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

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

Isn't it about time we heard from those court house plans?

The monotonous routine of balloting and adjournment still continues at Albany.

The growth of the Farmers Alliance means the decline of monopoly oppression.

In Kansas, notwithstanding the general rise in prices, whiskey still continues to go down.

O'DONOVAN ROSSA isn't much on the act but he can collect money and curse England with the best of them.

Mr. CONKLING would like to see the "half-breed" lamb and the "stall-wart" lion lie down together, with the lamb inside of the lion.

RETURNS from the various county conventions in Iowa give Larrabee a lead of eighty votes above Sherman in the contest for the gubernatorial nomination.

The Chicago, Milwaukee and St. Paul road will bridge the Missouri next year, and general opinion points to Council Bluffs and Omaha as the point of crossing.

IOWA will have an unusually lively convention, but whatever candidate receives the nomination the state will be able to congratulate herself in the fall over the election of a steadfast, sound republican.

WHEN a number of our citizens have broken their necks over the hydrants which project from the middle of sidewalks in all portions of Omaha, the council will probably take some steps to abate the nuisance.

The connection between horse racing and christianity may be seen from the fact that Lorrillard promised, if he won the Derby, that he would build a church in Jobston, N. J., where he keeps his horses, and will fulfill his agreement.

The Union Pacific has a debt three times as large as the Chicago, Milwaukee & St. Paul road and owns only half the track. By exorbitant charges and the surffiance of the people it is enabled to report net earnings five times as large as the St. Paul road.

The old resident returning to this city after a ten years absence would scarcely recognize Farnham Street. The new opera house, the Burns building, the business blocks under course of erection by Judge Lytle, C. C. Housel and A. L. Strang are all improvements which will give our principal business thoroughfare a genuine metropolitan appearance.

The charge of State Senator Strahan of New York, that the marshaling was promised him on behalf of General Garfield, conditional upon his desertion of Mr. Conkling, calls forth from President Garfield a vigorous denial. The president declares that no one was authorized to promise appointments for him or threaten removals; that in making appointments to office at all times he proposed to use his own judgment, and not to be dictated by any man; and that his appointments would always be made, first, with a view to the public good, and second, as to the capacity and character of the applicant.

No clearer declaration of the principles of a genuine civil service reform could be made than those which are contained in these few sentences. The first consideration in any change of Federal officials should be whether the public service demands such a change. Will the office be better administered by another occupant; will the department be strengthened by a change of officials; will the people be benefited by the removal contemplated; these are the questions which should always first present themselves as paramount in any reorganization of Federal offices, and following these important considerations, comes the personal qualifications of the candidate.

THE BARGES AND CHEAP TRANSPORTATION.

Now that the barge convention has finished its sittings and the members have returned to their homes, it will perhaps be well to consider just what has been accomplished by the session just concluded in Council Bluffs. A number of excellent speeches were made by the delegates in attendance and by the distinguished visitors from abroad. It will scarcely be denied that many important facts and figures were brought forward to prove the importance of river improvement and the necessity of cheaper transportation for the products of the Missouri valley, while the resolutions passed by the convention were forcible, and voiced the wishes of this entire section of the country.

What immediate influence, however, is the Council Bluffs convention likely to have upon cheap transportation? This is the important question which the producers of Nebraska, Iowa, and Kansas would do well to consider. Granted that the recommendations of the convention receive the attention and support of the national congress, and that the needed appropriation of \$8,000,000 will be forthcoming, how long will it be before the river becomes perfectly adapted to the necessities of commerce and an unfeeling competition with the railroads for the products of the graineries of the west? Will resolutions reduce railroad tariff or recommendations to congress curb the insatiable greed of the monopolies? Is it not necessary to use other efforts to protect the people until such time as a full and free competition by water becomes operative? We hear a great deal even from the monopoly organs of the great benefits which will accrue to our farmers from the coming barge lines. We are assured that they alone will provide the true check to the evils of corporation oppression and extortion. But it will not do for our farmers to defer action upon the great question of the hour until a tardy survey of our river has been followed by a still more tardy deepening of its channel and strengthening of its banks. The monopoly advocates would gladly divert attention from all anti-monopoly legislation by loud huzzas for the water route and the barge lines. No one is inclined to underestimate the great and paramount importance of these enterprises. Certainly not THE BEE. But while the people will rejoice at every step forward toward a free and open river, which shall carry their products to the seaboard, they must not flag in their determination to curb and regulate the extortions and abuses of the monopolies which are robbing our farmers and merchants to increase their ill-gotten gains. Cheap transportation is the greatest need of the west and the demand for lower freight rates must not wait upon the opening of the Missouri to a fleet of barges which may take years before it becomes an actuality. The state, which is the people, possesses within itself the means to obtain this much to be desired end and it should permit nothing to divert it from carrying out its determination to remedy existing abuses and secure in advance of the barges themselves, cheap transportation for the producers of the Missouri valley.

HOW IT WORKS.

The manifest injustice of the Doane tub law to the state of Nebraska is becoming more and more apparent as time progresses. In some localities its pernicious effects were felt from the start, in others not till a later date, but it is when the current year's products begin to move that this mischievous legislation will be more generally and more seriously noticed. Then it will come home to many who now do not feel it. —Republican.

"The manifest injustice of the Doane tub law," lies entirely in its application by the railroads to the conduct of their business. When the question of railroad regulation, which was expressly commanded by the constitution of Nebraska, came before the members of the last legislature, there were two courses only for the legislature to pursue. One of these was to pass a so-called "Granger" law fixing tariff rates on all articles and prohibiting any deviation from those rates under heavy penalties.

The other was to obey the mandate of the constitution by prohibiting all discriminations between shippers of the same class of goods for the same distance and in the same quantities and leaving the equalization and adjustment of specific rates to the railroads themselves. Several bills were introduced by advocates of both of these positions. The Jensen bill which went to greater extremes than the present laws and placed corporations under severe restrictions in the conduct of their business, was bitterly antagonized by the roads who had previously smothered several other bills in the committee rooms and by the strong pressure of their lobby and the exertions of Lieutenant Governor Carus in packing the senate committee, had forced the appointment of a special railroad committee in the senate of whom Mr. Geo. W. Doane was a member. It soon became evident that any measure which had for its object a radical and sweeping reform of the methods of railroad mismanagement

in this state would fail of passage. The power of the monopolies, who had pooled their interests to concentrate all their energies in opposition to the anti-railroad element, made itself felt even among members of the legislature who were pledged to vote for a measure which would assert the power of the people over the corporations. After a long consultation of the railroad managers it was determined to kill every other bill but the Doane law. The Doane law was admitted to be the most liberal in its provisions which had been offered for passage, and the corporations saw in the wide latitude which it offered to their managers ample opportunity to show in a still greater degree the power of monopolies throughout the state.

It was only as a compromise, which was vigorously opposed by the rank and file of the anti-monopoly forces, that the Doane bill became a law. Such corporation cappers as Church Howe and a number of professed anti-monopolists who were really acting with the corporations, aided in securing its passage. Those members of the legislature who saw that no other measure could become a law, and who felt it incumbent to plant themselves squarely on the record as fulfilling their sworn oath, also voted for the Doane law as the best attainable under the circumstances.

The Doane law fixed no rates. It simply provided that they should be no higher than the published tariffs of the roads at the time of its passage. It decreed that every shipper of the same class of goods should be treated alike, and no greater sum should be charged for a shorter than for a longer distance. These plain and equitable boundaries, within which the railroads might operate, were laid down in order to afford the corporations full latitude and ample time in which to accommodate themselves to the changed order of affairs.

It was left entirely to the railroads how they would apply the bill, whether to the detriment of the people or in the spirit of the law to the mutual advantage of the corporations and patrons. The Doane law provided that no special rates should be given to shippers, and that rates to local stations should not be greater than to points beyond. This provision called for an immediate equalization of the tariff, owing to the past policy of the corporations in charging greater rates per mile for local traffic than through freight. The law insisted that the rate from Omaha to Fremont should not be greater than that from Omaha to Elkhorn or Valley, or that from Lincoln to Hastings. To obey the mandate of the law two courses were open to the railroads, to lower local rates on the basis of the through tariff or to raise the through rates proportionately to the local tariff. By the first of these plans a general reduction in rates would have ensued and the evident intention of the law carried out; by the latter, tariff rates would be generally increased and the law turned to the great disadvantage of the public.

The railroads have seen fit to follow the latter course, and the present exorbitant local rates have been extended in their operation to all points in the state. Cities which heretofore have obtained their freight at rates when compared with smaller towns, villages and way stations, are now forced, under the railroad application of the law, to pay largely increased freight charges over the former figures. Instead of lowering local rates, through rates have been raised and the very liberality of the law has been taken advantage of to make the measure odious, and to raise the cry that all anti-monopoly agitation must be no less injurious to the people than to the corporations. Monopoly organs like the Republican cheerfully tell us that the Doane law is crippling Nebraska's interests, ruining her industries and raising the price of groceries and provisions, while the monopolies, those disinterested benefactors of the people, regretfully contemplate the disastrous work of an anti-monopoly legislature.

This is the sheerest both. The Doane law contains within itself a remedy for all the existing evils. Proper application of its provisions would result in the sure abatement of the evils which afflict Nebraska producers. If such is not the result, and the manifest intention of the law is not carried into effect, the people will know at whose doors to lay the blame. Other laws will be passed which will afford no loophole for escape. Rates will be fixed by legislative enactment and not left to the discretion of the monopolies.

All the chatter and groanings of the monopoly organs and all the hypocritical pretensions of monopoly managers will fail to blind the people of Nebraska respecting the real condition of affairs. Another legislature will be less lenient. The course of the monopolies in violating the law while pretending to acquiesce in its provisions, will only hasten the day when railroads in Nebraska will be compelled to conduct their business

with a regard for the interests of Nebraska producers, and when railroad tariffs will be regulated by a law whose provisions cannot be shirked or evaded.

AN IMPERIAL PARLIAMENT.

The subject of an Imperial parliament for Great Britain in which every colony while enjoying self government shall have a representation, to discuss measures of common interest, is attracting considerable attention. In its present form, as has been well said, [the English parliament represents, not so much the people of England, as] customs, traditions, vested rights, small monopolies and large landed interests. A true parliament, representing the English speaking world would be an imposing body. It would represent all English countries and colonies upon the American principle of representation and would afford independence to the separate countries in all that pertains to home rule, while it would also furnish all the advantages of a union of imperial interests.

The topic is particularly interesting in its relation to the condition of Ireland at the present time. Independence is the ultimate aim of the land league, and the hope for his country of every Irishman. Ireland will never be satisfied until she has home rule and a national parliament meeting in Dublin. Most of the prominent leaders of Irish opinion are said to be earnestly in favor of the adoption of the plan. Parnell, Dillon and other leaders have been privately discussing the plan, but had some idea of postponing an earnest agitation of the subject until 1883, the centennial anniversary of the old Irish parliament. Justin McCarthy is enthusiastic in his support of the project, and thinks that no better time than the present could be found to urge the idea of a national and imperial parliament. O'Donnell says that in his opinion a just and honorable confederation would insure self-government to Ireland, and with the passage of the land bill restore prosperity to the country. Even the extreme nationalists are inclined to look upon the plan with favor because, under such a system, Ireland would enjoy home rule and practical independence. Many Irishmen would prefer it to absolute independence, because, while it could guarantee home rule to the fullest extent, it would afford a wide scope to the intellectual classes, by permitting them to take part in the good government of a vast empire. Mr. McCarthy says the scheme would soon strengthen and consolidate the empire, which, in the case of war with any strong maritime power, would undergo a great strain. He considers that public opinion in England is becoming more favorable to some solution looking to the release of parliament from the work of local legislation.

Stable Railroad Tariffs.

It is more important to the mercantile community that railroad tariffs be permanent than that they be low. The burden of high rates falls on consumers and the merchants do not feel it half as much as they imagine they do. When freights decline the selling price of goods comes down with them. Of course merchants are interested in a general way in the prosperity of the people, and this is promoted by low rates. But the immediate profits of the dealer are not seriously circumscribed by costly freights. When we had to pay several times our present rail rates for wagon transportation Denver merchants made as much profit, upon a given capital, as they do now. When rail rates are half what they are at present individual merchants will not make any more money.

But what injures commerce and enslaves all business men to the railroad power is the changing of rates. When the merchants of a city have strained their credit to lay in large wholesale stocks, they are liable to sudden ruin by an unexpected reduction of rates before they can sell out. Favorites of the corporations can often make large sums of money by an advance in the rate of some article, of which they have obtained a heavy supply. It is true that these changes have not often been used to the serious detriment of our merchants, but the arbitrary power of the railroad managers to make their credit to lay in large wholesale stocks, they are liable to sudden ruin by an unexpected reduction of rates before they can sell out. Favorites of the corporations can often make large sums of money by an advance in the rate of some article, of which they have obtained a heavy supply. 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