

THE DAILY BEE

E. ROSEWATER, EDITOR.

The contractors in Omaha are beginning to understand how water works.

PORTMANTER JAMES denies that he has been lacking Roscoe Conkling in his fight on the administration, and says he is too busy with working up the postoffice department to meddle with politics.

The telegraph announces that General Sheridan is visiting the place of his birth. The general would have to have an anchor hanging to his coat tails in such circumstances as he was born on the high seas.

MARK HOPKINS' estate has just been appraised \$2,000,000. Mark was one of those poor but honest railroad kings who built the Central Pacific road for the benefit of a suffering people.

Why can't Mr. Sherman's Red Rover a \$1,200 clerkship in the auditor's office or a place on a U. P. train in Montana. Possibly he would be induced to leave the Bee on short notice and embrace the publishers of that sheet.

Lives of statesmen all remind us. We can make our lives sublime, and ending leave behind us, as far as the sands of time.

THE BAR! is on the way. It is Mr. Tilden's bar, but the bar! Dr. Miller is importing through his deaconesses. It is a barrel full of pennies and two cent copper for general circulation among our retail trade. This will be a God send to the pleasure Omaha. With five cents in silver he can buy a penny worth of pins and needles, two cents worth of salt, and a penny worth of ginger bread. What a glorious harvest that will be for the Omaha retailer.

THE IOWA SENATORSHIP. THE OMAHA BEE has undertaken the task of selecting a United States senator for Iowa next year. We are entirely willing it should try its hand in the matter. If when the contest is over it has a better appreciation of its insignificance as a power than it has at present, it will be because it is not in a condition to take cognizance of patent facts. Besides, the efforts of the Bee in behalf of a given candidate are a great help to the other fellow.

THE OMAHA BEE is a paper of general circulation. It counts its subscribers in every state of the Union. It circulates a greater number of papers in Western Iowa outside of Council Bluffs than does the Western Union paper. It circulates largely also in other sections of Iowa and therefore it is expected by its Iowa patrons that it will have an opinion to express on the senatorial issue in the Hawkeye state just as it always has an opinion to express on every other question of national importance. We remember very distinctly that the Nonpareil had a very decided opinion on the late senatorial contest in Nebraska and the Bee did not conceal it as an independent paper.

Senators of the United States are not merely local representatives, acting exclusively as agents of their own constituents. They are national representatives making laws for all the people of the United States, and in conjunction with the chief executive having a voice and vote upon federal officials in every state in the Union.

Omaha would be content if she could only have street accommodations for working people who go there to shop before a. n., and for business men who are detained in their stores after 10 p. m. These accommodations should have and the City Council ought to exercise their power to compel Mr. Marsh to change his runs to accommodate his patrons.

A Leadville pioneer, in town a few days ago, when he heard of the latest move in the Robertson contest, said that Roscoe Conkling played like a man putting up on four aces. -Denver Tribune.

But when the hand was thrown down it was discovered that Roscoe was bluffing on a botchful flush.

DR. MILLER always was so tender toward the workingman. Out of pure sympathy he has set up three workmen who were starting in the Bee office on wages ranging from \$60 to \$110 a month, in a lucrative business.

Has the Union Pacific any more offers of lucrative employment for employees of the Bee? Don't be backward about your generous offers. There are still several gentlemen, a few composers and a printer's devil open for engagement. Mr. Strahman please call or send some trusty emissary.

DATUS BROOKS is taking deep interest in the Irish land question. Datus wants to land on Irish soil somewhere in the neighborhood of that Dublin consulate.

The Bee always employs the very best journalistic talent. Any man trained in this office is sure of the most extravagant endorsements from the newspaper organs as soon as he leaves.

The actors at a recent play in Harvard college spoke in Greek. If their representation had been given in the Herald's English the play would have been equally understood.

Those newer models will save their cost in a single year. The value of human life cannot be estimated in dollars.

All that Omaha needs to make her thoroughly metropolitan is sixteen Chinese laundries and two cent pieces.

JOSUA R. GARDNER CONSOLE will wait a long time for that western reserve vindication.

ROBERTSON was confirmed by a viva voce vote. Very few introductions to the president will now be in order.

STALWARTS OF NEBRASKA

And now the Robertson republicans members of the legislature are talking of joining with the democrats to elect two anti-Conkling senators. The righteous souls of the Robertson republicans are at the idea of going into a coalition with the democrats. The Bourbon coalition has no terrors for them. Well, such a step would be entirely keeping with the political record of that class. He has never parted with the republican party, except when his personal interests led him to do so. -Republican.

The "righteous soul" of the Nebraska stalwart of the stalwarts is shocked at the prospect of a coalition with the democrats. "I was over this, you know, even way back in 1867, when the same stalwart of stalwarts stirred in their righteous souls and became open allies of the Nebraska republicans for the sake of their patron saint and martyr, Andy Johnson.

As we look back over the long vista of years and see the great stalwart, Hitchcock installed surveyor-general by the grace of Andy Johnson and Yost, United States Marshal and Patrick running "at-large" on a bouillon ticket with J. Sterling Morton, Gen. righteously and with just indignation at the political treason of Robertson in refusing to bow to Conkling.

And then when Grant became president in 1868 and kicked those same Nebraska stalwarts out of office we well remember how those same stalwarts never spoke of General Grant except as a "dian bastard."

Our righteous soul was stirred again to its utmost depth in 1871, when those patriotic Nebraska stalwarts bolted the regular republican ticket and went into coalition with the democrats to defeat John M. Thayer, a pallid soldier who had fought through the entire war from Donelson to Appomattox, while they were bravely staying at home and living on government pay. It was by this coalition between the democrats and the republican kickers and bolters that that model stalwart, Hitchcock, became United States senator from Nebraska.

Again in 1876 and 1877 our "righteous soul" was stirred when the model stalwart of Nebraska made a coalition with Samuel J. Tilden. "Mr. Barnum, chairman of the Democratic National committee, wrote a letter requesting the Democratic members of the legislature to support the candidate of the Omaha Republicans, stalwart of stalwarts, because he had given a pledge to support the claims of Tilden against Hayes if he was re-elected senator. That was stalwartism "on the half shell" as served up in Nebraska.

During the four years that have passed since, our Nebraska stalwarts have devoted their time to coalitions with democrats to defeat republicans nominated by Hayes to denunciation of the president and vomiting out all the scurrilous and mean things they could say about the republican administration. At the national capital these same stalwarts were hob-nobbing with Dan Voorhees, J. Sterling Morton, Bill Eaton and other Bourbon bushwhackers of the republican administration.

And now those stalwart of stalwarts are tearing their hair out by the handful and covering themselves with sack cloth and ashes over the awful catastrophe that has been precipitated by Garfield. For pure stalwartism if you want your righteous soul stirred to its depths you must come to Omaha and get around among the fellows who are running the Omaha Republican.

KANSAS CITY has a novelty in the shape of "Heracles" - a new style of carriage much better and more convenient than an omnibus of a street car. Omaha would be content if she could only have street accommodations for working people who go there to shop before a. n., and for business men who are detained in their stores after 10 p. m. These accommodations should have and the City Council ought to exercise their power to compel Mr. Marsh to change his runs to accommodate his patrons.

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The presidential papers all over the country are distressed over the recent treasonable address of Jeff Davis, at the urging of the General Jack-

son statue. The leading organ of the Missouri democracy says something ought to be done with Jeff Davis. Yes, he ought to be muzzled until the rebel brigades capture the White House. Then the Bourbon organ won't object if he shouts himself hoarse for the lost cause and the confederacy.

The Empire State isn't carried in Conkling's breeches pocket.

Water Lines and Rail. This is an interesting and important phase of the transportation question now, considered merely from a commercial point of view, is to be found in the river and canal rail lines. At the last meeting of the board of trade and transportation of this city a very suggestive report was made by Mr. J. White on the subject of operations in the Mississippi valley. From this it appears that the current of traffic does that great stream made up of the bulky products of the agricultural regions of the northwest and destined for foreign markets, is increasing in volume with remarkable rapidity. Of course, the great staples of those regions for export are corn and wheat and the coal and iron ore.

For the year ending August 31, 1879, the export of corn from New Orleans was something over four and a half million bushels, and that of wheat not less than two and a quarter million. The rate of increase continues, and the figures of the last eight months are nearly double those of the corresponding period twelve months back. The more this current of traffic down the Mississippi valley will that the east winds. The effect is already felt at the port of New York. The reason for the change which seems to be taking place in the direction of the current is the fact that the westward flow of the Mississippi river is not so hard to find.

Let us not attentively study the map of the United States with reference to lines of transportation. Two things will be likely to impress him somewhat strongly, the enormous extent to which the Mississippi river and its navigable tributaries traverse the vast stretch of productive territory between the Appalachian and the Rocky Mountain system, and the network of railroads that covers the face of the country between the Mississippi and the Atlantic Ocean. The water ways afford the natural channels for commerce from the interior to the coast. The fact that the old settlements were on the Atlantic coast, and that the conquering course of industry has been to the westward, has given the railroads their advantage in the past. They have been built by the accumulated capital of the east and have followed the pioneer into the wilderness, assiduously taking themselves the business of bringing the products of the great west to the sea-board and carrying back supplies. It was long before capital accumulated in the west and enterprise took itself to the streams as the natural highways for traffic. More over slavery, among its other curses, wrought a virtual embargo upon the mighty stream whose outlet was without in its domain. But the west and south are finding out the value of their heritage in the branching water-courses that converge from the broad expanse of the great interior valley and pour their titanic drainage into the gulf. That a large volume of traffic will go down these streams, and that New Orleans will become a great emporium of trade in the agricultural products of their wide valleys, is decreed by nature herself.

The cost of carrying wheat from St. Louis to New Orleans by water is one-quarter of that of bringing it to New Orleans by rail. The entire freight charge for a bushel of wheat from St. Louis to Liverpool, by way of New Orleans, is 17 cents, against 42 cents by way of New York. The road to market for western products in the time to come. A further glance at the map will reveal another striking fact, the interior of the continent of the ocean. It is by way of the great lakes and the St. Lawrence river, past the fine wharves of Montreal, Canada, that the advantages of a water route, and has spent millions in overcoming the obstructions between Lake Erie and Ontario, and along the upper stream of the St. Lawrence. What, then, are the advantages of New York for retaining her share in the international traffic? The Hudson cleaves the ridge of the Appalachian mountain system, and opens a gateway to its western side, but it is only a local stream, with no natural connection with the water system of the interior. The Erie canal, with its scant seven feet of water, is its constantly breaking banks, its sluggish boats, its antiquated tow-ropes, and plodding mules, is the link that unites the Hudson River and New-York's imperial harbor with the lakes. How is it to fill its place in the competition that is coming? The West and South, with their growing preponderance of votes, will tap the national Treasury for the improvement of navigation on the Mississippi and its tributaries. Canada will open the way for ships of goods from Duluth and Chicago to Montreal and the West Indies, while the petty legislators of the Empire State pester in their childish way with the question of maintaining tolls through their canal for the benefit of New Orleans and Montreal, and help to strangle the traffic whereby they live. There is but one possible way for them to carry on a genuine rivalry with the water lines, and that is to endeavor to do their work as cheaply, or so near the standard of cost, by the carriage that the advantage of speed will do the difference. They will not do it by pooling arrangements and by cast-iron combinations for maintaining their rates. They may throttle competition by their own tracks, but the streams will flow on, taking every man's craft, and will draw to themselves the bulk of traffic for the seaports unless the railroads shall come down to a genuine and honest competition.

German Falsehoods Relative to America. Cleveland Leader. It is only a short time ago that Europeans endeavored to cripple our export trade by publishing and circulating gross falsehoods relative to our work product. For the time being the result was damaging to American trade, and it was not until the state department took the matter in hand that the misrepresentation of foreign consumers was at all alleviated. In like manner an attempt is being made to interfere with European employment in the United States by the publication of a paper recently published a letter purporting to be written by the German consul general in New York, in which the most outrageous falsehoods are told. According to this mendacious publication trade in the United States is almost prostrate, the country is in this very state of

panic, the number of failures is unprecedented, work is scarce and unemployed emigrants who left to seek their fortune in the West are being sent back to their native land. The German consul general in New York is said to have written to the German consul general in New York, in which the most outrageous falsehoods are told. According to this mendacious publication trade in the United States is almost prostrate, the country is in this very state of

EMBALLMENT IN MARBLE. The Granite Shaft to George Washington. Progress of the Monument. Official History of the Rebellion. Correspondence of THE BEE. Washington, May 16, 1881. -Some things ago the Bee expressed disapproval of the monument to Washington. When that, or such a question that now the shaft is fast ascending the empyrean. This morning I ascended to view the work in progress and was rewarded by a fine bird's-eye view of the city and its surroundings. The present height of the structure is 195 feet. To look down from that elevation takes good nerve. When carried 300 feet higher we will be able to take a downward glance without feeling that all support has passed beneath them and that, as in a nightmare, they are falling, falling, falling into depths unfathomable. Around the walls a certain distance apart, the walls of the shaft are fast ascending the empyrean. The shaft is fast ascending the empyrean. 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