

THE OMAHA BEE.

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Business Letters. All Business Letters and Remittances should be addressed to THE BEE PUBLISHING COMPANY, OMAHA, NEB. Checks and Postoffice orders to be made payable to the order of the company.

Thanksgiving Proclamation. In furtherance of the custom of this people at the closing of each year, to engage upon a day set apart for that purpose in special festival of praise to the Giver of all Good.

EVERY railroad crossing in our city limits should be lighted with two gas lamps or an electric light. WHERE is Chairman Dorsey with his revised returns? Does he still feel confident Reese will get 7,500?

SENATOR VAN WYCK had better resign. His presence in the Senate is very offensive to the late clerk of Congressman Valentine. SECRETARY TELLER is after the land robbers with a sharp stick.

FIRE traps and wooden sidewalks must go. The council ought to extend the fire limit and enforce the sidewalk ordinance on our business streets.

THE force in the Supervising Architect's office is on the anxious seat, as Mr. Bell is expected to make some changes. He will lack force if nothing else.

A CONSTITUTIONAL amendment relative to civil rights is favored by some Congressmen for the sake of the record the Democrats would make in the debate.

THE contests for the Speakership and minor offices of the House opens in Washington this week. Cox, Carlisle and the smaller lights will be on hand early to open balls.

THE Chief of the Fire Department should be instructed to make a thorough inspection of chimneys and stove pipe connections in the heart of the city before the thermometer goes down below zero.

WHEN the principal thoroughfares of Omaha are paved with asphalt, the chariot and Herdic coaches will take the place of street cars. They are more convenient because they land passengers at the curb wherever they may desire to stop.

THE next thing in order for Postmaster General Gresham in the way of reform should be an addition to the clerical force in the Omaha postoffice. It was the proper thing to readjust and raise the postmaster's salary to the first-class standard.

REBATES AND DRAWBACKS. Among the abuses to which the patrons of American railroads are subjected, none are more flagrant than the system of rebates and drawbacks.

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the Standard Oil company, which is very suggestive. A comparison made up from the freight agent's testimony, showing the charge per barrel between Cleveland and Chicago, tells its own story.

There is nothing at all in the relations of the Lake Shore to the Standard Oil company that would prevent us from giving the same rates to any other shipper shipping in a like quantity under like conditions.

"I apprehend that any party getting a lower rate of freight can sell a given product a little lower than a party who pays a higher rate, of course, as a natural consequence."

"Naturally, the practical effect of giving the Standard Oil company 10 cents better rate of freight per barrel is a tendency to drive competition out of the western market."

"I am inclined to think that we have been giving the Standard better rates of freight than their competitors ever since I have been on the road [1875]."

"How often [to General Freight Agent Vailant] do you pay these drawbacks?" "Depending on how often they sent them in monthly. We settled when they made demands."

Here we have a plain admission that the Lake Shore road has paid back a large portion of its freight tolls to the Standard Oil company while less favored shippers of oil were allowed no rebate.

That gave the Standard company the monopoly of the oil trade, and with that monopoly firmly established the consumers of the oil product were compelled to pay tribute and put millions into the coffers of the grasping corporation.

A bottle of Samaritan Nervine enables one to defy asthma, nervousness and general debility. "My wife had fits for 35 years," says Henry Clark, of Fairfield, Mich.

A NEW JERSEY ENOCH ARDEN. Rich Mr. Matthews Returns from Brazil, to Find His Wife Another's.

Nearly five years ago there lived in Morris, N. J., Daniel Matthews, a prosperous young farmer, with his wife and one child. One day Matthews surprised his wife by announcing his intention of going on a trip to the Bermudas for his health.

After his departure no letter nor word of intelligence came to Mrs. Matthews as to the whereabouts of her recreant husband. Just a year after his departure word came that he had been stricken with yellow fever while in the West Indies and died.

In the meantime a second child had been born to Mrs. Matthews, and becoming straitened in circumstances she was compelled to accept a position as domestic.

Last spring a young mechanic named Lafferty came from Philadelphia and sought employment near Morrisville. Meeting Mrs. Matthews young Lafferty fell in love with her and offered her his hand and a home for herself and children.

A few days ago a bronzed, bearded man made his appearance in the village and announced that he was Daniel Matthews. He said that he had visited the Bermudas, but that it was his brother David who had died there of yellow fever and not he.

Matthews demanded that his wife should leave Lafferty and with her two children return to him. Mrs. Lafferty refused to do this, declaring that she loved her second husband. Matthews was obstinate and began to make threats, but finding he had the sympathy of no one he offered to leave Mr. and Mrs. Lafferty alone should the woman give up her oldest child, the one born before Matthews deserted his wife.

Do not be deceived; ask for and take only R. H. Douglas and Sons' Bismuth Compound for Cough, Croup, Cold, and Sore Throat. It is a Trade Mark on every Drop.

Husking and Cribbing Corn. When corn has fully matured and has become dry and hard, it should at once be husked and put under shelter. It is dry when the husk readily separates, and when the kernels shell from the cob without much rubbing.

Only last week the officers of the Lake Shore railroad gave some testimony in Ireland, showing the combination with

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grains cling tenaciously to the cob, it is a good sign that your corn has been injured by frost, and that in order to save it from further injury you should crib in small, well-ventilated bins.

About 80 per cent of a matured grain or corn is starch. When water is brought in contact with this starch the particles unite, and the kernel becomes a soft, floccid body, which, when confined in close bins, heats and instigates alcoholic fermentation.

Although frost-bitten corn can not be made as good as that which had time to fully mature, it can, by exercising judgment and care, be kept in a state of preservation from further injury.

The best time to husk corn is on a frosty day, when the ground is frozen and free from snow. If the ground is wet and the atmosphere humid, the husks and stalk transmit moisture to the ear, consequently it should not be husked unless it is to be fed out immediately.

An additional reason for not husking corn on a wet day is that the team and wagon will cut up the field, and leave it in a bad condition to drain next spring. But this is not all. It causes unnecessary strain upon your team, wagon and harness, and at night you will have far less corn than if it had been a frosty, invigorating day.

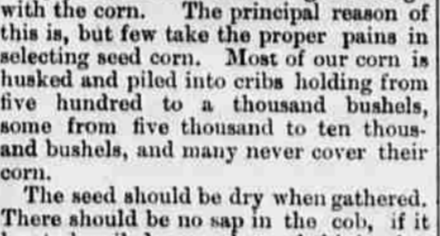
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