer serious loss or inconvenience by continuing the present sergeant-at-arms, clerks, and door-keepers until the regular session in December. The evident and only purpose of Senator Mahone in siding with the republicans is to distribute federal patronage among a lot of lean and hungry Virginia repudiators. The spectacle of the Republican party making barter for the vote of Mahone in exchange for the votes of thirty six republican senators for an ex-confederate colonel as sergeant-at-arms, is decidedly humiliating. The man who sells his vote for patronage is no better than the man who sells his vote for money, and the buyer is no better than the seller.

When the rebel brigadiers took possession of the senate every republican paper in the land denounced the substitution of ex-confeds. for loyal soldiers in the national capitol. This was only two years ago, and now the republicans have bargained with an ex-confed. senator to make an unrepentant ex-rebel sergeant-at-arms of a republican senate. This paper don't pretend to be a stalwart of the stalwarts as some would-be organs of the republican party. We never have believed in the conversion of ex-rebels by giving them offices as an inducement for becoming loyal citizens. We did not approve of General Grant's close companionship with ex-guerrilla Chief Mosby and his appointment by President Hayes as a representative of this government abroad. We think a good deal less of Longstreet, who has been a persistent office seeker since the close of the war, than we do of Beauregard who don't pretend to have repented and doesn't ask office as an inducement for deserting his political colors. The republican party must be consistent if it wants the confidence and support of the American people. It may bury the "bloody shirt" issue but it can't afford to trade patronage with rebel brigadiers whose votes are in the market even if some patriots who are out at elbows have to wait six months longer for federal pap.

When the Union Pacific railroad terminus was located at Omaha in December, 1863, the managers of the road demanded and procured as a bonus for locating their machine shops, headquarters and transfer in this city, certain rights of way through our streets, and a donation by the city and by private citizens of large tracts of lands on our river front. In addition to these lands many of our liberal citizens were induced to deed to the Union Pacific lots and lands adjacent to their main track between the river bottom and the plateau and between Eight and Thirteenth street.

In due course of time the U. P. managers complained that they hadn't room enough for the transfer business and more lots and lands were donated by the city and by individuals. Where parties refused to donate grounds the company received orders from the city council to condemn the property for public use and gobbled up the lands for a mere song. In 1870 Omaha voted $200,000 in city bonds for the purchase of depot grounds for the Union Pacific, and Douglas county bonded herself for $250,000 additional, as a bonus for the construction of the bridge and the perpetual maintenance of the transfer business on the grounds donated to the company.

When the Union Pacific came into possession of the depot grounds the managers secured an order from the City Council closing up Ninth street, which was then a principal thoroughfare, and this street, which belongs to the public, was monopolized as a depot ground. Almost every year since that time the great Anaconda has been winding it's coil around Omaha by appropriating more lands and more lots, closing up alleys and obstructing streets until it has become a question whether Omaha hadn't better deed the whole city over to the Union Pacific and let that company parcel out the property to such people as are willing to become their tenants. The faithlessness to contract obligations displayed by the Union Pacific managers towards Omaha is notorious. All the advantages of terminal transfer have been taken from us, and the great depot which they agreed to erect on the grounds donated to them was built with the proceeds of our bonds on the other side of the river. The lands given them for transfer facilities on the river bottom have been leased to the Smelting Works company, and lots donated in South Omaha for similar purposes are being parceled out for elevators and other concerns over which [illegible] object to the leasing or sale of grounds for factories and elevators providing these establishments were not hampered from patronizing any other railroad that enters Omaha. The attempt made last winter by the Union Pacific to monopolize our river front to the exclusion of every other railroad shows the spirit which animates that selfish corporation and the danger of allowing any company to monopolize our streets and alleys.

Next Tuesday our city council will be called on to act upon the proposition to vacate certain alleys and parts of streets in South Omaha for the exclusive connection between the main track of the Union Pacific and the proposed new elevator. No such monopoly ought to be granted, Omaha cannot afford to repeat her past blunders. She does not want to be hemmed in on every direction by U. P. tracks. If the right to lay down side tracks between the elevator, and any of our streets and alleys is granted, it should be on the express condition that every railroad centreing in Omaha should have the right to use said track for doing business with the elevator. If this is not done we might as well get along without the elevator. Let the precedent be set that no street or alley in Omaha can be monopolized by the tracks of any railroad company. If the railroads want our streets badly enough, let them come to our terms, which are fair and just to all parties.

If the republican primaries are to be conducted on the same bulldozer and repeater principle as they were last year people will refuse to ratify them as they did last fall. We must either have an honest expression of republican sentiment or the whole thing is a farce.

The Fifth ward Republican caucus has put in nomination a member of the Board of Education. Under the new law the Board of Education is to be elected at large, and we don't see how the Fifth ward, or any other ward, can dictate who is to be nominated.

If Big Nosed George had not climbed the golden stair from the top of a telegraph pole he would have announced himself as a candidate for police judge in Omaha.

OCCIDENTAL JOTTINGS.

California.

Napa is to have a fruit cannery.

Los Angeles has organized a telephone exchange.

The town of Lundy has been attached for $8,000.

Considerable prospecting is in progress in the southern districts.

Large quantities of trout and land-locked salmon are being planted in the McCloud river.

A schooner from Santa Barbara recently took thirty sheep shearers to Santa Cruz Islands.

Hundreds of thousands of gallons of California claret were last year exported to France

Much indignation is expressed over the acquittal of Kalloch, who murdered Chas. DeYoung.

A flock of thirty-six geese got into Yuba canon recently, and eighteen were impounded with shotguns.

Los Angeles' citrus fair has been a great success. Over 1,000 displays from seven counties were on exhibition.

English pheasants have been recently received in Gilroy. They are being extensively distributed in pairs for breeding.

Moses Hopkins has made a donation of $50,000 to the Golden Gate Academy of Oakland, to be paid on condition that a like sum be subscribed from other sources.

It is reported that the Southern Pacific railroad company is to extend its track from the present terminus, at Wilmington, about four miles down the bay from Los Angeles to the new wharf of the Pacific Coast steamship company, at deep water in the harbor, to avoid lighterage.

Oregon.

Spring planting has begun.

Immigration is already pouring into the state.

Several new canneries are going up in Astoria.

Horses are selling at $22 a head on Horseheaven creek.

The Oregonian Railway company is building an addition to their fleet of vessels which will cost $150,000.

The Oregon City woolen mills burned down last week, entailing a loss of $30,000. One hundred and thirty men are thrown out of employment.

Umatilla is a splendid country. The Blue mountains extend through it parallel with the river, distance fifty to sixty miles, running west with a trend toward the south, as the map shows. Following the mountains for 125 miles through the county, is an arable stretch of fertile country that averages twenty-five to thirty miles in width, and above Umatilla it extends to the very shores of the Columbia. Not long ago it was a range for cattle. But to-day settlers are coming in to claim and cultivate every plain and every hillside.

Washington.

Colfax has organized a lodge of workmen.

The prospect for an enormous yield of grain of all kinds was never better.

The O. R. & N. Co. awarded a contract for the grading of sixty miles of road bed, between Texas Ferry and Colfax.

The old Dayton flume has been purchased by the Oregon Improvement company, and will at once be extended to Dayton from Walla Walla.

Some little excitement exists at Seattle and at Newcastle over lead, gold and silver-bearing quartz, said to have been discovered near the latter place, assaying $100 to the ton. Up to last week some twenty claims had been located.

A general building up of stage lines throughout the Palouse country will be commenced this spring. The line now running from Lewiston to Spangle will be extended to Cheney, Four Lakes and the new post. A four-horse coach will be placed on the line from Lewiston to Farmington.

The Oregon Improvement company has made a contract with the Central Pacific railroad company of California to furnish the latter with all the coal used on the road the coming year. The supply will come from the Newcastle mines, near Seattle, recently purchased by the improvement company.

Wyoming.

Green River has a building boom.

The new hotel at Cummins is approaching completion.

Cheyenne has subscribed $12,000 for her new opera house.

Large bodies of ore are showing up in the Cummins City mines.

The municipal government of Cheyenne costs $21,800 per annum.

Laramie's new bank will be 25x75 feet in size and will cost $15,000.

The contract for building the bridge over the Big Laramie has been let for $2100.

Most of the ore at Cummins City is free milling ore and averages from $60 to $28.

The Carbon mines are loading forty cars of coal a day. 300 miners are employed.

Cheyenne is talked of as the point for the general hospital of the Union Pacific road.

Johnson, the new county, is taken principally from Carbon and Sweetwater counties.

Twenty thousand dollars has already been expended by Cheyenne for water works.

A new addition laid off at Rawlins will have living streams of water running down the gutters of it's streets.

As soon as the weather will permit surveyors will be at work locating the road between Laramie and the North Park.

The old Sweetwater mines are being resuscitated by eastern capital. A Boston company is now developing the Miner's Delight mine.

It is stated that rich silver ore has been discovered in the vicinity of La Barge, about 100 miles from Green river. Several assays of ore have been made, varying in richness from $8 to $49 per ton.

An eastern bound freight train ran into a band of cattle on a bridge near Bushnell, killing thirty-six and derailing the engine. By a miracle the engine and cars were saved from being thrown down a fifty-foot embankment.

Montana.

Butte proposes to build a $12,000 school house.

Helena, Deer Lodge and Butte are to have telepone exchanges.

Butte is receiving quantities of miners from Nevada and Utah.

The snow is melting rapidly and stock can once more reach food.

The Utah and Northern is to be pushed rapidly forward to Butte.

The assay office at Helena received in one day last week 4,200 ounces in gold and silver retort.

W. H. Raymond's stock farm consists of 10,000 acres, and is devoted entirely to horse breeding.

Up Ten Mile and all around Red Mountain there are hundreds of well-defined veins of rich ore, which only need development and working.

The paying mines of the Summit Valley district are monthly giving the world an evidence of their wealth.

The Broadway, in the Silver Star district, is a gold producing mine, in which a large body of ore has been struck, assaying $90 per ton in gold.

Out of a flock of 6,000 unacclimated sheep, says The Husbandman, Berry Bros., of the Musselshell, are reported to have lost 1,500 head.

Miles City suffered an inundation from the breaking up of the Tongue river. Families were all removed to the bluffs, and supplied with tents and provisions by the commanding officer at Fort Keogh.

A correspondent in Meagher county writes: "It is feared that over 25 per cent. of the sheep in this section will be lost. Len Lewis loses 5,000 out of 8,500 head, and Burt & Kline have lost 11,000 out of 23,000 head."

A vigilance committee was formed at Glendale which ordered two men to leave the town. An anti-vigilance committee was organized and the men were brought back to Glendale under its protection. Considerable local excitement was created by the affair, and no bloodshed was apprehended. The anti-vigilantes were the most numerous and strong enough to sustain their action.

Utah.

Park City mines are paying well.

Large numbers of buildings are going up at Provo.

Increased interest is being taken in the Tintic district.

Several new blocks of brick buildings are in course of erection at Salt Lake.

The Home coal company of Coalville, produced 3,000,000 pounds of coal last month.

Since the breaking up of the strike at Silver reef, heavy mining operations have begun.

The properties in the vicinity of Hot Springs mining district will take a big jump this season.

The Rebellion is recorded as having made another shipment of eleven cars of ore, which sold for $7,190; and still the mine improves.

There is a report that the Stewart mining property, at Bingham, has been, or is on the eve of being sold to California parties.

The Utah & Northern, when completed to Butte City, will be about 420 miles in length, and it is now the longest narrow-guage line in the world.

Twenty-four members of the Miners Union which drove the superintendent of the Barbee and Walker mines from the town on account of reduced wages have been arrested and jailed, charged with riot, conspiracy and false imprisonment.

Nevada.

The Day mine at Pioche has made a strike and 4000 tons of ore are already in sight.

The spring fever is striking the miners in the various camps, many of whom are migrating to Wood river and elsewhere.

An important strike has been made in the old Rattlesnake district, near Tybo and thousands of tons of ore are exhibited to the visitor.

There are now only eight hoisting works on she Comstock lode which are not shut down, and some of them are only nominally open.

Hank Parrish, a desperado, who killed two men at Eldorado Canyon, is holding the community at bay and threatening to kill the first one who ventures to arrest him.

Idaho

The Gordon City grist mill is completed.

Prospectors are getting ready to start out in the Yankee Fork country.

It it estimated that 20,000 immigrants will come into the Wood River country this season.

A recent crushing of a few tons of ore from the Empire mine, near Owyhee, produced $698.

The Lewiston Teller saith: It is rumored that the papers have already been made out organizing a company to construct a railroad from here to Camas Prairie.

It is expected that the Custer mill near Bonanza City, will soon be kept running to its full capacity, when at twenty four hours.

A letter to The Boise City Democrat from Bellevue, Wood River, says that a short time ago a group of five miners on Smokey sold for $42,000. Capitalists are looking for mines and very lively times are anticipated soon.

Arizona.

Vulture has an express office.

Bullion shipments from Globe last week were $9,000.

New and rich strikes are reported in the Meyers district.

The largest copper mine in the Verdi district has been sold for $30,000.

The corner stone of the new Methodist church of Tucson, was laid last Thursday.

Colorado.

Real estate in Denver is very active.

Colorado Springs has two feet of snow.

Pueblo is to have a sixty thousand dollar hotel.

Rosita is being rapidly rebuilt in substantial brick.

During 1880 Colorado produced 600,000 tons of coal.

The new Ouray smelter is being erected at Red Cliff.

The Chrysolite mine at Leadville is producing 65 tons a day.

Denver's board of trade is urging on the railroads reduced emigrant rates.

Ten thousand salmon eggs have been deposited in the streams of the state.

The Lucerne company, at Idaho Springs, has struck six inches of galena ore.

The daily output of the leading mines in the vicinity of Silver Cliff is 182 tons.

Five hundred men are at work on the C., B. & Q. extensions in northern Colorado.

The Silver Cliff extension of the Denver and Rio Grande railway is nearly completed.

A new wing is to be added to the Denver university. It will be four stories high, 70x55 feet dimension.

Posts of the Grand Army of the Republic are being organized in Leadville, Idaho, Boulder and Fort Collins.

Remarkably rich high grade ore has been struck in the Excelsior mine in Park county. The mine is owned by Pennsylvania parties.

A Chihuahua procuress decoyed a Kokoma girl from her home and an infuriated mob were with difficulty prevented from lynching her.

A shaft forty feet deep has been found under the wine room of the Leadville amphitheatre; with strong indications that several missing men re at the bottom.

Montana and the Monopolies.

Bozeman (M. T.) Avant-Courier.

It begins to look as if the Union Pacific railway intends this year to make us feel that its arrival within the limits of the territory is not an unmixed blessing. Their manipulation of the Pacific Mail steamship line via Panama is well known, and it seems that they are now going to try their little game on the line of steamboats on the Missouri river.

For some time our merchants have been expecting the arrival of an agent of the railroad to give freight contracts for the coming season. It was reported that the general western agent, Mr. McConnell, was on his way up, and indeed he seems to have come as far as Dillon. There he met Mr. T. C. Power, who had left Helena in high dudgeon because the legislature failed to pass a bill to make him a present of a steamboat. What passed between them is, of course, unknown; but Mr. McConnell turned back and accompanied Mr. Power to Omaha; and no freight rates are yet offered. One of our merchants telegraphed the Union Pacific authorities at Omaha, enquiring whether special rates would be given to Bozeman merchants, but received a vague, unsatisfactory answer. The inference of our business men is, that the railroad will refuse to grant Montana shippers special rates this year, having made some pooling arrangements with the river-men.

If this opinion should prove correct, it means, probably that Montana shippers will be charged regular local rates on all freight. The local rate is, on an average, about two cents per pound higher than the rate given the Bozeman merchants last year, and a much more favorable rate was granted to other points, notably Helena. The shipment last year via the railroad were, to the territory, 28,162,215 pounds; to Bozeman, 3,108,470 pounds. A difference of two cents per pound on this amount would cost the territory nearly six hundred thousand dollars, and Bozeman more than forty-two thousand dollars.

We can hardly believe yet that the railroad men intend to apply the screw in this way. Not that we doubt their willingness to do so, if they could do it successfully; but they must know that they haven't got us completely in their power, thanks to our old stand-by, the Missouri. Even if Messrs. Power, Baker & Co. are willing to enter into a "pool," the river remains open to others, and it is not so late in the season but that Murphy, Neal & Co., Kleinschmidt & Bro., Lamme & Co., and other heavy shippers, could charter boats themselves and bring the bulk of their shipments up the river. A round trip between Bismarck and Benton may now be made in about three weeks, and plenty of boats might undoubtedly be had at St. Louis at once. Some delay and inconvenience might be experienced; but we believe the result will be that, the railroad and steamboat companies would lose at least one-half of the quantity of freight brought to Montana, and they would thoroughly antagonize the people.

If any such project is really afoot, it will turn the attention of all still more to the progress of the Northern Pacific. Every mile built this summer will bring the time nearer, when no one set of railroad magnates can dictate terms to us; and for the control of the Montana business, the direct line of the Northern Pacific will have such advantage over the roundabout Union Pacific and Utah Northern that there is but slight fear of any consolidation of the two.

This is from Louise Hilgen, Cedarburg, Wis., is noted in a Milwaukee exchange: About two years ago I began suffering with a pain in the knees, and in a short time was lamed entirely. I used St. Jacobs Oil and found relief after the trial of the first bottle, and am now perfectly well again.

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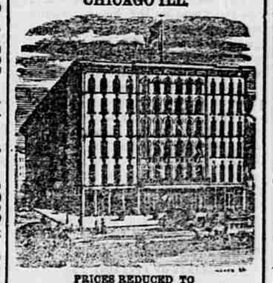

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