THE DAILY BEE.

E. ROSEWATER: EDITOR!

MAHONE is the flea in the democratic bonnet.

OMAHA demands and will have a strictly unpartizan school board.

A HUNDRED small dwelling houses in Omaha would at once find tenants.

THE most cheerful professional men in our city just at present are the architects.

THE immense immigration to this country from Germany has caused an advance in steerage rates.

WAYNE MCVEAGH finds civil service reform in Philadelphia and Washington two very different affairs.

RICHARD W. MONTGOMERY has been appointed receiver of public moneys at Bloomington, Nebraska.

SENATOR HOAR'S definition of the term Bourbon will go down to history. It is "a man who never learns anything, but who forgets a good deal."

FREEDOM of the press in Russia is still further shackled by the suppression of the Gazette and Moliva on account of supposed revolutionary utterances.

BEFORE two years are over, the competition of the river route will force the railroads to disgorge some of their plunder stolen from the people.

UPON the choice of the republican convention for the officers of the city government depends the success of the republican party in the coming election.

THE surplus revenue of the government for the coming year is estimated at $90,000,000. Secretary Windom proposes to use this sum in the purchase of six per cent. bonds.

GEN. GARFIELD is showing his back bone on the New York nominations and Senator Conkling is wondering how he ever came to class the president among the "power prestige and plunder" outfit.

REPUBLICAN citizens of Omaha will prefer to vote the straight republican city ticket if the candidates are men who are capable efficient and honest. Otherwise party lines will not be closely drawn in the coming contest.

THE pope is putting his foot down on the relic humbug business and proposes to investigate a number of swindling ecclesiastics who have been foisting second hand corpses on credulous Americans for the bodies of Christian martyrs. The business is said to have been a profitable one.

WHAT troubles Senator Conkling is the fact that he can't be senator and president at the same time. If Senator Conkling bases his position in the republican party solely upon his patronage power, the sooner the party at large discover the truth the better for all concerned.

ENGLAND is greatly agitated over the proposed change in her army system, which is so strongly urged by Secretary Childers. Mr. Childers proposes to take no recruit under the age of nineteen years, and to send no soldier under twenty to India. The system of compulsory retirement will also be modified, and men will be permitted to remain in the service after their eight years' term expires. Officers' term of active service will also be extended and the age for retirement increased.

THE reports of the damage to private property by the floods in the state are being greatly exaggerated by the eastern press. The greater part of the damage by the rising of the Platte, Republican and Loup has been done to railroad and and bridge properties. The development of the state at large has not been materially retarded by the late series of accidents and while the damage and suffering has undoubtedly been large there is no cause why immigration or settlement should in the least suffer in consequence. Rival states and sections are quick to seize upon any opportunity like the present to injure our state and the gross exaggerations printed by the eastern papers of the late troubles should not be permitted to pass uncorrected.

OUR farmers have been close observers of the actions of the late legislature and are expressing their opinions upon the votes of their representatives on questions affecting their interest. At a meeting of the Midland Farmers' Alliance of Merrick county, held at the Gardner school house, on March 21st, the following resolutions were unanimously passed:

WHEREAS, We, members of Midland Farmers' Alliance, No. 108, of Merrick county, Neb., believe that Hon. C. Hostetter, our representative in the legislature from Merrick county, has tried to work in the interest of the producers instead of the railroads and monopoly.

RESOLVED, That his vote for Chas. R. Van Wyck meets our hearty approval.

RESOLVED, That THE OMAHA BEE and all other papers in Nebraska of whatever politics, that are assisting the farmer's alliance in Nebraska, shall here receive our hearty thanks.

RESOLVED, That a copy of these resolutions be mailed to THE OMAHA BEE, Central City Courier, and The Central City Item for publication.

C. C. JEWELL, President.
C. D. Chapman, Secretary.

It must be exceedingly gratifying to men like Mr. Hostetter, who voted and acted in accordance with the wishes of their constituents, to receive such merited endorsement. And, on the other hand, it must be mortifying to men like Mr. Brown and legislative sell-outs, who violated their solemn pledges, to be met on their return home with the curses, instead of the approval, of their betrayed constituents.

THE REPUBLICAN CITY CONVENTION.

The republicans of Omaha have it in their power to nominate men for the city offices whose election is absolutely certain. They may, however, commit the unpardonable blunder of nominating a ticket that is beaten in advance. Two years ago this paper doubted the expediency of nominating Col. Chase. We urged the fact that he was vain, pompous and very eccentric. Notwithstanding this the people elected him by a handsome majority. He has served two years, since then, at a meagre salary of $300, and devoted more time and energy to the duties of his office than all the mayors who preceded him combined. During the most trying crisis in the history of our city government he thwarted the jobs put up by the Holly ring, and to his vetoes the city is indebted as much as to any other agency for its escape from one of the most gigantic schemes of plunder that has ever been attempted on any community. With all his known faults, it is a fact that our tax-payers have at all times been in safe hands with the present head of the city government. Whenever any lawless or reckless expense was incurred Mayor Chase has had the courage to interpose his veto. In those efforts to protect the city and in his refusal to be used by certain shysters who have been candidates for the city attorneyship and other appointments he has incurred the hostility of Smythe, Baldwin and Frank Walters & Co. These patriots have set up a howl all along the line against him and are combining to put up a putty man of their own liking. Now we don't assert that Mr. Chase is the only republican worthy of being mayor of Omaha, but he certainly commands more respect and confidence than Colonel Smythe, and he is more reliable and less pliant than Mr. Broatch. The latter gentleman received our cordial and hearty support for the legislature last fall, but his conduct as a law maker was a sore disappointment to the body of his supporters.

We cannot be charged with being in league with keepers of low dives and dens. In common with all law-abiding citizens, we desire to see disorderly houses closed up. But on the other hand we recognize the fact that unless moderate men of liberal ideas are nominated a large body of voters, especially the Germans and Bohemians, who have heretofore acted with the republican party, will go over to the democracy. A great deal, of course, will depend upon the councilmen and police judge. The six councilmen at large should be chosen without reference to ward boundaries. They should be men of a higher grade than the ordinary ward bummer. The body of the republican convention is made up of respectable and intelligent men and we trust that they will exercise sound discretion in their choice. It is an easy thing to nominate candidates to spite somebody and to award spoils among friends but it should be remembered that party lines will be ignored in the city campaign and unless the republicans put forward their strongest men, they will be left in the race.

A RECENT comparison of English and American railroads shows that the proportion of mileage is as five to one in favor of the United States. A year ago England had 17,696 miles of railway and the United States 84,255 miles. In England there is one mile of railroad track to sixty-nine miles of area, while this country has one mile of road to every forty-three of area. When population is taken into account it is seen that in England there are 1900 people to every mile of road; in this country, only 610.

The construction of a mile of English railway costs $202,750, and the average cost in this country per mile is but $57,600; showing that the total cost of railroads in the United States is $4,762,510,000, and that in England the construction aggregates the cost of $3,588,020,000. Last year in England there were 500,000,000 passengers; in the United States, 200,000,000; freight, England, 212,000,000; United States, 280,000,000; receipts, England, $17,480 per mile; United States, $6,280; gross receipts, England, $308,960,000; United States, $529,000,000.

These figures contradict the general opinion that America is overdoing the railway business. The rapid development of the country traversed by our lines will yearly increase the amount of both passenger and freight receipts and prove the wisdom of capital in investing in railroad property. When capital comes to see that a liberal policy and equitable treatment of the people will be naturally advantageous and ceases to consider the country tributary to the railroads simply as their legitimate spoil for the purpose of extortion, railway property will become still more productive to the stockholders.

INDUSTRIAL NOTES.

The mills of Wheeling, W. Va., produce on an average, 3,500,000 pounds of nails every week.

A thread factory is to be erected at Waldoborough, Me., over $40,000 having been subscribed to the stock.

It is said that a New York company, with a capital of $250,000, is soon to begin the manufacture of horse shoes in Shelton, Conn.

The capital stock ($125,000) for a new bleachery, to be located in Assonet, Mass., has been subscribed for, and the corporation has been organized.

A fine 40,000 spindle mill is to be erected in Fall River, Mass. The stock has been subscribed for, and the organization of the company will soon be complete.

The Winchester Armory of New Haven, Conn., has received an order from the Turkish government for 50,000,000 cartridges. Work will begin as soon as satisfactory security is given.

In Linn county, Iowa, there are thirty creameries, which produced last year, in the aggregate, 1,500,000 pounds of butter, and 450,000 pounds of cheese, the value of which was about $400,000.

The cotton mills of the Wando Manufacturing Co., on Ashley river, nine miles from Charleston, S. C., were totally destroyed by fire, Feb. 4, entailing a loss of $62,000, fully covered by insurance.

Bath, Me., is said to be doing a large business in shipbuilding this season, a number of vessels being now on the stocks or contracted for, which vary from 350 to 2,000 tons capacity.

The Allen Paper Car Wheel company have located works at Morris, Ill., where they have bought over forty acres of land on the canal bank, in the eastern part of that town.

The amount paid by match manufacturers in the United States for revenue stamps in 1880, indicates an annual consumption in the country of about 3,613,000,000.

It is said that Bessemer steel works are to be added to the industrial establishments of Youngstown, O, with a capital of $1,000,000. One-half this amount has already been pledged, and the balance will soon be made up.

The city council of Portsmouth, N. H., have granted exemption from taxation for ten years to the projectors of a cotton manufactory which it is intended to build there at a cost of $500,000 or more.

A California senator says his Fur Seal company has paid the government $3,000,000 out of the $7,000,000 we paid for Alaska, and before his grant expires, will have paid the whole sum that hyperborean territory cost us.

Over half a dozen laboring men, in the Lake Superior iron region, within the past year, it is said, by strict attention to business and striking rich deposits of iron ore, have been enabled to retire on snug little fortunes, ranging from $10,000 to $50,000.

The government of Florida has made a contract with some Philadelphia and Pacific coast capitalists to drain Lake Okeechobee. This will reclaim, it is said, 12,000,000 acres of fine sugar lands, the celebrated Everglades lying in this region, and will enable the state to produce more sugar than the United States now consumes.

Michigan produced last year, 21,840 tons of copper, worth in round numbers, $8,000,000; 1,925,000 tons of iron ore, worth $10,000,000 at the mines; 31,000,000 bushels of wheat; 2,575,588 barrels of salt; 64,000 tons of plaster; 9,582,000 pounds of wool; 3,938,187,227 feet of lumber, and built, including double track and sidings, 750 miles of new railroad.

The Cambria and Bethlehem Iron company of Pennsylvania, have unitedly purchased the Dufferin and Nelson iron mines, in Modoc, Canada, for $58,000, and have secured a lease of the Walbridge hematite mine for thirteen years at a cost of $20,000. They expect in a short time to take out ore at the rate of 700,000 tons per annum.

Taxing Mortgaged Property.

Pittsburg Sunday Globe.

The assessment and collection of taxes is still one of the unsolved problems of modern legislation, and the sore perplexity of law makers. It is a sound principle in political economy that every piece of property, real or personal, shall pay its just proportion of the expenses incurred in running the government, but the trouble is now and always has been to reduce this reasonable theory to practice. It is notoriously true that no state in the union has yet been able to frame laws for the assessment and collection of taxes that perfectly accomplished the end in view, although those laws have been regularly tinkered by every legislature that has convened during the past fifty years, and legislators will continue to enact, amend and repeal them for fifty years longer.

One of the most perplexing phases of the subject is to assess and collect the taxes on the mortgaged real estate, and it is the one which has recently been the subject of two legal decisions—one by the supreme court of Connecticut, and the other by the supreme court of the United States, in the Kirtland case, and both decisions have given rise to a good deal of discussion among the legal fraternity and others.

Mr. Kirtland is a capitalist and a citizen of the state of Connecticut, who had loaned a large sum of money on some real estate in Chicago on bond and mortgage, and the assessor in the town where he resided assessed Mr. Kirtland, as he had a perfect right to do, and levied a tax upon the mortgage, the same as if it had been real-estate or the same value of money in the bank. This tax Mr. Kirtland refused to pay, and when the tax gatherer levied on the property and sold it, he (Kirtland,) replevined it, and after years of vexatious and expensive litigation, the case finally went to the Connecticut supreme court, where it was decided in favor of the township authorities and against the defendant. Being still dissatisfied and determined to fight it out on the same line if it took him half a lifetime, Kirtland carried it to the supreme court of the United States, where the decision of the court below was affirmed, and Mr. Kirtland was again defeated.

The defense that Kirtland set up was that the property on which he had loaned his money, and on which he held a mortgage, was in a distant state, and was assessed to the nominal owner to the full amount of its value, who paid its full share of taxes into the treasury of Chicago and of Illinois accordingly, and that to tax him for the value of his mortgage was in reality taxing the same piece of property twice over. The whole controversy hinged on this point, and both the supreme court of Connecticut and the supreme court of the United States very properly refused to let Mr. Kirtland off from paying a tax on a well secured evidence of ownership of $25,000 worth of property. It would doubtless be very gratifying to such eastern capitalists as Mr. Kirkland, to have the privilege of loaning all their surplus money in a distant state at a high rate of interest, and escaping taxation entirely on the flimsy and illogical excuse that the property they held for the security of their loans had paid its full share of the burdens levied for carrying on the government. But neither the Supreme Court of Connecticut nor the Supreme Court of the United States could be made to endorse so dangerous a precedent, but held that the state of Connecticut had a right to some of Mr. Kirtland's support, no matter where his money was loaned, as long as he was living on her soil, enjoyed the protection of her laws, and educating his children in her schools that were maintained at public expense.

Of course it would be unjust to tax both mortgager and mortgagee for the relative amount which each owns in any piece of real estate thus incumbered, but the difficulty is that the creditor is often a non-resident, over whom the state where the mortgaged premises lie has no control.

Improvement of the Mississippi.

Baltimore Sun.

Everything seems to confirm the impression that one of the leading pieces of policy towards which the attention of congress and the influence of the government is to be directed during the present administration will be liberal appropriations for rivers and other internal waterways, and particularly the Mississippi river and its tributaries. Great Britain and Canada are spending $50,000,000 on the Welland canal and $50,000,000 on the Canada Pacific railroad. New York is making the Erie canal toll free eastward, and will soon enlarge the locks and deepen the canal. The people of the west demand that as much should be done for the great natural waterway of the continent. The president is known to be emphatically in favor of this policy. He said as much in his inaugural address and in his letter accepting the nomination to the presidency, while in a speech delivered from his seat in congress June 21, 1879, on the bill for a commission to report a plan for the improvement of the Mississippi river, Mr. Garfield professed his belief that the Mississippi constitutes "one of the grandest of our material national interests. The statesmanship of America," he said, "must grapple the problem of this mighty stream. It is too vast for any state to handle; too much for any authority less than that of the nation itself to manage. And I believe," continued Mr. Garfield, "that the time will come when the liberal minded statesmanship of this country will devise a wise and comprehensive system that will harness the powers of this great river to the material interests of America." President Garfield's cabinet has been constituted so as to promote these views. Secretary Blaine is known to favor land grants and subsidies, and a liberal and extensive system of internal improvements, while Secretary Windom has made these matters his favorite study, and is believed to have been the chief promoter of the jetty plan for opening out an efficient channel at the mouth of the great river. All these circumstances make an active furtherance of this policy of comprehensive river improvement almost necessarily a part of the administration's programme, and the sagacious Mr. Jay Gould expresses his opinions of its success by going in a wholesale fashion into the steam-barge transportation business from St. Louis to New Orleans. This new policy will be as attractive to members of congress from the south and southwest as it will be to those of the west and northwest. Maryland members having a leaning in the direction of this policy might secure in return the support of the western representatives to the projected Chesapeake and Deleware ship canal. The Mississippi and its tributaries, the gulf and the Chesapeake do not want a monopoly of the grain traffic of the country, such as is claimed by the lake, canal and railroad system terminating in New York, but they want their share, and they think it will promote the material interests of the country if the transportation business should be divided among several routes: instead of concentrated upon a single terminus in the northeast corner of the country. The Mississippi basin receives the drainage of 1,257,545 square miles and furnishes an outlet for the water of 240 streams of importance. It and its tributaries border or intersect nineteen states and three territories. Steamboats can carry freight in unbroken bulk on the Mississippi from the Gulf to the falls of St. Anthony, 2,161 miles, and on the Missouri from the Gulf to Fort Benton, in Montana, 4,333 miles. The total length of navigation on the Mississippi and its tributaries is 15,710 miles, or more than four times the distance from New York to Liverpool.

A Great Narrow-Gauge System.

Cincinnati Gazette.

It is claimed that the Mississippi river barge line and the proposed narrow-gauge system of railroads will do more to regulate rates of transportation, and bring them to a fair and equitable basis, than either state or national legislation. This assertion, however, is based on the supposition that a three-feet gauge can be operated and maintained at a much less percentage of gross earnings than standard gauge roads. Heretofore the advantages possessed by narrow over broad-gauge roads have been demonstrated on paper only. But now they are being put to the test, and if their feasibility can be fully proven by successfully competing with their broader gauge competitors, they will at once become important, if not the chief, factors in determining minimum charges should be on the inland traffic. Very few persons have any idea of the magnitude of the completed and projected narrow-gauge systems of railways in the United States and Mexico. It is the object of their promoters to extend a line or lines from the Atlantic seaboard to the Pacific and to the City of Mexico. A very considerable portion of them have already been constructed, and an abundance of capital is eagerly waiting to complete the system. The line in the United States will embrace the Dayton and Southeastern; Toledo, Delphos and Burlington; Toledo, Cincinnati and St. Louis; Cairo and St. Louis; Texas and St. Louis, and Denver and Rio Grande. It is the purpose of the owners of these several roads to build the gaps as rapidly as possible and throw the whole system into one grand transcontinental line of narrow-gauge railway. It is not understood that a consolidation will be made, but close working arrangements be entered into. Before the close of the present year there will be a thorough line between Cincinnati and Toledo and St. Louis. In the meantime a preliminary survey will be made, it is said, from the eastern terminus of the Dayton and Southeastern branch to tidewater, and the Kokomo and Burlington division will be pushed as far as it can be done with money and men. The St. Louis and Cairo road is already in operation. About 150 miles of the Texas and St. Louis line is completed, and a syndicate has been formed in Boston to build from Cairo to Texarkana, joining the Texas with the northern system. The Denver and Rio Grande will connect with the Texas and St. Louis road in western Texas, thus forming an unbroken line of narrow-gauge railroad between the eastern seaboard and the far west. When completed, with their branches and feeders, it will be one of the finest as well as one of the most profitable pieces of railway property in America, if narrow gauge roads possess all the advantages claimed for them. It is claimed that the cost of construction for a road of three feet gauge, as compared with that of 4 feet 8½ inches, the standard gauge, is 30 per cent. less over the same route; that by the rolling stock being lighter, a very considerable saving is effected in the weight of rails used; that the narrow road can be operated and maintained for fully 25 per cent. less than the standard gauge, while the capacity of the former for traffic is but little, if any, inferior to that of the latter. All these claims are supported by the opinions of leading engineers. If they are correct in their estimates the narrow guage roads will work a very great change in the railway system of the country, and perhaps solve the problem of cheap transportation.

Brief Study of the Census.

Denver Republican.

The census bulletin showing the total number of inhabitants of the United States by counties, and giving the proportion between males and females, is out. The exact population is placed at 50,152,866 The males predominate to the number of almost a million, there being 25,520,582 males and 24,632,284 females. The table does not form an uninteresting study. We observe, what one living in Denver would never suspect to be the case, that there are almost twice as many males in Colorado as females, there being 129,471 persons of the masculine gender in the state. In other western states and territories, for well known reasons, the male element predominates largely. Montana falls the lowest in the scale, showing only about 39,000 females to 100,000 males; Arizona shows a rate of 49,000 females to the 100,000 males, Nevada 48,000, Wyoming 47,000, Dakota 64,000, Idaho 49,000, Utah 93,000 and New Mexico 86,000. In the territories which have been settled entirely independent of special influences, such as Mormonism in Utah and Mexicanism in New Mexico, we find the ratio of women increasing with the railroad facilities. Thus there are no good natural reasons why the number of women in proportion to the number of men should be greater in Wyoming than in Montana; but when we remember that the Union Pacific railroad traverses Wyoming we have the presence of an unexpected number of females explained. Dakota has also had railroad advantages, so that families have soon followed or accompanied the head thereof to a new home in the western wild. The railroad lines which are now extending into Montana, Idaho and Arizona will in the course of another decade alter this proportion materially. In Utah we find the special institution of polygamy operating to increase the proportion of females over that of other territories. There is also to be found another cause in the custom of the Mormons who are not polygamous, of having their families about them. In New Mexico we find a long settled country where the family regulation has been long sustained, so that the proportion of the sexes is not materially different from that observed in eastern states. We, however, trace in this skeleton chart evidences of the gradual introduction of the American element of which the pioneers are males. Where there are 86,000 females to the 100,000 males, or that proportion, there were in 1870, 95,000. In Utah the same observation is applicable, though the change has been less marked, the ratio of '70 showing 97,000 females to every 100,000 males. The reader will hardly be prepared to hear that the proportion of females to males in Colorado was larger in 1870 than in 1880, there being then 60,000 of the feminine gender to every 100,000 masculines, and now only 50,000. This fact is of course due to our recent mineral discoveries, which have filled the country with single men, or married men who have left their wives behind to wait for "the strike." Going east from Colorado we find the "eastern" western states gradually approaching a normal social condition, such states as Kansas, Nebraska, Michigan and Minnesota giving us from 80,000 to 90,000 females to 100,000 males. Such states as Illinois, Indiana and Iowa approach still nearer an equal division. On the Atlantic coast there is generally a preponderance of females, Massachusetts and Rhode Island each furnishing almost 108 females to every 100 males. The District of Columbia gives 112½ females to each 100 males. In the Southern States, as a whole, we find the males and females showing pretty evenly. However, in such states as Alabama, Georgia, North and South Carolina and Virginia, we find a preponderance of females, and upon closer inspection we find that in the past ten years this preponderance, though still maintained, has decreased. For instance, there are now 102⅞ females in Virginia to every 100 males, when in 1870 there were 105½. This is explained by the war. These states supplied the larger part of the Confederate army with men for slaughter. As time goes on they are gradually regaining their equilibrium. Thus one may learn several things about the tendencies, habits and misfortunes of his race by simply scanning a skeleton census table of his county's population.

PRAISE THE BRIDGE THAT CARRIES YOU.

Though the people vote it right that those "living in glass houses should not throw stones," it is eminently proper that those working in glass houses should say a "good word" for anything of especial benefit to themselves. In this connection, Mr. Isaac Correy, manager of the Salem, N. J., glass works, remarks: "I am pleased to say that I have used the great remedy, St. Jacobs Oil, for rheumatism with excellent results; other members of my family have also been greatly benefitted by its use."

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6:20, *8:17 and †1:10 a. m., 3:03, 5:27 and 7:29 p. m.
LEAVE FORT OMAHA:
7:15 a. m., 9:15 a. m., and 12:45 p. m.
*4:00, 6:15 and 8:15 p. m.
*The 8:17 a. m. run, leaving Omaha, and the 4:00 p. m. run, leaving Fort Omaha, are usually loaded to full capacity with regular passengers.
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