

SECRETARY WATSON MAKES A VERY LIVELY DEFENSE OF THE TREASURY.

SEVEN TRADES IN NEW YORK CITY DEMAND AN INCREASE OF WAGES.

RAILROADS ARE THE CREATURES OF THE PEOPLE AND CANNOT LONG ASSUME SUPERIORITY OVER THEIR CREATORS.

OMAHA NEEDS THREE OR FOUR MORE BRICK YARDS TO SUPPLY THE ENORMOUS DEMAND FOR BUILDING MATERIAL.

LOCAL ASSESSMENT IS NOW BEING MADE. IF THE ASSESSORS ARE JUST AND IMPARTIAL OMAHA'S TAXABLE PROPERTY WILL BE FOUND TO HAVE INCREASED WONDERFULLY SINCE LAST YEAR.

THE WISH OF THE MOP AND THE SOUND OF CARPET BEATING AND WINDOW WASHING WILL SOON DRIVE DOMESTIC HUSBANDS TO BUSINESS TRIPS IN THE COUNTRY.

THE ASSESSMENT BLANKS SHOWS THAT THE REGISTER OF THE CONSTRUCTION ACCOUNT ON THE UNION PACIFIC HAS THE LEAST AMOUNT RETURNED ON THE ASSESSMENT BLANKS. THIS IS A NATURAL STATISTICAL CRACK.

IT IS SAID THAT NEARLY \$15,000,000 IS INVESTED IN OILMANAGERIES FACTORIES IN THE UNITED STATES. IT WOULD BE CURIOUS TO KNOW JUST WHAT IS INVESTED IN BROOKS SEASONAL SOAP FACTORY SINCE THE OFFICE HOLDING IT GOT IN HIS EDITORIAL BOMBS.

THIS IS A REPUBLICAN PAPER, BUT WE ARE IN FAVOR OF SAMUEL J. TILDEN FOR GOVERNOR OF DAKOTA. HIS CONTRIBUTION OF \$250 FOR THE DAKOTA SUFFRERS WAS AN ACT OF GENEROUS SYMPATHY, FOR WHICH HE WILL RECEIVE THE WARM THANKS OF THE WHOLE WEST.

THE LATE FLOOD IN THE MISSOURI AT THIS POINT, IN THE LANGUAGE OF GOVERNMENT DIRECTOR HENRI, IS ANOTHER BLESSING DISGUISED. IT AFFORDS A CHANCE TO THE U. P. MANAGERS TO FORGE AN ACCUSE FOR THEIR ASSESSOR IN ASSESSING THE U. P. SHOPS WAY DOWN BELOW THEIR PROPER VALUATION.

THE SUPREME COURT OF PENNSYLVANIA HELD IN A RECENT DECISION THAT BARGAINING IN STOCK BY WAY OF MARGIN, WHERE NO INTENTION EXISTS OF ACTUALLY DELIVERING THE STOCK AT ISSUE, IS "SAGGING CONTRACTS, AND THEREFORE UTTERLY VOID." THERE IS MARGIN FOR CONSIDERABLE PROFIT IN THIS DECISION.

OMAHA PAID \$200,000 FOR THE GROUNDS DONATED BY THE UNION PACIFIC RAILROAD FOR DEPOT PURPOSES. THESE GROUNDS AND ALL THE BUILDINGS UPON THEM, AND ALL THE DEPOT GROUNDS AND DEPOT BUILDINGS ON THE MAIN LINE OF THE U. P. BETWEEN OMAHA AND SIOUX FALLS, ARE RETURNED TO THE STATE BY AN EQUATION THIS SPRING VALUED AT \$118,000.

OMAHA'S PROVERBIAL GENEROSITY IS NOT TO BE PERMITTED TO SUFFER. THE NOBLE RESPONSE NOW BEING MADE TO THE APPEALS OF THE SUFFERING IN DAKOTA MUST BE ESPECIALLY GRATEFUL TO OUR CITIZENS. ONE OF THE MOST PLEASANT FEATURES OF THE SUBSCRIPTION NOW BEING TAKEN UP IN OUR CITY IS THE GENEROUS ANSWER WHICH OUR CITIZENS OF MODERATE MEANS ARE MAKING TO THE CALL. LET THE GOOD WORK GO ON.

THE REORGANIZED POLICE FORCE OF OMAHA WILL HAVE TO BE REORGANIZED ON MORE THAN ONE. OUR POLICEMEN ARE NOT NEEDED AS COUNTERS OR MARKERS IN BILLIARD HALLS OR LUNCH ROOMS IN SALOONS. THEY ARE NOT NEEDED TO WATCH THE LUCKY BANKERS AT THE FARTO TABLE OR CHECK THE UNLUCKY PLAYER AT KENO FROM SCOLDING HIM.

THE POLICE OF OMAHA IS NEEDED FOR THE PRESERVATION OF ORDER, FOR THE SUPPRESSION OF VIOLENCE AND DISTURBANCE AND FOR THE ARREST OF PARTIES CHARGED WITH CRIMINAL CONDUCT.

THE POLICE FORCE SHOULD BE PROPERLY DISTRIBUTED IN THE CITY SO THAT THEY MAY BE FOUND WHEN THEIR ASSISTANCE IS NEEDED AND THE WORK OF FERRATING OUT CRIMINALS AND RECOVERING STOLEN PROPERTY SHOULD BE LEFT TO DETECTIVES, OF WHOM AT LEAST TWO ought to be employed by the mayor.

THE LONG-HAIRED MEN AND SHORT-HAIRED WOMEN THAT ARE CLAMORING FOR FEMALE SUFFRAGE, WANT TO ABOLISH ALL DISTINCTIONS IN LAW BETWEEN THE SEXES. WHY DON'T THEY PUT ALL OUR YOUNG MEN WHO ARE OVER THE AGE OF EIGHTEEN AND BELOW TWENTY-ONE ON A PERFECT EQUALITY WITH WOMEN? A woman is of legal age at eighteen, a man is an infant in law until he is twenty-one. A woman may inherit and own property in her own name when she is eighteen. A man cannot inherit, own or dispose of property until he is 21. A woman controls her earnings after she reaches the age of 18. A man's earnings belong to his parents up to the age of 21. A woman may give herself away in marriage at the age of eighteen without consulting anybody. A man cannot legally marry under the age of 21 unless he has the consent of his parents or guardians. A man is subject to being drafted into the army at the age of 18. A woman can stay at home all her life and let her father support her. When a man dresses in female apparel and appears in the streets of a city he is dragged before the magistrates, fined and put in jail; while a woman wears every day on our streets wearing men's hats, sporting breeches, tumber boots, slaters and short hair without being interfered with. When will these barbarous impositions on man cease? How long are men to submit to such oppressive and unjust discriminations? Will the gallant defenders of woman's rights, please tell!

BENJAMIN DISRAELI

It will be as Benjamin Disraeli, author, orator and party leader, that the late Lord Beaconsfield will be best known in history. Under that name his indomitable perseverance and energy forced him into public attention in the house of commons and changed the jests and jibes of his own party to the applause of devoted adherents. Under that name, badge of a despised race, he fought his way by a series of brilliant parliamentary battles into the foremost rank of English political leaders, rising successively from the lowest seats of the opposition to the lowest bench and finally to the proud position of premier of the British Empire. No patent of nobility could add to the laurels which then graced his brow and no seat among the peers of the realm could give him a more commanding position than he held as leader of the parliamentary majority in the House of Commons.

When as a member of the House of Commons, Disraeli was imbued with republican principles we may fail to applaud many of the methods of Benjamin Disraeli, we are forced to recognize him as one of the foremost statesmen of the century who has forever stamped his own impress upon the history of Great Britain and a great measure shaped the destinies of the world during the last quarter of the nineteenth century.

Spurred from a race that had for centuries been despised and oppressed in the land of his nativity, he never failed to assert that name and race against ignorant and bigoted contempt. From that race he inherited some of the most conspicuous characteristics which made him great and famous. It was his dogged persistence, his intense earnestness, his unflinching industry, and a moral courage that never flinched before any great task, which was never dashed by reverses or unduly inhibited by success, that made him the most formidable party opponent since the days of Pitt. The closing of his maiden speech in parliament was an index to his whole subsequent career. "I am not interested at the reception I have experienced. I have been several times made things, and I have often succeeded at last. I shall sit down now, but the time will come when you will hear me." The time did come and all Europe listened when he spoke.

As an author, Benjamin Disraeli inherited from his father a literary taste spoiled with a tinge of romance. It is rarely that an author wakes up and finds himself famous. Three times Disraeli had this experience; first with "Vivian Grey" at the age of 21, then with "Coningsby" in 1844, and finally with "Lothair" in 1870. Love, romance, ambition, power, all that was fascinating to youth and beauty, talent and genius, achieved by personal wit and daring alone, which took the world of fashions by storm and made its author the literary lion of the time, "Coningsby," in which the author strove to portray the career of a young man in the world of fashion and politics was scarcely less popular, while "Lothair" as a faithful caricature of prominent public men and a satire on the tendency of aristocratic life to span the gulf between the church of England and Rome with the bridge of ritualism, excited profound interest. His last production fell short of his previous efforts, and indicated a decline of intellectual force, quite natural in view of his advanced age and physical disabilities.

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Mexico's Public Debt

A commission appointed by authority of the Mexican congress, to investigate and report the amount of national obligations due from that republic to its creditors, recently made its statement. It found that the principal of the debt as it stands is \$98,500,000, which, with accrued and unpaid interest, foots up to a total of \$145,000,000, the unpaid interest being \$47,000,000. In the course of its investigations the committee found pretended obligations to the amount of \$75,000,000, which it refused to recognize. These included the claims of the late Louis Napoleon against Mexico, which he refused to recognize, and the claims of the late Emperor Maximilian against Mexico, which he refused to recognize. It also found that the late Emperor Maximilian had incurred his own popularity and power in France.

Mexico has never by any official act of the government repudiated what same pretensions. Russia does not possess a single railroad over which it can move an army sufficient in numbers to oppose our Silesian army. This army would concentrate on the frontier via the Breslau and Warsaw railroad, cross it immediately, and Russia would only be prepared to fight the first battle of the Silesian army from Lodz, running directly towards Wlornowoz, is of such strategic importance to Russia as the road that runs through the Northern Baltic provinces, already referred to by the commission.

This proves clearly that it would be impossible for Russia to declare war against us before it possesses sufficient railroads to carry its troops to the frontiers, because great armies cannot be concentrated quickly, without railroad aid. In my opinion, if a great power does not possess sufficient railroads to carry its troops just as it did not possess any gunpowder until it ceases to be a great power. Russia cannot declare war on us until she has a railroad from Constantinople to the Black Sea, and a railroad from the Black Sea to the Persian Gulf, and a railroad from the Persian Gulf to the Indian Ocean.

It is not to be expected that the state board of equalization will, this year, give the master a thorough and exhaustive study, not only from the standpoint of the railroads, but also in the interest of equal taxation to all and alike a fair and reasonable valuation on all railroad and telegraph property which they are required to assess.

Last year the Omaha & Northwestern, Sioux City, the St. Joe & Western and the Republican Valley branch of the B. & O. M., were assessed at a trifle over \$3,000 a mile, while the simple cost of construction, according to Mr. Touzalin, is from \$15,000 to \$20,000 a mile. Conceding, for the sake of argument, that the franchises of these roads, as indexed by their earnings, is yet valuable, this assessment is, even then, 50 per cent. too low.

The same author says that the main line of the B. & O. M., which was last year assessed at \$8,000 per mile, could be replaced for \$20,000 per mile, the net earnings of this line was, last year, about \$900 per mile. This would be ten per cent on an investment of \$50,000 per mile. If, as is claimed, the rates for transportation are reasonable, then logically, \$50,000 a mile must be a reasonable valuation for the road. Take one-third of this amount, as is the custom with local assessors, we have about double the valuation of last year. Similar result will be obtained in estimating the value of the U. P. Nor does it seem to me that anything unfair in this mode of reasoning as the same rule is applied to other property. If a man owns a piece of land with five dollars an acre it is assessed accordingly. After it has been cultivated and improved in various ways until it is worth \$50 an acre, the valuation is raised correspondingly. Some of the roads that are assessed at \$5,000 to \$4,000 per mile have actually received double those sums in local aid to assist in their building. These things seem to us an incongruity and manifestly unfair as to call for immediate correction.

The Atchafalaya and Nebraska road is assessed at \$1,000 per mile more in Kansas than in Nebraska, and the Kansas Pacific, a much less valuable road, is assessed at \$2,000 more per mile than the Union Pacific in Nebraska. These and similar facts are to lead to be longer ignored. For our part we only desire that railroad property should be assessed as near to its actual cash value as is other property. Nothing less ought to satisfy any one.

RUSSIA

HER PART IN CASE OF WAR WITH GERMANY

The construction of railroads has caused a marvelous development of the commercial and industrial relations of the world. But warfare and the art of carrying it on have also been subjected to a great change by the precision and dispatch with which transoceanic armies can now be concentrated at a certain point within a specified time. While, before the era of railroads, it took months to move an army toward a strategic point, under the railroad system of the present time a few days suffice to concentrate enormous armies at the frontiers in the very heart of the war into the enemy's country. What can be accomplished with the aid of an excellent railroad system under the direction of able leaders the results of the German war with France in 1870-71 plainly demonstrated. For years it has been the standing phrase in Germany: "A war with Russia is inevitable." It is this inevitable war should take place, we have no reason to doubt that the German army would be crowned with the same success in Russia that they won during 70-71 in France, before Russia could begin and complete its railroad system, now entirely inadequate for military purposes, to the German and Austrian frontiers. The St. Petersburg Zeitung, a paper bitterly opposed to Germany and German influence in Russia, seems to be very much alarmed about the situation and publishes the views of a prominent Prussian officer and member of the general staff on this subject.

According to the informant of that paper, a "patriotic Russian born in Livonia," that Prussian officer expressed himself in his presence as follows: "It is my positive conviction that a war with Russia must come; and the sooner it comes the better for us. There is no danger, however, of such a war for the next ten years, unless something very unexpected should occur, because it will take Russia at least that length of time to construct enough railroads to the Prussian frontiers to be able to cope with us. The invention of railroads is to-day of as much importance to the art of war as the invention of gunpowder has been, and why the construction of railroads has been so sadly neglected by the Russian government is inexplicable to me. Without railroads the battles of Worth, Wetzlar and Spichers heights would have been impossible. It would have been folly for us to concentrate our armies at the French frontier if France had been in possession of a better railroad system leading to the interior than we possessed on our side. The province of the Rhine, or some territory more to the northeast, would have been the theatre of war. How could it be possible without railroads to lodge with safety after only six months of war, a French army of three hundred thousand men, including their emperor, in our fortresses? When and where has a similar feat been accomplished in the world? Without a sufficient railroad system such a performance would have been entirely out of the question. When we look at a map of Germany, we see at once what a complete net of railroads we have upon along the Russian frontier, which we are daily perfecting. With these railroads we can within three days throw half a million soldiers across the frontier, and carry the war into Africa. In consequence of its deficient railroad communications, Russia's army can meet us with only small armies, without having the least prospect of success. And we all know what a tremendous impression the first successful blows have upon the army and the nation. Russia will only be able to concentrate small armies at the frontier of its four or five railroads, and will meet there the German armies, far superior in numbers.

It will mention only one instance. Russia can concentrate all of its forces, and the troops located in northern cantonments by only one railroad near Eydikhan, which will be met there by our army of at least one hundred thousand men, which we can collect there within three days. We would not attack the Russians with our superior forces, but we would concentrate at the same time another army near Tihl over the Insterburg field road for the purpose of crossing the Russian frontier. Within a few days this army could take a position in the flank and rear of the Russians, and their army near Eydikhan would be compelled to surrender without firing a shot. This would be the first Russian army to be transported into German fortresses as prisoners of war. Without constructing the least one more railroad through the Northern Baltic provinces, to take the guards and northern troops towards the Prussian frontier, Russia can never declare war against Germany. All along the whole German frontier the Russians are in about the same predicament. Russia does not possess a single railroad over which it can move an army sufficient in numbers to oppose our Silesian army. This army would concentrate on the frontier via the Breslau and Warsaw railroad, cross it immediately, and Russia would only be prepared to fight the first battle of the Silesian army from Lodz, running directly towards Wlornowoz, is of such strategic importance to Russia as the road that runs through the Northern Baltic provinces, already referred to by the commission.

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OUR OWNERSHIP

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than seventy years he had borne a name immortalized in the annals of Great Britain. As Benjamin Disraeli he had become illustrious and had won all the laurels that now crown his brow. As Benjamin Disraeli he ought to have closed his life instead of accepting an empty title, which at best dies with him, since he has no children to perpetuate his name.

Assessing Railroads. As the time to look the barn door before the horse is stolen, so the time to discuss the state board of equalization relative to the valuation of railroad property is before the assessment is made. The discussions of last winter on this subject confirmed the general conviction that railroads are assessed too low, and therefore, fall to bear their just share of the burdens of government whose protection they receive. It is to be hoped that the state board of equalization will, this year, give the master a thorough and exhaustive study, not only from the standpoint of the railroads, but also in the interest of equal taxation to all and alike a fair and reasonable valuation on all railroad and telegraph property which they are required to assess.

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Subtle, impassive and keen he sought to steer the ship of state through many breakers by the frequent sacrifice of his strongest convictions to party expediency, always keeping in view the extension of British Empire and the maintenance of British influence in Continental councils. The cast of Disraeli's mind was essentially Oriental. It was the height of his political ambition to establish an oriental empire in which Britannia was to be Empress. To this end he bent all his energies in shaping the Eastern question, enlarging the boundaries of the British Indian possessions and checking the Russian advance towards the Orient. It was entirely due to his efforts that the title of Empress of India was conferred by parliament upon Queen Victoria. Through his consummate diplomacy Cyprus was added to the British Empire and the British possessions as a watch tower over the destinies of the Golden Gate.

While during the later years of his life he was the embodiment of the most advanced Imperialist views, he was one of the few Tory leaders who espoused the cause of the Union in civil war as against the confederates. When Louis Napoleon recognized the southern confederacy and a strong party in England, headed by Lord Russell, were urging an alliance with the South, Disraeli opposed with all his energy any departure from strict neutrality, and the outcome of the war justified his foresight and judgment. The crowning triumph of his political career was the success of his negotiations at the Berlin conference, in 1878, where, next to Bismarck, he was the most prominent figure, and received the most attention from the representatives of the European powers. His hour of triumph was also the hour of his greatest weakness. Up to that time he had obstinately refused to accept any title of nobility, although he had consented to accept the title of Countess of Beaconsfield for his wife. For more

OUR OWNERSHIP

It is not to be expected that the state board of equalization will, this year, give the master a thorough and exhaustive study, not only from the standpoint of the railroads, but also in the interest of equal taxation to all and alike a fair and reasonable valuation on all railroad and telegraph property which they are required to assess.

Last year the Omaha & Northwestern, Sioux City, the St. Joe & Western and the Republican Valley branch of the B. & O. M., were assessed at a trifle over \$3,000 a mile, while the simple cost of construction, according to Mr. Touzalin, is from \$15,000 to \$20,000 a mile. Conceding, for the sake of argument, that the franchises of these roads, as indexed by their earnings, is yet valuable, this assessment is, even then, 50 per cent. too low.

The same author says that the main line of the B. & O. M., which was last year assessed at \$8,000 per mile, could be replaced for \$20,000 per mile, the net earnings of this line was, last year, about \$900 per mile. This would be ten per cent on an investment of \$50,000 per mile. If, as is claimed, the rates for transportation are reasonable, then logically, \$50,000 a mile must be a reasonable valuation for the road. Take one-third of this amount, as is the custom with local assessors, we have about double the valuation of last year. Similar result will be obtained in estimating the value of the U. P. Nor does it seem to me that anything unfair in this mode of reasoning as the same rule is applied to other property. If a man owns a piece of land with five dollars an acre it is assessed accordingly. After it has been cultivated and improved in various ways until it is worth \$50 an acre, the valuation is raised correspondingly. Some of the roads that are assessed at \$5,000 to \$4,000 per mile have actually received double those sums in local aid to assist in their building. These things seem to us an incongruity and manifestly unfair as to call for immediate correction.

The Atchafalaya and Nebraska road is assessed at \$1,000 per mile more in Kansas than in Nebraska, and the Kansas Pacific, a much less valuable road, is assessed at \$2,000 more per mile than the Union Pacific in Nebraska. These and similar facts are to lead to be longer ignored. For our part we only desire that railroad property should be assessed as near to its actual cash value as is other property. Nothing less ought to satisfy any one.

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than seventy years he had borne a name immortalized in the annals of Great Britain. As Benjamin Disraeli he had become illustrious and had won all the laurels that now crown his brow. As Benjamin Disraeli he ought to have closed his life instead of accepting an empty title, which at best dies with him, since he has no children to perpetuate his name.

Assessing Railroads. As the time to look the barn door before the horse is stolen, so the time to discuss the state board of equalization relative to the valuation of railroad property is before the assessment is made. The discussions of last winter on this subject confirmed the general conviction that railroads are assessed too low, and therefore, fall to bear their just share of the burdens of government whose protection they receive. It is to be hoped that the state board of equalization will, this year, give the master a thorough and exhaustive study, not only from the standpoint of the railroads, but also in the interest of equal taxation to