

The Omaha Bee.

Published every morning, except Sunday. The only Monday morning daily.

TERMS BY MAIL:— One Year, \$10.00; Three Months, \$3.00; Six Months, \$5.00. One copy, 10c.

THE WEEKLY BEE, published every Wednesday.

TERMS POST PAID:— One Year, \$10.00; Three Months, \$3.00; Six Months, \$5.00. One copy, 10c.

CORRESPONDENCE.—All Communications relating to News and Editorial matters should be addressed to the Editor of this Bee.

BUSINESS LETTERS.—All Business Letters and Remittances should be addressed to THE OMAHA PUBLISHING COMPANY, OMAHA. Drafts, Checks and Post-Office Orders to be made payable to the order of the Company.

OMAHA PUBLISHING CO., Prop'rs. E. ROSEWATER, Editor.

John H. Pierce is in Charge of the Circulation of THE DAILY BEE.

The indications for Monday, in the Upper Mississippi and Lower Missouri Valleys are: Partly cloudy weather, occasional rains, variable winds mostly easterly, stationary or lower temperature, generally higher barometer.

The situation at Albany remains unchanged.

Since June 30th, 1880, the national debt has been reduced \$89,250,323.

As a legislative proprietor Mr. Conkling does not seem to be a success.

MR. CONKLING finds that there is considerable difference between resigning and being resigned.

The Presbyterian General Assembly has adjourned until May, 1882, when they meet in Springfield, Ills.

BLAINE is after scalps. It is intimated that the treasury department is about to examine into the Halifax award.

AMERICANS are said to keep their eye-teeth sharp, but it takes fifteen thousand dentists to enable them to do it.

CONKLING refuses to express his opinion of Cornell, and Cornell is equally careful not to express his opinion of Conkling.

JAY GOULD has arrived in town, and that well worn paragraph of the Herald about the Colossus of Roads will be taken down from the shelf and dusted.

HAYES says he is glad that he is "out of it." Mr. Hayes had his foot in just the same mire for four years, and may be pardoned for this expression of relief.

AN exchange calls attention to the fact that the south is largely engaging in the manufacture of hemp. This is supposed to be due to the increased demand from Durango and other mining points.

CONDENSATION of products is one of the solutions of the problem of cheaper freights. Western farmers are beginning to realize this, and will feed more cattle next season than ever before.

The Virginia roadjusters have concluded their convention at Richmond. They failed to readjust Riddleberger's relation to the position of sergeant-at-arms of the senate, which was the genuine meat in the reconciliation cocoon.

RAILWAY iron is assisting in making cheap freights to New Orleans. It will take thirty steamers to bring from abroad to that point the railway iron already sold to arrive this summer.

Our special dispatches announce that Mr. Jay Gould expressed great surprise at the marvelous growth of our capital city, and no doubt Lincoln expressed equal surprise at the marvelous growth of Jay Gould's fortune.

The poet Cowper must have had a certain strain in his mind when he wrote:—

"Beware of too sublime a sense Of your own worth and consequence. The man who deems himself too great, And his importance too weighty, That all around, in all that's done, Must move and act for him alone, Will learn to school of tribulation The folly of his expectation."

By the end of the present month the tax levy of 1881 will be at the disposal of the city council. It has been the habit of every preceding council to rush through a batch of resolutions at the very first meeting after the beginning of the fiscal year, and vote away all the funds at their disposal for wooden cross walks, wooden culverts and other improvements of a temporary character. It is to be hoped that our present council will profit by past experience and squander no money on improvements that are mere makeshifts. If any money is to be expended for street improvements let it be done with a view to economy and permanency. Better do less and let every improvement be substantial.

THE IRISH SITUATION.

The condition of affairs in Ireland grows daily more alarming. The horrors of eviction have neither subdued the spirit of the people or broken down their courage. The arbitrary arrests of every prominent leader of the land league except Parnell, who is protected by parliamentary privilege, has only seemed to strengthen the efficiency of the organization and add new fuel to the flames of popular discontent. The coercion act has failed to coerce, and the bayonets of forty thousand troops prove inadequate to enforce submission to decrees born in tyranny and placed in operation in defiance of every tradition of justice, liberty and free government. Ireland is practically in a state of insurrection. No law can be enforced except the law of the land league. Every British official, civil or military, every oppressive landlord, every Irishman who has given aid or countenance to the enemies of his country, is placed under the band of a rigid proscription. Passive resistance has changed front and become active aggression.

In several instances the bayonets of the soldiers have been met by the bullets of a desperately in earnest peasantry. Parnell, standing in the house of commons, has solemnly warned Mr. Forster and his colleagues that a continuance of the evictions, which already reach the alarming number of 4,000, will result in bloodshed and revolution.

Meantime, the government which really intended to ameliorate the condition of the Irish tenantry, before it was led into evil counsels by outside pressure, is wavering in its course. The conservative press is loudly calling for severe repressive measures and urging the employment of bullets and the sacrifice of lives to enforce the payment of rent. The liberal party is divided into two factions, the one opposing any further exercise of the coercion act and the passage of the land bill under an emergency clause, and the other opposing any further concession to the land league until obedience to the laws has become general.

Altogether the outlook is most discouraging for a peaceful solution of the difficulty. The forbearance of Ireland has been stretched to the utmost. It remains to be seen whether an outraged people will longer submit to the indignities which are being heaped upon them.

It seems to be decided that a grand river convention will meet in St. Louis in October next to discuss the water transportation question, and take measures to promote the movement of food products down the Mississippi to the Gulf. Minnesota is becoming greatly interested in the subject, and the St. Paul chamber of commerce has adopted a resolution favoring the convention, and assuring its support to any project looking to cheaper transportation and the improvement of the national water ways. Few realize the immense amount of productive territory which is tributary to the Mississippi and Missouri rivers. Fully one-half of the food producing lands of the United States is embraced in the valleys of these two rivers. The farmers of the West see a ray of hope for relief from their present oppressions in the opening of barge lines to the Gulf, and they demand such congressional action as will facilitate the safe and rapid navigation of the rivers. In urging upon the national legislature the necessity of speedy and liberal action in the matter the St. Louis convention will only be voicing the unanimous wish of the producers of the great West.

ENGLAND has supplied to America the progenitors of her blooded horses whose triumphs are now so gratifying to our national pride. She is now furnishing our stock breeders some excellent blooded cattle. On Saturday there were shipped from Liverpool ninety-nine Hereford cattle and thirty-nine polled Angus, the largest shipment of cattle ever made to America.

The Washington Republican announces that the Republican party is the party of monopoly. Brady, Gorham & Co. are the principal owners of the Republic which seems to have had a monopoly of the principal star route contracts.

RECENT revelations in connection with the New Mexican land swindles perpetrated by the ring, of which the redoubtable "Star Route" Dorsey was the head, are likely to induce Mr. Henry Atkinson to throw up his commission as Surveyor General of New Mexico.

Now we have no means at this distance of testing the sincerity of Governor St. John, but we apprehend his conduct will bear watching. In his case as in the case of James F. Wilson of Iowa we should take the past record of the man as a much better index of his natural inclinations than any pledge he might now make for the future. Any man who has ever betrayed a public trust by playing capper for monopolies under any pretext cannot be safely trusted.

THE ISSUE IN KANSAS.

Although Kansas will hold no important general election until November, 1882, the coming conflict is already attracting serious attention among politicians. In Kansas as in Iowa and Nebraska where the Republican party is dominant by overwhelming majorities, the great body of Republican voters are farmers. In common with all the producers of the west the farmers of Kansas are preparing for the irrepressible conflict. Farmers alliances are being formed all over the state and the anti-monopoly sentiment is spreading like wild-fire. The average Kansas politician, like the professional placeman of every other state, is willing to accommodate himself to circumstances. As long as the monopolies had absolute control of nominating conventions and political offices they were pliant tools of the railroad corporations. Now that the monopolies have lost their grip on the masses they foremost advocates of anti-monopoly principles. And thus in Kansas, as in the states of Iowa and Nebraska, political acrobats whose sympathies never have been with the producers of the west, are now imposing upon the credulous by prating against railway domination. A correspondent writing from the Kansas capital to the Chicago Tribune, describes the prevailing sentiment among the people of Kansas as follows:—

There is a strong feeling among the agricultural classes against the present railroad system in Kansas and in the whole country. Rates are said to be exorbitant, and too much discrimination is exercised in favor of certain points, to the detriment of the farmers. The prominent defect and abuse in railway management are held to be: Construction of railroads without credit; watering stock; rings,—rings in management rings in construction, rings in freight lines. The remedies proposed are: Proper legislation to establish rates; equitable representation in the direction; fair and earned dividends; prevention of unjust discrimination; prevention of leasing roads when it is done to avoid competition; prevention of railroad companies from engaging in other business; and making it an offense for public officers to accept free transportation over railway lines.

The railway question has figured extensively in the last two legislatures. In 1879 an attempt was made to correct the abuses complained of, by the adoption of a law similar to that in force in Illinois, and it came very near succeeding, lacking only a few votes of a constitutional majority. The struggle was renewed at the session of 1881, and it was finally agreed, as a compromise measure between Gov. St. John and the railroad representatives, to permit the passage of a bill providing a state railroad commissioner, to examine the condition of Kansas roads, and report what legislation was necessary to secure just and harmonious relations between the corporations and the people. It was also provided that the commissioners were to receive a salary of \$2,500 a year, which would have given the governor a very nice thing in the way of appointments, and would have enabled him to fortify himself for future events; but, when the bill came up in the house, it was amended so that the commissioners were to be allowed pay for only 100 days' service, at \$5 per day. Of course this amounted to nothing in the shape of desirable patronage and the measure was killed.

St. John now claims that the railroads did not act in good faith with him, and he proposes to make it a direct issue in the election of the next legislature. In short, by storming the heights of Monopoly and the citadels of King Alcohol, he hopes to land high and dry upon the floors of the national capital. The Tribune correspondent in another part of his interesting letter says: A number of Kansas papers maintain that it was St. John who received the dispatch from Jay Gould during the Stanley Matthews controversy, asking him (Plumb) if he could "conscientiously vote for the confirmation of Matthews." Other papers deny that Plumb received this dispatch, and assert that it is an open secret that St. John is Gold's candidate for the Kansas Senatorship. The Gould railroad of Kansas all supported St. John for Governor last year with great cordiality.

The governor's brother-in-law was recently appointed attorney for one of Gould's roads in southern Kansas, at a salary of \$2,000 a year, with a limited amount of legal work to perform. The position is one of considerable influence in that section, and will be used to promote the governor's candidacy. Should he be removed pending the contest, the prominent position of attorney for the roads in the manner in which the railroads were working against him. If the attorney is retained, his influence will be thrown to St. John; if he be removed, it would still further help St. John. Either horn of the dilemma points to St. John, and notwithstanding the governor's well-known aversion to "taking a horn," it is generally believed that he will scoop it in.

There appears to be grave doubts however as to Governor St. John's sincere conversion to anti-monopoly views. We venture to remind the great mogul of the Union Pacific, now in our midst that the mammoth cow shed which ornaments our \$200,000 depot grounds is a perpetual eye sore to every tax payer in Omaha.

During the last fifteen years of slavery the south raised 46,075,591 bales of cotton. During the first fifteen years under freedom, that is, from 1865 up to 1880, the number of bales produced was 56,438,335.

NATURALIZATION PROBLEMS.

The value of preserving naturalization papers is seen from two disputed cases on which our government has been engaged, the one with Great Britain and the other with Spain. In both instances the point of the controversy turned upon the alleged naturalization of two parties claiming to be American citizens. One of these was Michael Boyton, the justice of whose claim was dependent upon proof being produced that Boyton became a citizen of the United States without taking out papers, because a mere lad when he arrived in the country, and by virtue of his father's naturalization. As yet no evidence is found to establish the fact that his father was naturalized, and until it is furnished the state department is powerless to effect the release of Boyton from arrest.

The other is the case of one Pietro D. Buzzi, who is claimed as a citizen of Spain. Buzzi, who is imprisoned by the Spanish authorities claims that he became an American naturalized citizen in a Baltimore court, and therefore demands that his rights shall be maintained and defended by the United States. The Spanish authorities rejoin by saying that Buzzi's naturalization papers were obtained fraudulently, as he had not been long enough in the country to be entitled to them; and that, anyhow, he never had any intention of making his permanent residence in the United States. Buzzi had estates confiscated in Cuba, in 1870, for which he asks damages from Spain in the sum of \$500,000. Our government contends that the decision of the court granting the naturalization cannot be inquired into, which is disputed by Count Lewenhaupt, the umpire of the American and Spanish claims commission in accordance with the protest of our state department. The counsel for the United States asserts that Count Lewenhaupt is basing his decision on a mistake as to what the Spanish government were informed by Secretary Fish might be done.

This statement is made on behalf of the United States: In 1870, the secretary instructed Minister Sickles that "naturalized citizens of the United States will, if insisted on by Spain, be required to show when and where they were naturalized, and it will be open to Spain to traverse this fact." A further instruction was given in 1872 to Minister Nelson, at Mexico, to this effect: "A naturalization of a foreigner in the United States is the solemn act of a court of record. As such, no foreign government can rightfully question its sufficiency, or inquire into the facts upon which it may have been based."

The moral of these cases teaches all foreigners to use the greatest care to obtain fire-proof naturalization papers and afterwards to use equal precaution in preserving the proofs of their adopted citizenship. It is understood Sidney Dillon's visit to Omaha is for the purpose of procuring anchors to hold down his mammoth elevator in Dillonville.

WHERE is Church Howe, and where is Carns? They ought to be on hand to file their claims with Dillon and Gould for "invaluable services" during the last session of the legislature.

Leave Him to Flock Alone.

Mr. Conkling's proclaimed purpose to "fight till the snow comes" shows what an utter sham his letter of resignation was. In that mock heroic epistle, speaking for himself and his tag, he said: "With renewed attachment to the great State whose interests and honor are dear to us, we hold it respectful and becoming to make room for those who may correct all the errors we have made, and interpret aright all the duties we have misconceived." Instead of "making room" he now proposes to hold the fort "till the snow flies." The remnant of republicans that he has served from the subservient majority of last winter may have something to say about this. It would be a fitting finale to the farce to leave the doughy boss to fight, as Dundreary's bird flocked, "all alone by his own self."

Hunt the Rascals Down.

The administration has done one thing which must recommend itself to all parties of whatever political faith. In its determination to expose the star route frauds and punish those instrumental in swindling the government out of hundreds of thousands of dollars, it is pursuing a policy of the utmost importance to the whole country. Thus far the efforts to force General Garfield and Mr. James to discontinue their pursuit of the rascals have utterly failed. Brady was in hopes that the Hubbell letter would do the trick, to leave the doughy boss to fight, as Dundreary's bird flocked, "all alone by his own self."

A False Prophet.

The St. Louis Globe-Democrat has turned prophet. It predicts that when Congress meets in December the Secretary of State, Mr. Blaine, will be missing from the Cabinet. We read in the Holy Book that there were false prophets in Israel, and it appears that the race is not yet extinct. Ex-Vice-President Wheeler is in New Hampshire. It is rumored that he had a late last week.

ROSCOE CONKLING.

A Review of His Life From the Cradle to the Grave.

TERAMAH, Neb., June 3, 1881. To the Editor of The Bee.

I want to say a few words about the claim often asserted, that the republican party is greatly indebted to Roscoe Conkling. I was born within fifteen miles of his residence, and, without any personal acquaintance, have always been well posted about his political course, and been proud of his success. I consider him a very able man, and regret that he could not be content to labor in the republican party, and for the republican party, instead of forcing an antagonism on purely personal grounds. On a careful reading of his long letter to Governor Cornell, I can find nothing but a confession in every sentence, that under cover of "senatorial courtesy" he is contending for the right to wield the patronage of the New York custom house for his own personal benefit, and that the administration of the office without that object, is an attack on him.

I was a voter and somewhat active as a politician in my limited sphere, when the party was formed,—in fact I may claim to have been one of the "charter members." I was a delegate at the two conventions in the state of New York in 1854—at Saratoga and at Auburn, where the initial steps were taken which led to the organization of the republican party in that state. The attendance was very large, and included most of the men who were prominent as leaders in that state for the next twelve years. But I did not hear the name of Roscoe Conkling. His first appearance outside of the city of Utica, was in the galleries of the state convention held at Syracuse in June 1855, for the purpose of uniting the Whig and Free Soil parties. I saw him there, but did not hear a word from him then, nor for several years afterwards as a politician.

He was a promising young lawyer and the son of a judge who had served a long time I believe in the U. S. district court for the western district of New York. With this prestige he made a successful canvass for the office of mayor of the city of Utica. Two or three years afterwards he was elected to Congress from that district. I will leave it for others to relate what prominent measures he originated or supported during his service in the house. I do not remember one. I only know that during that time a warfare commenced against several of the most prominent men in the republican party in that state, those who had been foremost in it for the preceding twelve years, against every one who could, by any possibility, be given a rival of Roscoe Conkling as a candidate for the United States senate. And the warfare was kept up until he succeeded in driving most of them out of the party or into retirement. Some like Martindale and Grover fell back into the democratic ranks. A large number who did not fall in love with Roscoe at first sight,—like Greeley, Fenton and Geo. W. Curtis, were necessarily forced into a position of antagonism where they could not act as republicans, except as the abject slaves of Conkling; and the result was the loss of the state government for several years, and a democratic U. S. senator for six years. The same tactics have been attempted towards Robertson and Woodin, and those who acted with them at Chicago.

Others have been content to work as privateers, or corporals, or captains, or major-generals, in whatever position the choice of their party assigned for them. Not so with Conkling. Nothing but a full general's commission and the authority of a Caesar would suit him, and nearly every man who hesitated to yield to that assumption, and would not swear that it was just what he preferred, was stamped out. Nearly all who were prominent in the organization of the republican party in that state or leaders during the first twelve years of its existence have been forced into back seats, and their places filled by Tom Murphy, Arthur, Speaker Sharpe, Platt, Insurance Superintendent Snythe of Albany, and the like—not one of them, except Gov. Cornell, was a privateer, or corporal, or captain, or major-general, in whatever position the choice of their party assigned for them. Not so with Conkling. 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