

THE OMAHA BEE.

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THE BEE PUBLISHING CO., PROPS. E. ROSEWATER, Editor.

THE non-arrival of about 300 tents at the Hastings reunion in reasonable time, proved quite a serious inconvenience.

REV. THOMAS K. BEECHER, of Henry Ward Beecher, has been nominated by the greenback state convention, held at Rochester, New York, for secretary of state.

JAY GOULD has given his testimony before the senate committee on the labor question. He says when he obtained control of the lines of railroad, which constituted the beginning of his present system, their earnings were not above \$70,000 a month.

Mr. Gould gives it as his idea that a government postal telegraph is opposed to American institutions. He also expressed it as his opinion that the mail service would be better accomplished by private enterprise.

HENRY VILLARD, the president of the Northern Pacific railway company, whose international picnic is attracting so much attention at present, was once a newspaper reporter.

HE came to Denver with Greeley and Richardson in 1859, and with them signed the report of their observations of the first placer mining done in Gregory gulch. This report was first published in an extra number of the Rocky Mountain News, and was printed on brown paper, there being no white paper in the settlement at that time.

SENATOR VAN WYCK'S SPEECH. Hon. C. H. Van Wyck, United States senator, delivered the annual address at the Cass county fair at Plattsmouth, Thursday. In our columns will be found extracts from the address, which not only farmers, but everybody else who takes any interest in matters pertaining to our welfare as a people, should read, and if any there are who do not have such interest, it may be that the reading of those portions of the speech will awaken an interest in them.

When the senator speaks he does not adopt the inuendo style. There is no difficulty in finding out what he is driving at. He always means something, and what he means is very apt to be for the public good. If he touches an old subject, his method of treatment gives it additional freshness. It has come to be pretty well known and recognized all over the country that the senator is watchful for the welfare of the people. He is working, as is every other public man in this country, in a broad field, in which are varied and vast interests to be guarded and promoted.

The measures and projects which are constantly brought forward, the combinations to secure them which are made, not less than the celebrity with which they are pushed forward, require all the ability and industry which our public men can command, to shape and mould what pertains to the public welfare, in a wise way.

POSTAL TELEGRAPHY.

It may be regarded as certain that the question of postal telegraphy by the government will be brought prominently before the next congress. There is hardly a subject connected with the public interests which is now more frequently touched upon by the press throughout the country, and more or less discussed, than that. It will doubtless continue to be agitated, without abatement, until it shall be disposed of, at least for a time, by congressional action. In case the government shall undertake the business two courses are open for its accomplishment: one for the government to purchase the existing lines, the other for the government to build new lines. The stock of the Western Union represents \$80,000,000, while its actual cost probably has not exceeded and quite likely has not equaled half that sum. Some insist that, should the government undertake the business it ought not to purchase the Western Union's property at a greater price than would be required to build the same. It would certainly be difficult to find any valid reason for paying the full sum represented by the stock, watered as it has been. Indeed it can in no proper sense be said to be worth that amount. The stock is now quoted on the market only a trifle above three-fourths of its face value. It would be subjecting it simply to the legal rules which govern commercial transactions to put its value at what it sells for. But even this might be putting it too high, for probably no large amount could be sold at such figures. Such stocks are generally kept quite as high as they will bear, by men rich enough to control them, and to keep them up to the highest available notch. The Chicago Tribune takes the ground that, instead of purchasing, the government should build, new lines, leaving the present companies in competition. The object of the government would not be to make money, but to conduct the business in the interest of the people, and at such rates as would make the business little more than self-sustaining. It is difficult to see how the companies could maintain their lines against such competition. Their property certainly would depreciate in value. Still it is undeniably true that the government would be under no obligation to purchase the existing lines at a greater price than they are fairly worth. The United States revised statutes provide that the government may purchase the telegraph lines constructed over the public domain at its option, at an appraised value. The statutes further provide that the appraisal shall be made by five disinterested persons, two of whom are to be selected by the postmaster-general, two by the company, and one by the four so selected. It is said, on what seems reliable authority, that Postmaster-General Gresham, while having no settled convictions regarding government postal telegraphy, has resolved to give the subject an exhaustive review, to ascertain all its merits. "Intend," he says "to give the subject careful consideration, and until I have done so, I cannot tell what my conclusions will be."

It may be expected that he will give the subject a pretty thorough discussion, together with his conclusions, in his annual report to be submitted to congress in December.

PROSPERING CONDITIONS. It is said that times, which is supposed to mean business, in Colorado, are dull, and that this dullness pervades Denver, Colorado like most if not all mining countries, is, and doubtless will continue to be, the home of a good many very rich persons—bonanza kings, if you please. There are and will continue to be a fair number not rich who will do well, and some of them will get wealthy by tilling the soil. Her valleys, and in fact all her soil susceptible of cultivation, is abundantly rich, but nearly all of it to produce crops must be irrigated. So irrigation constitutes one of the limits to her productiveness. Whatever the farmer can raise will, however, always find a very remunerative market in the mining towns. Yet the railroads which traverse the fertile plains of Nebraska and Kansas and strike into the mountains, by furnishing the abundant agricultural supplies of those productive states, will keep food products down to a reasonable price.

As times, goes and mining business is systematized, the rich mines will fall into a few hands, and the owners of them will procure their supplies, not by little, but upon a wholesale plan, and from points at which they can be purchased cheapest. It is said that this is already being done, and that small shops and stores in Denver and other parts of the state are already very sensibly feeling the loss of trade resulting from such a course. Chicago, St. Louis, Omaha and Kansas City are commercial and manufacturing centers which will be patronized by the mining kings in making their purchases.

This view of affairs is applicable to nearly all mountainous mining countries. The fact is that even, growing and continued prosperity for all classes, is to be looked for in a city which has its roots in the earth, and in a country highly favorable for agriculture. Adaptation to manufactures should also be included. It is undeniable that Omaha is a city so situated. Around it on every side is a country which for its fertility is not excelled anywhere. Nor is the country which is tributary to it and of which it is the commercial center circumscribed within any narrow limits. It extends on every side far enough to furnish all that is necessary to build up and support prosperously, a great city. Omaha is growing fast. It has business life. New business enterprises on a mean scale are started here with a frequency that is surprising. There is a warrant for all this, and a warrant that it will be lasting. We predict that but a few years will pass before Omaha will become a greater and more important city than those who have predicted for it a prosperous future have dared to anticipate.

It seems impossible, says the Kansas City Journal, to prevent the fraudulent sale of oleomargarine. Stringent laws have been passed, but they are not enforced; the people have been informed regarding the impositions practiced upon them, but they are powerless, and, emboldened by past success and prospects of future security, the manufacturers are increasing the capacity of their factories, and are turning out the nefarious compounds in still larger quantities. It goes to the hands of the grocer or the butter dealer, and he sells it, not as oleomargarine, but as new farm dairy butter.

STATE NOTICES. The Burlington road will build a \$15,000 passenger depot at Beatrice. The new buildings in Okadale, under way and contracted for, amount to \$20,000. As high as forty-four bushels of wheat to the acre has been harvested in Wayne county this year. The grist mill at Norfolk is nearly ready for operation. It will have a grinding capacity of 80 bushels per day. A. H. Clark, of Burt county, will exhibit a four-year-old steer at the state fair which, though not fat, weighs 2,770 pounds. From 1,000 worms fed on Osage orange leaves, Mrs. Flory of Fillmore county, has a jar full of silk. She proposes to have 20,000 worms next season. A match of 100 glass balls at \$100 a side has been arranged between Geo. Leffingwell, of Fremont, and Mr. May, of Omaha, which will come off in three or four weeks. Near Grand Island on the 30th ult., John Wilson was thrown from his wagon by a runaway team. He laid on the ground all night, and his recovery is considered doubtful. Near Wayne, the other day, Hon. C. L. Lamb, of Stanton, was thrown from a buggy and had his collar bone broken. Probably he would not be able to get up again, as his companion weighed 200 pounds and had fallen on top of him. The Sidney Plaindealer says it is thought the beef crop will be light this year. There were few ranchmen who did not ship hogs in 1882. The shipment along the line of the Union Pacific road have been very light so far this season.

RAILROAD NOTES.

The latest feature of the Wabash is its dining car lunch basket service. The joint freight office of the Vandeventer lines in Chicago has been abolished. The Utah & Northern narrow gauge has connected with the Northern Pacific at Little Blackfoot, Montana. Work upon the Chicago, Rock Island & Kansas City is to be commenced this month between Chillicothe and Kansas City.

The survey for the projected branch of the Chicago and Northwestern railroad is now being made up the Okoboko valley, Dakota. The valuation of railroad property in Tennessee, assessed by the railroad tax assessors, is \$31,197,200, an increase in the valuation of two years ago of \$4,181,000. The Northern Pacific has 200,000 pounds of car wheels and 1,000 tons of rails at Duluth, which will be used on the Oregon part of the Northern Pacific road. Heretofore all this material has been shipped around by water. Now it goes across the continent.

Two hunky sons of the Emerald Isle drove home the last spikes that entered the west divisions of the Northern Pacific at Independence Creek, Montana, August 26th. Their names are M. T. Fitzpatrick and Michael Clifford, foremen of the two forces of track-layers. The Yankton Press furnishes the following information about the proposed northern road which has been almost forgotten down here: "Omaha visitors say the Omaha & Northern railroad will be constructed within the next twelve months, and that it will run from Omaha to Yankton. The company is willing to wait until the Northwestern line men finish their towne specifications and then it will go ahead."

The Northern Pacific railroad company has recently been making very extensive additions to its terminal facilities in St. Paul, Minn. At St. Paul, near what is known as Hamilton university, 230 acres of land have been purchased at a cost of about \$450,000, and 45 acres at the Mississippi street in the city limits, and 12 acres at its freight depot for switches, at an additional large expense. At the foot of Birch street and the corner of Broadway and Prince streets, it has erected a magnificent six story general office building of red brick.

Merchants And Railroads. One of the signs of the times is the noticeably conciliatory tone used towards the railroads by the business men of the day. The Chicago merchants who are now engaged in the very useful work of organizing a freight bureau have evidently felt it necessary to show a velvet hand in that enterprise. The constitution adopted by the merchants' organization is choice and soft in its language. The object of the movement is declared to be "to give the railroad and other transportation companies such information," etc., "to assist," and so on. We need not the same judicious tact in the language of the protest made the other day by the shippers of beef to the east against the destructive and confiscatory increase in the rates about to be made by the Fink pool.

The simple fact is, that merchants and business men are afraid of the railroads. Modern business has been hindered by such fine edges by the working of competition that railroad rates may make or break. But it is not only rates that merchants have to look out for. Great losses may be visited upon them by the mere delay of their shipments; by the humor in which the railroad official enters upon a claim for damages; by the readiness with which cars are forthcoming when wanted; by many other things which may vary with the temper of the common carrier.

Business men, in the expressive language of one of them, "need the constant sunshine of the railroads." That is to say, that to succeed, business men need to be able to calculate the conditions of transportation with the same certainty as those of the currency or of taxation. Any merchant may succeed if he has relations with railroad magnates that enable him to secure the advantages of favoritism. But his success deranges all the efforts of the rest, and the community as a whole can do a good and safe trade only when the railroads are managed, as the theory of railroad law requires that they should be, fairly and reasonably. It is not necessary to state, what every one knows to be the fact, that these common carriers do not do their business on any such principle.

It is not entirely accidental that neither here, nor in New York, nor elsewhere in the formation of these organizations to "assist" the railroads have the greatest merchants taken any part. They do not seem to need any co-operative assistance in making terms with the common carriers. They are the big fish. They can look out for themselves. The testimony taken before the Hepburn committee in New York, showing how much lower

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