

THE OMAHA BEE.

Published every evening, except Sunday, the only Monday morning daily.

Subscription rates: One Year, \$10.00; Six Months, \$6.00; Three Months, \$3.50.

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

Thanksgiving Proclamation. In furtherance of the custom of this people at the close of each year, to engage upon a day set apart for that purpose in special festival of praise to the Giver of all Good, therefore, I, Chester A. Arthur, President of the United States, do hereby designate Thursday, the 29th day of November next, as a day of national thanksgiving for the year that is drawing to an end.

Wonderful majorities are still expected for Reese on the cowboy region. What has become of the street sprinkler? He is badly needed on our principal thoroughfares.

Conson and Hamer made speeches at the monopoly jamboree at Kearney, and they feel happy.

Although Farnam street can't be repaired before spring, the property owners should take proper steps toward getting the street paved before other thoroughfares file their petitions for paving that may exhaust the appropriation.

The Iowa Legislature will wrestle with prohibition once more. Meantime the Iowa druggists will administer bottled strychnine and whisky for medicinal and mechanical purposes to discreet and respectable toppers at the usual price.

His Excellency, Governor Dawes, seconds the motion made by his accidenty Chester A. Arthur, Commander in Chief of the Armies and Navies of these United States—to appoint Thursday, November 29th, as the official and duly authorized day for turkey and cranberry dinner.

Johnson, Brown County, Nov. 13. Telegram to the OMAHA BEE: Republican bosses suppress county returns. Close vote. J. W. DAVIS.

This may explain the marvellous majority of 942 which has been rolled up for Reese in Brown county.

Instead of squandering money on "commissions" to regulate Mormonism and govern Utah, Uncle Sam ought to organize an immigration bureau, and offer special inducements to non-Mormons to take up their homes in Utah.

The Ohio Senatorship is now one of the bones of contention among Buckeye Democrats. Pendleton, Payne, Thurman, Ward, Converse and Seney are gentlemen talked about for U. S. Senator to succeed Pendleton.

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The board of university regents have reached the conclusion that Vigenham has not been invented by Professor Aughey. The fact that several persons testify that they have once seen a man who was said to respond to the name of Vigenham affords the clearest proof that Vigenham is the villain that forged those spurious notes.

There is music in the air. Colonel Mapleson has bounced one of his tenors, Signor Bertini, because he can't sing. The signor sues for damages in \$50,000, and produces his contract with the colonel in support of his claim.

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THE SENATE.

When Congress meets, on the third of December, the first business of importance will be the election of a speaker and president of the senate. The present Senate is made up of 38 Republicans, two Readjusters and 36 Democrats.

Taking it for granted, however, that the Virginia Senators, Mahone and Riddleberger, vote with the Republicans they will have a majority of four in that body. Should, however, Mahone and his man Friday tie up with the Democrats, the Senate would be politically a tie.

The reorganization of the Senate will be followed by a change in the composition of the standing and select committees. There are at present forty-four committees and every one of the thirty-eight Republican Senators are by right entitled to a committee chairmanship.

Among the new Republican Senators there are eight; namely, Wilson, of Iowa; Palmer, of Michigan; Cullom, of Illinois; Bowen, of Colorado; Sabin, of Minnesota; Pike, of New Hampshire; Dolph, of Oregon; and Manderson, of Nebraska, who expect to be placed at the head of some committee.

Legitimate trade and industry throughout the country is not less active at this season than usual. A review of the market reports of the past week discloses a quieter tone, but this by no means argues an unfavorable outlook.

The word of a cabinet officer is out that President Arthur is a candidate for re-election. He is said to now regard himself as the only man in the United States who can successfully marshal the Republican hosts in 1884.

Two years ago Riddleberger knocked at the door of the Senate chamber as an applicant for the position of Sergeant-at-Arms, and the Senate contemptuously slammed the door in his face.

Senator Colquitt thinks "the old ticket" the winning card for the Democracy. General Hancock possibly would prefer the old ticket of 1880, but not as a local issue.

The Omaha board of trade should reorganize, or infuse some vitality into what there is left of it.

STATE NOTINGS.

The Catholic fair at Falls City netted \$800. A man from Steele City is about to put up a mill at Dewitt.

Norfolk claims to be the right location for a first-class college. Hastings trots out her soiled doves to soothe with the police judge once a month.

The 1,056 vote of Beatrice would indicate a county worth nearly 6,000 inhabitants. The citizens of Hastings are considering the proposition to raise \$10,000 for a proposed college there to cost \$15,000.

A young man named John Daily, from Boardman, Ill., died suddenly at the Girard house, O. Hill, last week.

Alvin Konkrel was arrested in Lincoln for repeating. He admitted the crime and pleaded ignorance, but he was sent to the District Court for trial.

John A. McMurphy, for a long time quill-pusher on The Plattsmouth Herald, has purchased The Grand Island Independent of Seth P. Mobley.

The Boone County Argus exhausted its stock of wood in its manufacture of a rooster, but unfortunately the election went the wrong way and the beaten Shanghai turn tailed and wept.

J. J. Long has returned to Beatrice from Boardman with 15,300 sheep. He drove them for 1,200 miles before shipping them by rail, and they came through in remarkably fine shape.

A new elevator is one of the coming fixtures at Uteia. The main building is to be 22x30 feet with 20 feet posts, and dump, engine room and office 14x30 feet. The capacity will be 10,000 to 12,000 bushels.

The new M. E. Church at Blue Springs was dedicated on the 3rd. This elegant edifice cost upwards of \$5,500, of which there hung an indebtedness of \$1,400. A call was made in the morning to close off the indebtedness, which was heartily responded to, and the precisely sum of \$1,500 was raised.

The swindling tree peddler is around among the farmers once more. A farmer in Clay county was duped by a peddler of trees, which were warranted first-class and found them of such stunted growth and poor quality that he traded them all off for a hog and then got more than they were worth.

A lively row occurred at Dawson election day. Two young men named Malone, having imbibed too freely became quarrelsome and got into a row. When the marshal, Frank Brown, undertook to arrest them, they resisted and a general fight ensued, in which Brown and Harvey Malone were dangerously wounded.

The portion of the reservation "mainly unoccupied, or that part upon which bidders failed to make payments and settlements will be placed upon the market and re-sold at the land office, at Beatrice, on December 10th. The lands will be sold to the highest bidder, above the appraisement, but the first payment, one fourth the purchase price, will have to be cash in hand.

The Norfolk Journal thinks there are good prospects of having an exclusive passenger train on the U. P. railroad to that point soon. Reports also say that when the road is completed between Genoa and Fallerton a train will run through from the latter town to Norfolk, direct.

Freight traffic and passenger travel are constantly increasing on the Norfolk branch, and one train each day is wholly inadequate to handle the business that comes to the road.

A GRASPING MONOPOLY. The Methods of the Central and Union Pacific Roads.

San Francisco Letter to New York Times. On every hand one hears grievous complaints of the extortion of the railroad monopoly. Producers cannot find a profitable market for their surplus, because the cost of transportation is so great.

For example, the wine men can sell a very good sound wine in the wood for 25 cents a gallon. To transport this to New York will cost 20 cents per gallon, leaving the shipper to bear the loss by leakage, etc.

The Eastern demand for the cheaper grades of wine. The importer will not believe that there is produced in California any wine worth more than 25 cents, although he may know that the viticulturist has spent years in ripening and blending his product. It goes without saying that the rates of freight practically place an embargo on any considerable development of the export trade in California wines.

For awhile there was an outlet by way of Cape Horn, though the time consumed by the voyage, loss of interest and other risks were an obstacle to shipping wine by sea. But latterly the railway ring has, to use the words of a local shipper, "corrallled the clippers," so that there is no longer any competition between the railroad and the clipper lines.

New York and San Francisco. The policy of the railroad managers is to put on goods offered for shipment "all that the traffic will bear." There is no attempt to disguise this. The rates of freight rise and fall with the market prices of the commodities usually shipped.

Thus a grape grower in the Sacramento valley asking for the rate of freight on his crop to be shipped to San Francisco is required to divulge all details of the proposed transaction. When the agent of the railroad ascertains just what the net profit of the shipment will be, he fixes his rate at a figure that will give the railroad company nearly all of that profit.

That is to say, having learned that the shipper's statement is correct, the railroad company charges him a rate high enough to take nearly all of the profit from him, but not so high as to induce him to keep his crop at home. Sometimes the agent does overreach himself, and so we hear of crops rotting on the ground for lack of transportation.

If the railroad company decides that it is not worth the trouble of shipping flour, it claps on flour a high tariff but allows wheat to escape by means of a lower rate. If any branch of manufacture is to be discouraged in any section or at any point, it is done by means of discriminating freight charges.

One measure of oppression is the special contract, an invention of the Central Pacific monopoly. By this the shipper, in consideration of what are called "special privileges, agrees not to ship by any other line of transportation, nor to countenance in any way those who do. In order to bind him securely the special contract contains a clause by which the railroad may overhurl and search the shipper's books and papers whenever suspicion of his dishonestness may arise.

This is the true "ironclad contract," of which Eastern readers may have heard. Thus it will be seen that the railway ring has managed to seize powers rather exceeding those of any liberal form of government. It decrees what industry shall grow and what shall be destroyed. It reserves to itself a right of espionage into a man's private business which is essentially un-republican.

Its rates are determined, not by the laws of trade, but by the necessities and abilities of the people. And this, too, on a railroad built by the people's money and paid for out of the Treasury of the United States.

San Francisco people speak with something like a shudder of the days of Kearney and Kalkbrenner. It was a disgraceful and dismal epoch in the history of the State. But in his wild crusade against the railway ring, Kearney did strike on many a vein of truth and common sense. If we regard the matter of railway fares and the accommodation and service on the Central and Union Pacific roads, we shall see how grossly unjust it is that a road built as these were at the public expense should be the most costly to the public.

For example, the westward-bound traveler pays \$32.50 for a first-class passage from New York to Omaha, 1464 miles. From Omaha to San Francisco, 1865 miles, he pays \$75. That is to say, although the difference in the distance between the outer two points and Omaha is only 400 miles, he pays nearly three times as much for his passage from New York to Omaha. And when we consider the difference betwixt the service on the Central and Union Pacific Railroads and those east of Omaha, the rate of speed and the accommodations on the former are simply exasperating.

The average rate of speed on the Pacific roads is twenty miles an hour. The meals, dispatched at wayside dens, are at once the despair and the ruin of the traveler. Of course, since the opening of the Northern Pacific Railroad, there has been some show of bettering the condition of things on the overland route. It is said that the dingy "silver palace" cars in use of the Central Pacific, built when the road was built and as antiquated as its general management, are to be replaced by new coaches. The time of the through trip has been shortened in spite of the aged and ill-tempered trains that the high winds prevent a better rate of speed. Nevertheless, the general system of oppression contrived and maintained by these two corporations is highly destructive to the best interests of the country.

The Union Pacific for example is the absolute arbiter of the fortunes of the unhappy dwellers along its line. It makes and unmake whom it will. Desiring to buy the coal mine of a man who has opened a vein near Green River, that company offered \$30,000 for it. The price was refused at being too small. The railroad company, when all dicking had come to an end, took up the side track built to the mine, raised the freight on the coal to a prohibitive point, and thus compelled the owner to shut up his mine. A merchant in Evanston, Wyo. T., finding he was charged a higher rate on goods shipped to him from Omaha than merchants in Ogden and then reshipped to Evanston, paying double rates between Ogden and Evanston, but saving money by the transaction. The company, discovering this wicked evasion of their tyranny, charged him a rate of freight from Ogden to Evanston equal to that from Omaha to Ogden. As this the rebel ceased to struggle. Undoubtedly the producers are better off with the railroad than without it. But this does not justify the outrageous oppression which the people endure.

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Odell Roller Mill. We are prepared to furnish plans and estimates, and will contract for the erection of Flouring Mills and Grain Elevators, or for changing Flouring Mills from Stone to the Roller system.

Special attention given to furnishing Power Plants for any purpose, and estimates made for same. General machinery repairs attended to promptly. Address: RICHARDS & CLARKE, Omaha, Neb.

Postoffice Changes in Nebraska during the week ending November 10, 1883, furnished by Wm. Van Vleet, of the Postoffice Department.

Established—Middleport, in Wheeler county; Frank Mead, postmaster. Discontinued—Saunders, Clayton county; Meridian, Jefferson county; Swift, Otoe county.

Name Changed—Come, Platte county, to Palestine. Postoffice changes in Iowa during the month ending November 10, 1883:

Established—Haskinville, Buchanan county; B. Landrum, B. Haskin, postmaster; Hoprig, Emmet county; Samuel C. Blair, Superior, Buchanan county; Weber S. Gardner.

Postmasters Appointed—Barnum, Weber county; J. C. Woodward; Cambridge, Story county; A. W. Southwick; Competition, Wapello county; Edmund L. Ellis; Denver, Bremer county; H. Bauman; Eagle City, Hardin county; E. H. Hubbard; Hansel, Franklin county; L. H. Street; Ortonville, Dallas county; E. D. Smith; Prairie Hill, Boone county; George L. Smith; Van Meter, Dallas county; John D. Clayton.

They Were Divorced. INDIANAPOLIS, IND.—The Sentinel says: A Kentuckian writes of how he passed from misery to happiness. "We'd been together eleven years, and we never were what you may call congenial. I mean rheumatiz and myself. Finally it got to be altogether too lively for yours truly, and I just invoked the power of St. Jacobs Oil. That's how me and my pain came to be divorced."

Why He Didn't Register. Detroit Free Press. "Say," he called to a man who was just disappearing through the doors of the city hall, "did you register?" "Register—what?" "Why, didn't you register so that you could vote in your ward?" "By George! I didn't! I clean forgot it!"

"You are a pretty man, you are! You must have known all about the registry." "Well, yes." "And never went near your place of registering?" "No."

They stared at each other for half a minute—one face wearing a look of contempt and disgust, and the other an expression of humility and sorrow. "Say," suddenly exclaimed the forgetful man, "it's all right after all!" "How?"

"Why, I never took the oath of allegiance, and am still a British subject. I knew there was some reason why I forgot to register and that's it. I'll be found the poll on election day, though, and do any knocking down that will help your side out."

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