

THE DAILY BEE.

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THE BEE PUBLISHING CO., Props. A. H. FISH, Manager. Daily Circulation, P. O. Box, 488 OMAHA, Neb.

MR. CLEVELAND will no doubt utilize the superluous cabinet timber in the construction of a bureau.

It has been a very cold winter for J. Sterling Morton. His friends hope that he will be thawed out when the spring time comes.

The way to squeeze some water out of certain railroad stocks is to put water into the Hennepin canal, but we are afraid that that canal will have to go dry for another season or two for want of an appropriation.

A MAN named Roscoe Conkling Hendricks was sent to Sing Sing prison recently for burglary. We are not informed as to what the rascal stole, but it is safe to say that he has stolen the eminent names which he bears.

The geological survey of Pennsylvania is said to be a fraud. The "Crooks" that the surveyors take most interest in are those that come from the state treasury.

That would be about the size of any geological survey that the legislature of Nebraska might establish for this state.

The Cincinnati fire department does not mean to be hampered by the network of telegraph and telephone wires which obstruct the work of firemen in most of our great cities. They have rigged a machine, consisting of powerful shears with long handles, with which to cut obstructing wires. Their arrangement is expected to be effective in making the companies adopt the underground system.

SCIENTISTS have discovered that fully one-third of the adult population hear better out of one ear than the other. Democratic candidates for office conversant with the fact are anxiously inquiring which is Cleveland's acute organ. They are excessively anxious to steer clear of the deaf side, though willing, if possible, to go in on the blind side of the coming executive.

Who wonder if Dr. Miller got Cleveland by the right ear? How is it, Doctor?

THE Chicago News trots out Bob Lincoln as a candidate for mayor of Chicago. This is quite a promotion—from a cabinet position to a mayoralty. When General Grant was about to return to his Illinois home from the war he said that the only political office for which he had any aspiration was that of mayor of Galena, so that he could order a sidewalk to be built from the depot to his house. Bob Lincoln probably has no designs upon Chicago sidewalks, but he is probably better qualified to be mayor of Chicago than he was to be secretary of war.

The frequent mention of the name of Lucius Quintus Curtius Lamar in connection with a cabinet position has brought out the fact that he is a man who has no idea whatever of practical details, and hence he would be utterly unfit for such a place as postmaster-general. It is related of him that he recently dropped a half-dollar in a street-car box without noticing his mistake, and when his attention was called to it, he put in another coin. Any man who is so absent minded as to overpay a street car fare will never do for postmaster-general or any other cabinet position.

The recent action of the Harvard alumni association at Washington in black balling two colored graduates, Greenlee and Terrell, who had applied for admission, has been severely criticized and rebuked not only by the press, but by several eminent graduates of Harvard, among whom are Senator Hoar and Congressman Logg. Mr. Hoar refused to attend the alumni dinner saying that he did not consider himself a member, and Mr. Logg resigned from the association. The association made a great mistake in drawing the color line. The men who wore blackball are the equals of the members of the association in intellect.

The contract labor bill, having passed the senate with slight amendment, now goes back to the house for concurrence. It will in all probability become a law, and will no doubt materially benefit the interests of the American laborer. It prohibits the importation of cheap labor under contract, and provides severe penalties for any violations. Much of the trouble in labor circles has been caused by importing foreign laborers under contract at prices with which American laborers were wholly unable to compete. Thousands of our workmen have thus been thrown out of employment, particularly in the coal mining districts of the east, and great suffering has been the consequence. The laboring classes will hail with delight this legislation in their behalf, especially if it accomplishes the desired result. This law is intended as a protection to labor, which up to this time has been unprotected, although everything else has been taken care of.

TAX EVASIONS.

The attention of tax payers and law-makers is invited to the startling exhibit of wholesale tax exemption of railroad real estate in theory of Omaha. We have gone to the official records to obtain facts and figures, which carry in themselves the proof of the monstrous wrong which for years the people of this city and state have been subjected to. Within the old city limits of Omaha 481 lots and parcels of land covering an area of over 100 acres, which would bring more than \$1,000,000 under the hammer, are classed as depot grounds and right of way, and for that reason exempted from taxation except as they are dumped into the aggregate mileage valuation of each road, together with rolling stock and other equipments. Upon the grounds exempted by this iniquitous law are located buildings, machine shops, elevators, smelting works, warehouses, and other structures that are worth at the lowest calculation \$2,000,000. The Union Pacific depot grounds, covering twenty acres, were purchased by the city of Omaha at a cost of \$200,000, and donated to that road. It is safe to say that the aggregate real and personal railway property within the city limits of Omaha cannot be worth less than \$3,000,000. If this property were assessed at one fourth of its value, like other property, it would aggregate for taxable purposes not less than \$750,000. At the mileage valuation this property pays taxes on about \$80,000. In other words, while the poorest workman in Omaha is required to pay taxes upon his little home and his scanty furniture, the railroad corporations are allowed to evade their taxes upon millions of dollars worth of property. No honorable railroad manager dares to defend such flagrant discrimination. Why should not railroad lots and lands in our cities and towns be taxed just the same as the lots and lands belonging to other property owners? Is there anything more unreasonable and unjust than the present revenue law which permits such discrimination? The present legislature has not reached that stage of its proceedings where railway regulation is out of the question, but there is still time enough for it to repeal that part of our revenue laws which allows the railroad managers to include in their returns of their right of way the lots and lands which are covered by depots, warehouses, shops, elevators, and so on.

THE SALINE SCHEME. There is only one way to consider the proposition to dispose of the 13,000 acres of unsold saline lands, and turn the proceeds into a subsidy for the construction of salt works at the Lincoln salt basin. From a business standpoint it is simply a question whether the state wants to assume the risk of experimenting in the manufacture of salt to the extent of \$150,000, with the possibility of securing nothing more than an arduous bore in the salt basin. Ever since we can remember the aim and object of all parties who have proposed to develop the salt basin has been to have the lands sold so that they could pocket the subsidy in some way. Without charging the parties who are now pushing the saline bill with any corrupt intent, it strikes us that the legislature should take the capitalists, who are behind this scheme, at their word. They declare that they have abundant confidence in their ability to make the Lincoln salt basin a second Syracuse, and they also assure us that they have all the capital necessary to present the work. Now suppose that the salt springs were the property of a private business man, what would be naturally do under the circumstances? Would he not prefer to give the capitalists, who are willing to manufacture salt, a lease for a number of years at a nominal sum and let them take the risk of failure rather than to assume it himself and invest \$150,000 in an experiment? We believe that it is to the interest of the state to have salt manufactured at Lincoln if it can be done, but it is not good business tact for the state to sink from \$100,000 to \$150,000 in an experiment. It is said that Mr. Hammond, the great beef packer, is to have a large interest in this enterprise. If we are assured that this is not the fact. If the man who is behind this scheme are responsible, and we are told that they are, and if they are willing to take their chances, the legislature should not hesitate to authorize the governor to give them a lease for a long term of years, upon the condition of a royalty being paid after the expiration of ten or fifteen years.

PARALLELING THE UNION PACIFIC.

Our special dispatch from Washington a few days ago relating to the passage in the house of a bill authorizing the construction of a railroad from Sioux City to a point on the Union Pacific west of the 100th meridian, granting no lands, but providing for pro rata and other privileges, has excited considerable interest in this part of the country. The dispatch was rather indefinite as to the point of connection, and we took it for granted that it was to be at or near Kearney. The Associated Press reports the eastern papers, however, refer to the bill as not "amending the Pacific railroad act so as to authorize the construction of a road from Sioux City, Iowa, to Granger, Wyoming." This puts a somewhat different aspect upon the matter. It is simply giving the Chicago & Northwestern a charter for another Pacific railroad, with all the rights of an original Pacific line. In other words if the bill becomes a law, it permits the paralleling of the Union Pacific for about two-thirds of its main line, Granger being in the western part of Wyoming and the point where the Oregon Short Line connects with the main line. The new road would not only tap the Union Pacific but the Oregon Short Line, and the terminals would be a short distance from the terminus of the Central Pacific, with which a connection is evidently designed. We cannot understand why the government wants to have its own road, in which it has such a large interest, paralleled. Another Pacific road will not cheapen transportation and will not increase the through traffic, but will compel a further division of it, and consequently the Union Pacific will naturally attempt to make up the loss by increasing the traffic local business, and especially in Nebraska. Thus it will be seen that the proposed road will prove greatly detrimental to the interests of Nebraska. We have already enough transcontinental lines for the present. The extension of the Chicago & Northwestern from Valentine west is assured anyway, and the proposed parallel road to Granger will not benefit the people of northern Nebraska. The scheme is a Vanderbilt and Huntington job, and as between those two monopolists on the one side and Charles Francis Adams on the other, we are for Adams.

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At Dallas, Texas, a justice of the peace had the audacity to permit colored men to serve on a jury, and his course caused quite a sensation, as well as considerable criticism. The sensation was a much increased when a prominent democrat, Hon. Jas. B. Simpson, boldly remonstrated against so strongly defending the course of the justice, as follows: "Our courts do not realize and our fashionable churches have conveniently forgotten that slavery has been blotted out of the commonwealth, and that a new duty that cannot be shirked or evaded has come upon the shoulders of the association of democracy to power. To southern democrats and to a northern honor is largely committed the fate of over 6,000,000 free men, and to us will the eye of the civilized world turn for the just solution of the mightiest problem ever presented to a free, cultured, and liberty-loving people—the destiny of the colored race."

The latest reports indicate that Dr. Miller is still several lengths ahead in the race for the postmaster-generalship. According to the latest talk of Dan Manning's confidant, as we learn from an Albany special to the Chicago Tribune, Vilas, of Wisconsin, has never been seriously considered for a cabinet position, and it seems that after all Dr. Miller, who has Manning's strongest support, will be selected to represent his west alongside of Thurman.

A SAN FRANCISCO jury convicted an election repeater and commended the prisoner to the mercy of the court. The judge promptly gave the prisoner the full extent of the law—three years imprisonment and a fine of \$500. His honor could not see why a man who deliberately registers and votes under several assumed names should be entitled to any mercy. It is not like a crime committed without deliberation and in the heat of passion.

Two travelers in Central Africa are utilizing the phonograph in a novel manner. They visit the different savage tribes and persuade chiefs to talk at the instrument. The record is preserved, to be taken to Europe for the inspection and study of philologists, who are to be qualified to make out the languages and determine whether or not they are related to any other known tongues.

ATROPHIED Cleveland's salary will be \$137 a day, he will not be able to keep the wolves from his door.

SUPREME COURT OPINIONS.

Supreme court of Nebraska, Tuesday, February 18. Court met pursuant to adjournment. Albee vs. Treatsburg. Error from Douglas county. Reversed. Opinion by Rose, J. Where a judgment creditor procures the execution wages due a laborer to be taken by garnishment process, and applied to the payment of his judgment, a cause of action arises in favor of the judgment creditor against the garnishee for the amount of such wages wrongfully appropriated, unless the right of exemption is made by the debtor. Error from Douglas county. Affirmed. Opinion by Rose, J. Plaintiff brought an action against certain defendants to recover the price of certain brick alleged to have been used in the construction of a certain brick building erected by them. The answer of defendants was a general denial. On the trial, the plaintiff introduced in evidence the contracts made on the price were paid by him for himself to plaintiff and for which plaintiff had executed to him certain receipts "on account." Held, that the defendant's answer was insufficient to defeat the claim of the plaintiff. Defendants also, over the objection of plaintiff, introduced in evidence the contract by which T. agreed to furnish the brick and cement for the building, and that the admission of the contract was not error, there being no recitals therein which could prejudice plaintiff. Held, also, that the contract was not relevant to the issue, and therefore its admission was error without prejudice. Error from Washington county, affirmed, opinion by Rose, J. Where a lease was made for a term of five years, which lease gave the lessee an option to buy the farm at any time during the term at a specified price, and within the second year of the term he received and accepted a new lease from the owner for the term of two years, which second lease contained a clause that the lessee would at the end of said term quietly and peacefully yield up possession of the said premises unto the lessor, in as good condition as when he received same, and in case of any wear or damage by fire, wind, or any other cause, the lessee was to be bound to repair the same. Held, that the former lease by operation of law was terminated by the execution of the second lease, and that the option cannot be raised in a cause tried to a court. Tesler vs. Crowley. Error from Grant county. Affirmed. Opinion by Rose, J. An undertaking in attachment signed by a firm or partnership as surety is prima facie good. Under the provisions of section four in page 73 of the compiled statutes, an attorney at law shall not be allowed by the clerk to become surety upon an attachment under taking. But if the clerk in violation of such statute approves such undertaking, the surety is bound thereby, and the undertaking will be enforced upon motion, discharge notwithstanding the fact that the undertaking has been filed as required by law. Dovan vs. Reversed. Error from Lancaster county. Reversed. Opinion by Rose, J. An answer consisting of general denial of each and every allegation in the petition places in issue all the allegations contained therein. In an action on a promissory note (in the strict sense) an answer consisting of such general denial is a denial of the execution of

the note, and the burden of proof is upon the plaintiff to establish its execution and delivery, before it is admissible in evidence. Stuart vs. H. Vans. Error from Lancaster county. Affirmed, opinion by Maxwell, J. In an action to recover damages for personal injuries sustained by falling into an excavation in a street, made by the defendant, an allegation that the "wrongfully and negligently" excavated the same is insufficient to establish the liability of the defendant, unless it is shown that the defendant failed to place proper guards and construct a sidewalk around the excavation, and submit the same to the proper authorities for their approval, and that the defendant failed to prevent accidents by failing to do the same, is sufficient to authorize the jury to find against the defendant to place proper guards and construct a sidewalk around the excavation, and submit the same to the proper authorities for their approval. In an action for personal injuries, where the defendant during the trial asks for an order requiring the plaintiff to submit his person to a personal examination by certain experts selected by the defendant, the application should be denied. If a personal examination is desired, the application should be made before the trial begins and experts agreed upon. A while temporary obstructions in a street, which are reasonable and necessary for the execution of a building upon an adjacent lot, do not constitute a nuisance, if they are not unreasonably prolonged, yet the owner will not be justified in leaving an excavation made in a street without proper barriers and safeguards to prevent accidents; nor will the fact that there is a good sidewalk on the opposite side of the street be a defense for such neglect.

The Poor, Persecuted Railroads.

To the Editor of The Bee. FULLERTON, Neb., February 17.—I have read a synopsis of the speech of Mr. T. L. Kimball, made in behalf of the Union Pacific railway, before the joint committee of the two houses of the Nebraska legislature on the proposed bill to regulate railroad tariffs. I had been led to suppose, previous to hearing from the Union Pacific, through Mr. Kimball, their advocate, that the people of Nebraska had some just cause for grievance against the transportation companies. Now I see it was all a mistake. Mr. Kimball says: "The people, through a want of thorough understanding of the question, were led to demand of their legislators the enactment of radical regulation laws, which it would be easy to demonstrate, would work as serious harm to the people as the railways."

Last summer Mr. E. B. Spackman, a hardware merchant in Fullerton, bought a car-load of barbed wire from the factory at Marshalltown, Iowa, for the transportation of this cargo 206 miles to the C. & N. W. railway charged \$20.30. For hauling the same cargo 127 miles, the U. P. charged \$12. Of course the ignorant farmer who bought the wire thought the U. P. tariff was too high, but now we see clearly it was "through a want of understanding of the question."

Last fall H. B. Shaw & Co., grocers of Fullerton, shipped a bill of crockery from Chicago. Distance from Chicago to the Missouri river 500 miles; freight, \$5.31. Over the U. P. to Fullerton, 127 miles, the freight was over \$31. He claimed that the proper inquiry and investigation on the people would find their theories to be groundless. Yes, Mr. Kimball, we plead guilty. We did have a "theory" that the Union Pacific tariff was to high on those goods, but your speech clearly shows that it was the result of unadvised ignorance, and entirely groundless.

He believed that the difficulties which lie in the way of a true understanding between these interests arise from a mistaken notion that the profits of railways resulting from their tariffs are very great, and out of reasonable proportion to those of other industries in this state. In November last a dealer shipped a car-load of apples from Columbus to Fullerton, a distance of 340 miles. Freight paid, \$91.20. Now, we confess we did think the profits of the Union Pacific on that shipment must have been "very great" and "out of reasonable proportion to those of other industries in this state." But since hearing from you, Mr. Kimball, we see it is entirely a "mistaken notion" resulting from "a want of thorough understanding of the question."

He claimed that the policy of his lines had been exceedingly liberal and proved his position by showing the gradual decline of the tariff from the time the line was established. In 1857, when the rates paid for like service in older and more populous states in European countries.

Of course these railroads are fast becoming charitable institutions. Mr. Kimball admits that his goods were hauled by his company previous to 1853, but he has been hauled much longer. No doubt he exhibited to the joint committee duplicate copies of each of the freight bills he has mentioned above to prove that "the policy of his lines had been exceedingly liberal." *** "By comparison with the rates paid for like service in older and more populous states."

Correct, Mr. Kimball. But as your company are voluntarily raising their rates so fast, according to your showing, would it not be wiser to amend the constitution of the state of Nebraska so as to prevent the managers from committing financial suicide through their great zeal to benefit the producing classes of the state? Of course the few cases of rates which I have quoted in this letter are not the only ones. Other showing equal generosity on the part of railroads in this state can be produced if called for. Enough is shown to prove to any fair-minded citizen that the railroad companies are not grasping corporations, but are purely benevolent institutions, established solely for the public good. It is painful to the Bee to witness the use of so powerful a language in defense of those most abused and wronged, but truly charitable companies. I am very truly yours, J. A. WILLIAMS.

Captain Ericson is writing a historical paper about the fam in Monitor.

It is said Chicago servants are not so popular in O. from a former.

SPECIAL NOTICES.

TO LOAN—MONEY. MONEY LOANED—T. B. Gray loans on chattel property 2148 14th St., up stairs. MONEY TO LOAN—In sums of \$10 and up on approved property. In any amounts to suit. W. H. Motter, 1404 Farnam St., over Moore's shoe store. MONEY TO LOAN—In sums of \$10 and up on approved property. In any amounts to suit. W. H. Motter, 1404 Farnam St., over Moore's shoe store. MONEY LOANED ON CHATTEL. Railroad Tickets bought and sold. Foreman, 212 E. 11th St.

HELP WANTED. WANTED—At southwest corner 50th and Chicago streets, a girl for general work and plain sewing. None but competent help with good references need apply. 75-76 1/2

WANTED—A competent girl. Good wages. 1225 Farnam street. 75-76 1/2

WANTED—Girl to do general housework at 513 Pleasant street. Mrs. T. M. Orr. 75-76 1/2

WANTED—Nurse, capable second girl, 2338 Farnam st. Mrs. J. M. Thurston. 25-27 1/2

WANTED—Girl for general housework. Mrs. H. S. Smith, 511 S. 10th st. 25-27 1/2

WANTED—A laundress at the Jones Hotel, South Omaha. Inquire 25 1/2 E. Fremont and 1118 Farnam St. 25-27 1/2

WANTED—A thorough, competent cook and laundress; references required. Mrs. W. H. McCall, S. W. cor. 15th and Douglas St. 25-27 1/2

WANTED—A strong man to work with rough work for board and wages at M. P. Martin's Furniture store. 25-27 1/2

WANTED—A young girl for general housework at 2419 1/2 2419 1/2

WANTED—A good cook and laundress; wages \$5. N. W. cor. 15th and Capitol Ave. 25-27 1/2

WANTED—A married man who understands farming and stock raising, to take charge of a farm in Nebraska. Apply to Charles Child, 1408 Leavenworth st. 25-27 1/2

WANTED—A competent roaster girl to do general housework at 1517 Chicago St. 25-27 1/2

WANTED—Thoroughly competent bookbinding laborer for R. B. and R. B. and R. B. for a manufacturing house. Address "G. C. Carter, 233 Chestnut St. 25-27 1/2

WANTED—A good German or Bohemian girl to cook and do housework at Emerson street, 10th St. 25-27 1/2

WANTED—A dining room girl at the Occidental Hotel immediately. 25-27 1/2

WANTED—Agents for our new book, good pay to writers. Call or address Geo. Hunter, 1425 Durst St., Omaha, Neb. 25-27 1/2

WANTED—Good live stock. Address Mutual Life Insurance Co., 25-27 1/2

SITUATIONS WANTED. WANTED—By a woman, a situation as housekeeper, cook, or waitress, in a family. References given. 25-27 1/2

WANTED—A situation in some store or office, an acquaintance with office work, correspondence and writing a good hand; will work cheap, with low wages; references given. Address "W. H. Motter, 1404 Farnam St., over Moore's shoe store. 25-27 1/2

WANTED—By a lady, a position as a teacher or governess. Address "W. H. Motter, 1404 Farnam St., over Moore's shoe store. 25-27 1/2

MISCELLANEOUS WANTS. WANTED—Ladies and gentlemen to take place in light pleasure trip to the city. Tickets 25c. No objection to women; no smoking. Please address to Mrs. J. H. Motter, 1404 Farnam St., over Moore's shoe store. 25-27 1/2

WANTED—By April 1st, 1885, a home with seven or eight rooms and modern improvements near 15th St. south of Farnam and west of 7th St. Address 1118 Farnam St. 25-27 1/2

WANTED—Men, good; reliable ones, who want employment, to send full particulars concerning a good paying business. Address "J. H. Motter, 1404 Farnam St., over Moore's shoe store. 25-27 1/2

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SPECIAL NOTICES.

FOR RENT—Furnished room and board \$5.00 per week. Very best location, 1514 Howard St. 25-27 1/2

FOR SALE. FOR SALE—Very cheap, a pool table. Pacific House, 10th and Leavenworth. 25-27 1/2

FOR SALE—Laundry. Inquire at 715 S. 10th St. 25-27 1/2

FISH—25 barrels of fresh and salt fish, of all kinds at 50c per barrel. Inquire at 715 S. 10th St. 25-27 1/2

FOR EXCHANGE—For improved or unimproved Omaha, prove to two neighbors with a certificate of title, \$1000.00. 25-27 1/2

FOR SALE OR EXCHANGE—A harness, or one or two sections of 100 lbs. adapted for either farming or stock purposes. Address G. N. P. O. 25-27 1/2

FOR SALE—Selling of 1000 ft. street frontage with lot No. 20. 20th and 17th streets. 25-27 1/2

FOR SALE—Corner 1st, 35th & good improvements, that will bring 15 per cent on investment. Paulsen & Co., 1513 Farnam St. 25-27 1/2

FOR SALE—Stock and fixtures one of the best in the city. Inquire at 715 S. 10th St. 25-27 1/2

FOR SALE OR TRADE—For improved land, a good 2-story store, property in Wayne, Neb. A residence, barn, 2 in. Alderton Iowa, and a large North-western farm, 1/2 mi. from 2nd and Walnut, Fort Co., Iowa. 25-27 1/2

FOR SALE—A good paying mill business in western Iowa. Inquire at 715 S. 10th St. 25-27 1/2

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