

THE OMAHA BEE

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

DENVER is on hand as usual with her bid for a branch mint. What is Omaha doing in this matter?

WHERE was Mr. O'Holman, Dan's Indiana dark horse, when Abe Hewitt introduced his O'Donnell resolution?

THE colored man and brother is just now receiving considerable attention at the hands of congress. There is to be a presidential election next year.

CONGRESSMAN FINERTY has introduced a bill for the construction of four gunboats and three additional cruisers for the navy. This looks as if Congressman Finerty has his eye on John Bull.

GENERAL ROSECRANS, EVIDENTLY an accomplished pupil of Poker-Bob Schenck, he introduced fifty-three bills on Monday, with the remark that he'll "on a Tull deck and a joker."

THERE have been railroad bills, telegraph bills, land tax bills, and anti-monopoly bills of all sorts, introduced in the house. We are now all on tip-toe to hear something startling from Nebraska's Jove-like man-jack.

THE United States supreme court has assisted Jeff Davis in perpetrating a gigantic swindle. The technical points in the case may be in favor of the ex-Confederate chief, but it is well understood that he played a slick confidence game on Mrs. Dorsey, before she would him her property.

SENATOR VAN WYCK is chairman of the committee on improvement of the Mississippi, which includes the Missouri and all its tributaries. This is one of the most important committees of congress. It is by all odds the most important so far as the Mississippi and Missouri valleys are concerned.

MR. HEWITT has returned just in the nick of time from Egypt and the Red Sea to make a bid for the Irish vote. If there had not been a presidential election pending Mr. Hewitt would not have cared whether O'Donnell was a citizen of the United States or the Sandwich Islands.

MR. LAMB, of Indiana, is a very inquisitive person. He has introduced a resolution in the house asking Attorney-General Brewster for an itemized account of the expenditures in the star route cases. When Senator Van Wyck introduced such a resolution in the senate last winter it was thought decidedly impertinent.

HIS royal nibe, Mr. King, of Louisiana, wants the pay of male and female employes of the government equalized. If Mr. King can now equalize the capacity of the sexes for work, he will accomplish a much needed reform. Mr. King has probably heard of the girl cowboy of Texas, which convinces him that the gentle sex is making big strides.

THE state alliance of farmers will soon meet at Kearney. They had better resolve to come over to Macedonia and help us pass a good railroad law.

HELP whom? Help the railroads to pass a law to bamboozle the people? "Come over to Macedonia." Is that another name for the Union Pacific headquarters?

THE trouble with Uncle Sam now is that he has more money than he knows what to do with. That fact is responsible for the most extravagant and hair-brained schemes for spending the people's money. The last one is a plan to establish national experimental stations in connection with agricultural colleges. This is another humbug on a par with Le Duc's tea-culture and Loring's sugar manufacture from sorghum and beets.

THE only business which the board of trade seems to handle with some degree of common sense is the market house proposition. While it would, perhaps, be more central to locate the market house near Fifteenth street and Capital avenue, the lower end of Capital avenue, between Tenth and Twelfth streets, would answer just as well. People who come from any great distance to the market would take the street cars, which will land them within two or three blocks of the proposed location. The city should own the market house, and there is no doubt it can buy four lots at a reasonable price on Capital avenue. General Estabrook will probably be willing to drop the Jefferson Square plot for the location on Capital avenue, where he happens to own nearly as much frontage as he does on Sixteenth street.

REPUBLICAN BOURBONS.

We have no desire to see so able a journal as THE BEE kick out of the track. We shall be glad to have it doing its best for the republican candidate next fall and believe it will be able to accomplish a great deal. We do not wish to have that paper read out of the party, but we must admit that its strong endorsement of the work of democrats looks very much like helping the enemy. If it intends to be republican it is certainly inconsistent in furnishing the small-calibre democratic editors of the state with ammunition with which to shoot down republicans. There is hardly one of them, unable to write an intelligent article for their own papers, but has copied THE BEE's endorsement of Carlisle, whose election is regarded by even independent papers generally, as an act of extreme sectionalism. THE BEE certainly cannot endorse the free trade doctrine of the new speaker and his backers, nor sanction the boldness of his challenge to a contest between the sections--and be a consistent republican paper, even in national matters.--Hastings Gazette-Journal.

The republican party began its career as a party of progress. It was a party of great moral ideas and reforms. As such it rallied around its standard the progressive elements who did not venerate old established institutions because they were founded by the fathers of the republic. The party has now been in power twenty-three years. The reformers who led it in its vigorous youth have passed away, and many of its surviving leaders are moss-backed bourbons, who imagine that the only mission of the republican party now is to oppose indiscriminately every measure that is supported by the democrats. This is the rankest kind of bourbonism. It insists upon adopting policies of the past in pursuing measures of the present. This is like fitting the jacket of the boy on the body of the man. If the republican party has been fossilized to such an extent that it must stand in the way of the car of progress, it must go down, and its mission will soon be ended. It has been our aim to impress upon the party the necessity of meeting every vital issue, and inaugurating every reform conducive to the public welfare. If the democratic party supports any measure or champions any reform that will improve the condition of the American people it would be the height of folly for republicans to antagonize them. The revision of the tariff is one of the reforms that the country demands. The present tariff was formulated by Senator Morrill in 1861. It was a war measure, and was a wise measure in its day. It produced the sinews of war to subdue the rebellion, and built up American industries by excluding cheap foreign labor from competition. But the war has long since passed away, and the infant industries, which the high protective tariff has fostered and sustained, have now become self-supporting without props. Moreover, the heavy taxation imposed upon American producers to sustain these industries have built up a system of monopolies that crush out all competition. The manifest interest of the American people is a reduction of high protective duties. It is perfect folly for republicans to commit the party against this reform instead of depriving democrats of political capital by giving it their hearty support. This is the view which we have taken, and in this we are in full accord with the most influential republican journals. As staunch a republican paper as THE ALBANY JOURNAL, founded by Thurlow Weed, make the following comment:

"We say that the party will err in inviting a contest on tariff lines between the manufacturing and agricultural sections of the Union, for the latter is much the stronger in the Electoral college. The reverse reformers in the republican ranks like their party, want to see it win in power, and are anxious to do all that in them lies next year to help it win. It will be the height of idiocy to ostracize them by proclaiming in the party's name the infallibility of the present tariff."

This is why THE BEE, in common with such papers as the New York Times and Springfield Republican, hailed Mr. Carlisle's nomination as the harbinger of an era in the interest of good government. All the howl of the stupid republican bourbons about a solid south and free trade is bosh. The South Advertiser is certainly as good a republican paper as there is anywhere, but it scouts the idea that Carlisle's election emphasizes the "south-side view." It says: "It cannot look toward a restoration of slavery, or a revival of secession, or an undoing of reconstruction; for it is the just boast of the republican party that all these questions have been settled forever under its administration of national affairs. There is no chance of drawing the color line on the tariff question. If the south wants liberal appropriations for 'public improvements,' so does the west--nor is the east backward in presenting its claims. What, then, is the 'south-side view'?"

With the exception of a few visionaries, nobody advocates free trade, because free trade is utterly impracticable. Mr. Carlisle's position on the tariff was defined through the Baltimore Sun last Thursday by an authorized statement from the speaker. Mr. Carlisle declares that the present law is not a reform of the old law; therefore he favors its revision, believing that at least the reduction of 20 per cent recommended by the tariff commission should be made and that the increased rates of duty by which the promised objects of the bill of last session were perverted should be reformed. He holds that the demands of the best conservative opinion have not been satisfied, but that an attempt has been made to deceive those who hold it. There has been no change in his position. He believes that ultimately the customs duties of the government must be collected for public use only and he is desirous of returning to what he considers a healthy financial system in such a way and by such steps as will enable the business of the country to adjust itself to the new condition of things without difficulty.

The polygamous Mormons will get very little comfort from the democratic side in congress. General Rosecrans has introduced a joint resolution to abolish polygamy forever by constitutional amendment, just as slavery was abolished. Other democratic leaders are as pronounced in opposition to polygamy as Senator Edmunds or President Arthur.

It is predicted that Jay Gould will sail away in his yacht just in time to escape the republican campaign assessors next year.--Chicago Herald.

The trouble is that the democratic campaign assessors are about as tenacious as the republican campaign assessors. Jay Gould is said to have contributed \$50,000 to the Tilden fund, and \$50,000 to the Hayes fund. It makes very little difference to him which party wins. With the democrats he is a democrat, with the republicans a republican, and first, last and all the time for Jay G. It's a cold day when he gets left.

The Boston Transcript thinks that "the president's message exhibits consummate fustige," and "is the work of a master tactician, if not strategist." The Transcript is a leading republican paper of Massachusetts, but then the Transcript is no judge of state papers. The Omaha Republican is of the opinion that the president's message exhibits consummate stupidity and verbosity. Of course the nation looks to the Republican for opinions on matters of grave concern.

COLLAPSE OF THE IOWA POOL.

It is officially announced that the Iowa pool will, as now constituted, cease to exist with the end of the present year. A new combination has been made, between the Rock Island, Chicago, Milwaukee & St. Paul, and Union Pacific, for the control of the traffic which has heretofore been exchanged between the Union Pacific and the Iowa trunk lines. The compact is made for a term of twenty-five years. This is interpreted as a declaration of war by the new pool on the Northwestern, Burlington, and Wabash roads. If such a war means permanent competition we should hail it with satisfaction. It is given out, however, that the Northwestern, Burlington, and Wabash may come into the new pool, providing they are willing to accept such terms as may be graciously granted by the railroad triumvirate. The Burlington and Northwestern have both forestalled such a combination by bridging the Missouri at Plattsmouth and Blair, which enables them to come directly into Omaha. The Wabash will be left out in the cold, unless it accepts the terms of the new pool.

For the time being war seems inevitable, and merchants and producers in Nebraska and Iowa will get cheap transportation while it lasts. If the Burlington capitulates it will cease to compete for the Colorado and Utah trade. In the long run the Chicago, Burlington & Quincy will have a line of its own to San Francisco, unless its owners obtain control of the Union Pacific, which would give them a complete monopoly west of the Missouri river. This railroad war is liable to solve some of the problems which have agitated Omaha and Council Bluffs for many years.

GENERAL ESTABROOK wants to change the name of Capitol avenue to Market street. First catch your hare, and then skin him. The general had better wait until we have a market house.

POLITICAL NOTES.

Governor Porter, of Indiana, is an advocate of female suffrage. Thomas Porterhouse Oshiltree is the full name of the new party. Of the seventy-eight senators thirty have been members of the house. Andrew G. Curtin, of Pennsylvania, is considered a dark horse in the democratic presidential race. Congressman Lanham, of Texas, represents a district of eighty-seven counties, some of which are as large as Massachusetts. James G. Folk was the only man who ever from the speaker's chair, the White House. Bore that in mind, Mr. John Carlisle.

Mr. Randall is in the condition of the boy who had a fight with a bull pup. He isn't nearly as good-looking as he was, but he knows a leap more. There are already five candidates in the field for the succession to United States Senator Groome, of Maryland, and the returns are only just beginning to come in. It is said that President Andrew D. White, of Cornell university, will be a candidate for United States senator from New York to succeed Senator Lapham. His chances of success are said to be good.

There is a man in Springfield, Mass., who is paying an election vow by wearing a straw hat until Butler is elected again. He is a man who needs to have winter winds tempered to his silly rage. Judge Hoadley, the governor-elect of Ohio, was a law student of Salmon P. Chase, and he has just received a letter from Mrs. Kate Chase, late Sprague, that she will be present at his inauguration, on the 14th of January next.

A powerful railroad lobby in the halls of the South Carolina legislature at Columbia is busy securing the laws to suit the corporations and do away with the restrictions which have for some time been placed on railroads in the state. The followers of Mr. Payne in the Ohio senate contest claim 45 votes. Pendleton's managers 35, Durbin Ward's 20, Seney's 10, Converse's 15, and there are as many more scattering. Total, 140. The democrats have 82 votes on a joint ballot in the next Ohio house.

Seven of the sixteen cities in Massachusetts which held elections last Tuesday voted against licensing the liquor traffic, four of them--Springfield, Chelsea, Gloucester, and Brockton--thus reversing their vote of a year ago. On the other hand, Taunton and Bedford, prohibition by large majorities last year, have decided to try license.

The time for choosing a successor to United States Senator Lapham, of New York, is more than a year off, but the entries of the race are already numerous. Very few of the republican candidates have as yet indicated a preference. The aspirants now in the field are ex-Governor Cornell, President White, of Cornell university, Chauncey M. Depew, Geo. W. Curtis, William H. Vanderbilt and White-law Reid.

Mr. Carlisle will be the fourth Kentuckian to be elected speaker. Henry Clay was speaker in the twelfth, thirteenth, fourteenth, fifteenth, sixteenth and eighteenth congresses; John White in the twenty-seventh and Lynn Boyd in the thirty-second and thirty-third. From Boyd to Carlisle there has been a lapse of twenty-eight years, the state meantime having the honor being Massachusetts, South Carolina, New Jersey, Pennsylvania, Indiana, Maine and Ohio.

TAX-FIXING MILLIONAIRES.

It is the men holding the largest amount of property by virtue of its protection who should be the most scrupulous in the fulfillment of every obligation they owe the government. If they teach the lesson of contempt for the duties citizens should perform, what can they expect from poorer and weaker men? One of the great dangers that threatens the future of the United States flows from the acts of these men. These men are at the head of our railroad system. Without even the grace of concealment they openly treat the government as an orange to be squeezed of every privilege, franchise, and exemption they can get by solicitation or purchase. At the same time they apparently take a pride in habitually boasting from the performance of the duties to be expected theoretically from every citizen.

On the whole, the most notorious illustration of this habitual attitude of those who have, one would suppose, the weightiest prudential reasons for supporting the dignity of the government is to be seen in the relations between the men who own the Pacific railroads and the government. They are the richest Americans. Those who own the Central and Southern Pacific were made millionaires by their own energy and thrift--which is to say, the energy and thrift with which they tapped up the bounty of the people. The principal owners of the Union Pacific were made rich in the same way, though one or two of them, like Mr. Vanderbilt, have come in by purchase. But his wealth has been as distinctly the creation of the same combination of thrift and bounty as the others, with the mere difference that what the former made out of

national charters and favors he has got from a state. Forty millions of men in only moderate circumstances on the average made up the government of the United States at the time the Pacific roads were chartered. These enterprises were set of foot in the language of the acts of congress "to promote the public interest and welfare." For this public object most generous gifts of lands and money were made to the incorporators. The value of the donations from the forty millions of citizens to the few who undertook the construction of these roads has proved to be not less than \$2,000,000,000 more than the cost of the work. But though the government did not dream at the time that it was making so bad a bargain for itself, no one would for a moment tolerate the suggestion that on that account the bargain should now be revised. What the people agreed to do they must do, but not less must the men who have been made millionaires do so as well.

How have Messrs. Dillon, Huntington, Crocker, Stanford, Gould, Vanderbilt, and the lesser millionaires who own the Pacific roads repaid the bounty of the government? Forty millions of poor men have made half a dozen of their fellows richer than the kings of Europe. In return for all this there has never been a full and fair performance by these favored persons of any of the obligations imposed upon them. They have used their power to abuse and oppress the people individually and collectively. They have charged them ruinous rates for transportation. They have corrupted their legislators. They have bullied and suppressed the government directors authorized by the law to sit with the directors chosen by the stockholders and to represent the people in the management of the roads. These government directors have publicly complained that they were not informed when meetings were to be held and were in other ways disregarded and set aside, as if the people who built the roads had not a right to recognition. When congress has attempted to discuss the relations of these great capitalists to the government they have sent their emissaries with money, women, champagne, and threats to prevent it from acting.

These men are paying themselves 6 and 7 per cent a year in dividends on the stocks of the Union Pacific, Kansas Pacific, and Central Pacific roads, but refuse to pay the interest on the bonds issued in their favor by the United States. The owners of the Union Pacific pay themselves 7 per cent a year on \$60,000,000 of stock, but leave the already overtaxed people of this country to pay for them the interest due on \$25,885,120 of bonds given them by the United States. While dividing among themselves very handsome earnings, they have let this unpaid interest accumulate to the amount of over \$18,000,000, which means that the workmen, the farmers, and the shopkeepers have had, in addition to their own share of the expenses of the government, to pay \$18,000,000 in taxes to meet the obligations of these railroad kings.

The Kansas Pacific, now consolidated with the Union Pacific, had \$6,303,000 of bonds given it, and is behind \$3,153,000 in interest, all of which has had to be paid by the taxpayers. The Central Pacific, which has steadily paid its "Big Four" 6 per cent a year on its \$60,000,000 of stock, owes \$15,700,000 interest on \$27,236,000 of bonds. The total amount of interest which these men, the richest in the country, and the richest by the donations of their fellow-citizens, have compelled the people to pay is \$37,000,000. The following shows the principal and unpaid interest of these debts. The bonds fall due at various dates from 1892 to 1895:

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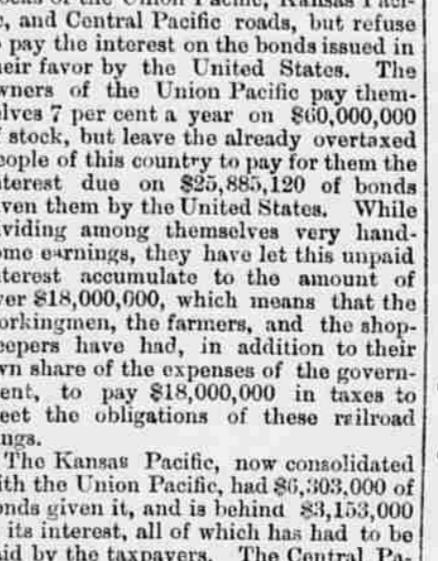
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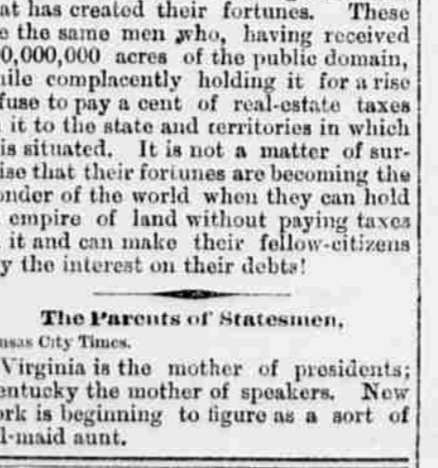
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Write for Price.