THE DAILY BEE

E. ROSEWATER, EDITOR AND PROPRIETOR.

TO CORRESPONDENTS.

WE DO NOT desire any contributions whatever of a literary or poetical character; and we will not undertake to preserve, or to reserve the same, in any case whatever. Our Staff is sufficiently large to more than supply our limited space in that direction.

OUR COUNTRY FRIENDS we will always be pleased to hear from, on all matters connected with crops, country politics, and on any subject whatever of general interest to the people of our State. Any information connected with the election, and relating to floods, accidents, etc., will be gladly received. All such communications however, must be brief as possible; and they must, in all cases be written upon one side of the sheet only.

POLITICAL.

ANNOUNCEMENTS of candidates for office—whether made by self or friends, and whether as notices or communications to the Editor, are (until nominations are made simply personal, and will be charged as advertisements.

REAL NAME OF WRITER, in full, must in each and every case accompany any communication of what nature soever. This is not intended for publication, but for our own satisfaction and as proof of good faith.

All Communications should be addressed to E. ROSEWATER, Editor and Publisher.

"HAMPTON'S farewell to Hayes" will soon be set to soul-stirring music by the emotional South Carolina organ grinder.

THE headless trunk of our decapitated postmaster is trying to organize a revolt among Nebraska Republicans against President Hayes, because he has seen fit to withdraw the federal troops from the South Carolina State house. The real cause of this incipient mutiny is, however, President Hayes' withdrawal of rations from the defunct functionary whole sole sustenance since he came to Nebraska has been public plunder.

FEW persons have any idea what a revolution the Pacific railroads have made in the tea and silk trade. The special fast freight train of twenty cars, containing tea and silk, from San Francisco, March 20, via the Baltimore & Ohio line, reached New York last Friday evening, making the trip in ten days This tea was denivered in New York in about thirty days after its shipment from Hong Kong, and may be put in London in forty days. The best time by the Suez canal is 112 days, and by sailing vessel and steamship by other routes this time is extended to 150 or 175 days. This shows conclusively that tea and silk must all go over the Pacific roads.

RUSSIA has set a commendable example to the United States in the inauguration of a policy to encourage home manufactures. An imperial order has recently been issued forbidding the importation of locomotives and promulgating the schedule of subsidies for the home manufacture of rolling stock. Whether intentional or unintentional, this is a severe blow to Great Britain, and especially a blow to the free trade policy, which in the past has proved so profitable to John Bull. It is a most emphatic, practical declaration that Russia intends to maintain her policy of encouraging home industry and internal improvement.

THE activity of Thomas F. Hall in yesterday's election was a thing fearful and wonderful to behold.—[Republican.

This paragraph, bearing the unmistakable earmarks of ex-Postmaster Yost, is evidently an attempt to draw public attention to the marked contrast between his own political activity and that of his successor in office. And this fact only proves that Postmaster Hall thoroughly comprehends the spirit of civil service reform that prompted President Hayes to order the unceremonious removal of Mr. Yost.

Under Mr. Yost's regime the postoffice building had been converted into a political barracks, where bummers and tramps were congregated at all hours of the night and day. The costly carpets and solid furniture of the postmaster's apartments, which should, with fair usage and ordinary care, have been serviceable for ten years at least, have been worn out within so many months.

Postmaster Hall proposes to devote his entire time to the business of his office, and the apartments of the postmaster are hereafter to be reserved strictly for business purposes. While exercising his rights and duties as a citizen, he proposes to let the people manage their political affairs without interference on his part or on the part of his subordinates. In this new departure Mr. Hall will only carry into practice the reforms which the BEE has so persistently advocated for the past six years.

A SUBSTANTIAL VICTORY.

The Republicans of Omaha have won a substantial victory in our municipal election. They have elected their entire city ticket, with the exception of the Treasurer, by majorities ranging from five to nine hundred, and they have elected five out of the seven Councilmen that were voted for in the various wards. This highly gratifying result was achieved without any organized effort, and the overwhelming majorities by which the new city officers were elected is due mainly to the fact that the Republicans had nominated an unexceptionable ticket.

The re election of Mr. Hartman to the City Treasurership is to be ascribed to the fact that he has creditably administered the office during the past two years, to his persistent and untiring efforts to secure a popular endorsement, and last but not least to the betrayal of Mr. Jacobs by the same gang of political cutthroats that compassed the defeat of Judge Thurston and District Attorney Connell within the past two years.

The treacherous betrayal of Mr. Jacobs by the partizans of the defunct Senator stands in marked contrast with the overwhelming majority by which Col. Wilbur, a near relative of the Senator, is elected as the head of our municipal government. This contrast is a matter of congratulation to those who, with us, have participated on the winning side of the late Senatorial campaign. We are gratified to know that no man appreciates this more than our Mayor-elect, Colonel Wilbur. It is to be hoped this has been the last election in Omaha when honest Republicans like Connell and Jacobs, whose characters are unimpeachable, shall fall the victims to factional malice and treachery.

SENATOR SAUNDERS AND THE DEADWOOD POSTOFFICE.

The appointment of a notoriously bad man to a federal office always affords Sam. Tilden's Omaha man Friday, Dr. Miller, who engineered the Cronin movement in Oregon, the most unalloyed pleasure. Thus it is that this great reformer in the same breath assures the readers of the Omaha *Herald* that "the Republican party is dead and eternally damned, no matter what happens," and "Mr. R. O. Adams cleaned out our junior Senator on the Deadwood postoffice in a manner that must have been doubly mortifying to that distinguished man."

Now there is no doubt that this appointment must have been exceedingly mortifying to Senator Saunders, as it is to every decent Republican in this State; and in view of the misstatements that have appeared in print in the *Herald*, and other western papers, concerning this matter, we deem it our duty to correct the misapprehensions created in the public mind. Before entering on this task we shall briefly review the career of this man Adams, as far is it is publicly known here:

Adams made his debut in Omaha some eight or nine years ago as a mercantile clerk and book-keeper, in which capacity he was employed by various firms. In 1870, while in the employ of Willis & Andresen, wholesale and retail liquor dealers, he was dismissed, and, if memory serves us correctly, the firm inserted an advertisement in one of the Omaha dailies, cautioning the public against Adams as an embezzler. One of the firm, Mr. Willis, in a conversation with Hon. John Taffe, then Nebraska's Representative in Congress, charged Adams with being an embezzler. After the Senatorial election of 1871 Adams became Senator Hitchcock's confidential secretary. Nobody in these parts was surprised at his appointment. Hitchcock had notoriously secured his election by bribery, and he needed a confidential clerk who, like himself, versed in corruption, could serve him in the capture and division of public plunder. How well suited Adams was to this work was developed during the recent legislative investigation, when Adams confessed to being chief actor in the Flannagan forgery and perjury case. By foisting Adams on the pay rolls of the U. S. Senate and various departments Hitchcock managed to secure a cheap go-between in his corrupt jobbery at the expense of the government. In appreciation of these services, Hitchcock made personal appeals in behalf of Adams to his collegues before retiring from the sphere of his Senatorial labors, and thus he secured the endorsement of half a dozen Senators for Adams' application for the Deadwood postoffice. These Senators had no personal knowledge of Adams' disreputable character, and the Postmaster General very naturally considered their endorsement a sufficient guarantee.

The appointment of Adams was thus made, and his bonds were executed and filed before Senator Saunders had any intimation of the fact. At this stage Senator Saunders entered his protest against the appointment, and General Tyner assured him that if the charges filed by him against Adams were substantiated, no commission would issue. To substantiate these charges it required the official copy of the Flannagan forgery investigation. This has not yet reached the department, but inasmuch as the mail service for Deadwood had been contracted for, the Department decided to commission Adams, reserving the privilege of superceding him just as soon as the evidence of his dishonesty shall come into its possession. This, we have no doubt, will reach there at an early day, together with protests of the citizens of Deadwood against the retention as postmaster of a carpet-bag adventurer, who had come to the Black Hills with a commission in his pocket, when honest, sturdy pioneers, who staked their lives and fortunes in opening the Hills to civilization, are competent enough to fill the postmastership.

In this connection we may say that General Tyner has doubtless been misled into temporarily accepting Mr. Adams' explanation by the fact that he was endorsed by Representative Welch, who, as is well known, is Hitchcock's automaton, and who with Adams has been a party to some of the corrupt jobbery against which the recent Legislature pronounced such an emphatic verdict. Every honest Republican in Nebraska will commend Senator Saunders for opposing the appointment of notorious corruptionists and irresponsible adventurers to the public service, no matter wehre the appointment may be.

POLITICAL NOTES.

Nobody interviews the President who doesn't come away satisfied. There are, however, a good many who have no chance to interview him, and they are generally not satisfied.

"What the Democratic party wants," says Nasby, "in order to succeed in 1880 is universal ruin," and the party organs are trying to bring it about by doleful predictions and significant shakes of the head and long-drawn inspirations.

Senator Christiancy is settled so comfortably in his chair that he refuses to be allured by Mexico or the Supreme Bench. It is but too evident that Mr. Christiancy has a frosty disregard for the budding aspirations of the Hon. Zach Chandler.

When a gentleman tells you regretfully and in confidence that he is afraid that Mr. Hayes has undertaken too much, or that Mr. Hayes knows hardly enough of practical politics, or that Mr. Hayes is beginning to disappoint his friends, it is safe to infer that this dejected pilgrim has recently returned from Washington with the assurance that there were "no vacancies."

For Governor of New Jersey the most prominent candidates on the Democratic side are ex-Governor Parker, Judge Ashbel Green, John T. Bird, Francis S. Lathrop, ex-Congressman Teese, Leon Abbett, and Congressman Cutler. Among those mentioned for the Republican nomination are John Hill, Courtlandt Parker, William J. Magie, Wm. J. Sewell, ex-Senator Potts, and Garret C. Hobart.

Complete official returns from the New Hampshire election give a Republican majority of 3,204 for Governor, which is a net gain of 646 on the majority last year. In the First Congressional district the plurality of Mr. Jones, Democrat, is forty-five; in the Second district the plurality of Briggs, Republican, 1,101; in the Third district the plurality of Blair, Republican, is 857. The Temperance vote of the State was 348.

Not satisfied with the notoriety they have already achieved, the filibusters who endeavored to prevent the completion of the count of the electoral vote have had their names and a fac-simile of their respective signatures lithographed on a card. The *bon mot* of Walling—"When fraud is law, filibustering is patriotism"—is conspicuously displayed as a foot note. To be complete the card should represent a generous section of Springer's lip and the whole of Beebe balancing himself on a desk.

A correspondent of a western paper, writing from Washington concerning the Speakership, says: "A prominent western Democratic member of the new House, who has just arrived in Washington from the north and east, says that Morrison's chances for the Speakership are much better than many politicians now think. He has been pledged the support of the Democratic delegation from Illinois, and will count several votes from Ohio, Indiana, and Kentucky to start with. The principal stock in trade of all the candidates is the formation of committees and awarding of chairmanships. It is thought that Blackburn's candidacy is more for the purpose of giving him prestige for a committee chairmanship than any expectation that he will be elected. He is not committed as between Cox, Sayler and Morrison, but will probably favor the strongest man in the caucus."

The speech of Senator Morgan of Alabama, in the Senate, favoring the confirmation of Frederick Douglass for Marshal of the District of Columbia, is warmly commended by the Southern press. The Mobile Register says of it: "The senator voted for the confirmation not only for a negative reason, but also for the positive reason that the Democratic party of Alabama, having solicited and received large numbers of votes from the colored people, were induty bound to recognize their right to participate in the Government. Senator Morgan has the courage to do his duty, and has the wisdom to see that the line of duty is to recognize as an integral part of the body-politic that race which numbers four tenths of the people of Alabama—and which, when the issues growing out of the old war have passed away, must divide among themselves and form alliances with the more intelligent white race, which itself must inevitably be divided upon those great questions which, from time immemorial, have divided in twain the people of every civilized government.

RAILWAY NOTES.

The Denver & Rio Grande railroad company have increased their capital stock from $5,000,000 to $7,000,000

The Emlenton and Shippenville (Pa.) narrow-guage railroad is to be extended to Clarion. Three hundred men are to commence grading in 80 days.

It is pretty definitely settled that the Chicago & Alton company will build a road from Mexico to Kansas City, crossing the Missouri river at or near Glasgow.

Only two counties in Pennsylvania—Greene and Fulton—are without a railroad, and Fulton is prepared to build one from Northumberland down to the Baltimore and Ohio railroad.

During the past six weeks the Philadelphia and Erie railroad has been averaging 90 oil cars a day, some days as high as 140 cars. At present there is a heavy demand in the oil region for cars.

The Pennsylvania railroad company are spending immense sums of money in straightening their road between Lancaster and Philadelphia There is no doubt that it will pay a handsome dividend upon the outlay in saving of track, wheels, etc., since a high rate of speed has become a necessity. An important piece of work is nearly completed this side of Lancaster City, which will shorten the road very considerably.

A correspondent of the Chicago Tribune says: "The railroad pool at Kansas City has brought trade to a stand-still. In the warehouses there are now over 400,000 bushels of grain, and in cars upon the track 200,000 bushels more. The railroads refuse to send any more cars into the interior to bring grain into Kansas City, for there is no place to put it. The Kansas City board of trade have been devising some means to break up the pool and set the wheels of commerce again in motion. The St. Louis Barge Company has made propositions to them to send a fleet of vessels to Kansas City and load them there with grain and ship down the river."

Dispatches from Fort Yuma say that the track of the Southern Pacific railroad is being rapidly laid across what is known as the Colorado Desert, the end of the track being near Castle Rock and about fifty miles from Yuma. The terminal depot is at Los Palms, near which an artesian well 300 feet deep has been sunk, which yields a copious supply of good water for drinking or steam purposes. A second well has just been sunk twenty miles nearer the Colorado, with the same results. This is of the first importance, as it solves the problem of railroad operations across this one-hundred-mile dry stretch, and also establishes the fact that the valleys heretofore regarded as worthless will be very valuable for agriculture. One thousand men are at work, and the track is expected at Yuma in April.

A proposal is made to lay a street railway track of the following description in San Francisco: The rail it is proposed shall be twenty inches wide at the base and three at the top, over which the car wheels glide. The roll is hollow and designed to inclose the large gas and water mains side by side on the base, the connections to be made from them into the upper stories of houses along the route. Over these mains another tube incloses the telegraph wires. The rail is to be supported on large posts fourteen feet high, and placed at distances of fourteen and twenty feet apart. The posts are to be secured in the sidewalks at the curbs, and will serve as hitching posts, and, with proper connections with the water mains, hydrants may be attached to them. We have only one suggestion to make: Another tube should be added, which should combine the functions of a pneumatic-dispatch tube and a clothes line, and when worn out can be worked up into pop-guns and spy-glass frames.

INDUSTRIAL POINTS.

A broom-handle factory at Shiocton, Wis., turns out 5,000 broom-handles a day.

Of the 30,000 persons employed in watch-making in Switzerland, one-third are women.

The steel, axe, shovel, and stove works of Beaver Falls, Pa., all are running with a good supply of orders.

All the manufactories of McKeesport, Pa., are running to their full capacity, except the car and locomotive works.

Lynn's shoe business is estimated to be 33 per cent. better than a year ago, most of the factories running over time, and all the hands finding work.

Thirty thousand pounds of copper are used in a month at the shops of the Pennsylvania Railroad Company at Altoona when all the hands are at work.

The Great Western Stove Company, Leavenworth, Kansas, made 14,000 stoves in 1870, which were distributed throughout Kansas, Missouri, Colorado, Nebraska and Iowa. The company make seventy different varieties of stoves, and their works have capacity to produce 20,000 annually.

It is reported that the Pennsylvania railroad shops at Altoona are now running with a full force of hands. They are employing workmen daily; that is, the old hands. With these works in full blast, the prospect for a good spring trade in Altoona looks very bright The shops run as high as fourteen hours per day.

The Southern Pump and Pipe Company of Chattanooga, Tenn., is one of the largest manufacturers of wood pumps and pipes in this country, and their facilities for manufacturing and the yellow poplar used by them have made them a place in the trade of the Northern States, and their goods are as well or better known in Chicago and St. Louis than here.

Whatever may be thought of the times, many of the Pittsburg (Pa.) manufacturers are running to their full capacity, and some of them are unable to keep up with their orders. Double turn is the word in the rolling mills, while many of the idle glass works are starting up, and the machine shops tell of marked improvement in orders.

Lead mining promises to become one of the foremost of Montana industries. In Boulder and Colorado districts immense deposits of galena and oxydized lead ores occur, and already five large mines are opened to a depth of one hundred feet and over. The ore, however, is generally too low grade in silver—25 to 75 ounces—to stand the expense of shipping and proper smelting works in the vicinity of the mines is urgently needed.

Mrs. Hayes as a Reformer.

Philadelphia Times.

Whatever mistakes the President may make, Mrs. Hayes undoubtedly deserves the thanks of every true woman for the stand which she has taken against extravagance in dress. She has carried to the White House the same quiet dignity and ladylike simplicity for which, according to all accounts, she was distinguished at home, and her dress on public occasions, while invariably handsome and becoming the wife of the President, has also been invariably unostentatious. At the inauguration she wore merely rich black silk with real laces, and no jewels save the brooch at her throat. At the State dinner given by President and Mrs. Grant to Mr. and Mrs. Hayes her dress was a cameo-tinted silk, high in the neck and trimmed with fringe and lace. She wore no jewels, and her thick brown hair was brushed plainly over her brow and fastened at the back with a tortoise-shell comb. Mrs. Grant was the only lady in low dress, since the other ladies present wore high corsages in deference to Mrs. Hayes' taste, of which Mrs. Grant, it seems, was ignorant. At even her first reception as mistress of the White House, her toilet was remarkable for its simple elegance rather than for brilliancy or cost, while the dress of her daughter marked her as the child of a sensible and wealthy mother, instead of a premature woman of fashion or overdressed doll. Thus early was the example set.

Society in Washington during the past few years has been chiefly remarkable for its reckless extravagance, and in nothing has that extravagance been carried to greater lengths than in the dress of its women. The newspapers teem with stories of this; how thousands of dollars have frequently been spent on a single toilet. It has been openly, and no doubt truthfully, alleged that much of the corruption which disgraced the late administration arose from the desire that wives and daughters might be gorgeously arrayed on state occasions. American women have become a proverb for extravagance among the nations of the earth, and even royal visitors to our shores have remarked upon the costliness of their garments. When Nellie Grant was married the description of her trousseau was brought to every farm-house in the weekly mail, and the farmer's daughters strove vainly to copy in calico the reported pleatings and puffings which adorned her silks. Eugenie's laces, too extravagant in price to find a purchaser even among the crowned heads of Europe, have been brought to America for sale, and Worth and Pingat live in princely style upon revenues drawn from American pockets. Fathers expend upon the bridal outfits of their daughters sums which, invested in real estate or bonds instead of silks and laces, would effectually secure them and their children from poverty. The infection has penetrated more or less into every home. Mothers sacrifice health and strength at the sewing machine in the struggle to keep their children bellounced and betucked with the best of their neighbors; the table is stinted for the means to buy flimsy silks; the dry goods bill becomes a terror to the household, and every now and then we read at our breakfast tables the story of some defalcation, the temptation to which was rooted in the desire for display. New York actresses spend no small proportion of their large salaries on the costumes for their parts, and these superb dresses, intended to dazzle on the stage, are copied in the drawing rooms of private life.

It is high time for a new departure. The reform must be slow at best, but to insure success it can have no better startup-point than in the White House. True, the wife of the President holds no higher rank than other women in America; but as the "first lady of the Republic" she is as "a city set upon a hill which cannot be hid." Let Mrs. Hayes continue the course she has begun, seconded by the ladies around her, and we shall soon see the good effects of her example. Indeed, according to Washington correspondents, this is already shown in the simple and modest tone of society at the capital. We have no desire to lead a crusade against dress; nothing so improves personal appearance, and every woman has the right to make herself as attractive as possible. But the folly of overdressing has become a serious evil in the land, and reform could come at no better time than now, in the present financial depression throughout the country, the general reduction of incomes and the consequent necessity for retrenchment. Mrs. Hayes is reported to have said to a lady the other day that she had some old fashioned ways, but she did not think she would change them. For the sake of the country it is to be hoped that she never will.

THE GOLD FIELDS.

The Big Horn Country Looming Up

An Expedition to Start in April.

An Outfitting Point Within 150 Miles.

Best Route, &c., &c.

On to the Big Horn.

Inasmuch as the cry of prospectors is, "On to the Big Horn," it is of vital importance to every person who contemplates visiting the Gold Fields to know the best route to take. The "Big Horn Country" has long since been regarded as the land of promise for gold seekers; hence nothing need be said now of the country, but what is of special importance to every one is the best route.

There are Thousands of Men

throughout the states and territories who have their most sanguine hopes fixed on the Big Horn, hence the importance of the best route. This would necessarily include safety, directness and celerity. The route possessing these advantages must, in the nature of things, be the favorite, as speed and safety are the two characteristics of the age, and every prudent man will consider these facts. There are several routes advocated by which this country can be reached, but the facts show conclusively that the most desirable and practical route is from

Rawlins, Carbon, County, Wyo. Ter.

Cheyenne is distant over 400 miles, Green river is 230 miles and Evanston over 300 miles. The route from any of these points must be for a great portion of the way over an unknown country, while from Rawlins the distance is not over 150 miles, and that over a road that is known and has a beautiful supply of wood, water and grass. There is now a regular mail service on this route 45 miles out from Rawlins to wit: to the Terris and seminole mining districts where there are three mines now being worked by large companies. Sixty miles out the road crosses the Sweetwater river by a good wagon bridge, this is the only stream of importance or size on the route. Sixty-five miles out the road passed the famous "Soda Lakes;" from there it is sixty miles to the head of Powder river and from that to

The Big Horn

is 25 miles. An expedition of from 200 to 300 miners and prospectors will leave Rawlins for the Big Horn country between the first and tenth days of April, 1877, headed by the oldest miners and mountaineers in the West. It is desired by those going to increase their number as greatly as possible, in order to secure safety and success in prospecting. All who contemplate going to the gold fields should arrange and go with this expedition. The expedition will, when ready to start, select their leaders from among their own number, and can thus select

Men Who Know the Country.

All persons should go prepared to outfit themselves with a saddle horse pack horse and prospector's outfit. There are large stores at Rawlins, where everything required for a complete outfit can be bought cheaper than the parties could take the goods there. The merchants have agreed to furnish this expedition with their provisions at the actual cost of them laid down at Rawlins. The committee have secured the following special rates over the Union Pacific railroad from Omaha to Rawlins: First class tickets $40, second-class $32, emigrant $25.

Horses are Plenty,

and can be bought at from $30 to $75. Any person desiring information will receive a prompt answer by writing to any of the following committee: Dr. F. M. Smith, P. J. Foster, merchant; Judge H. F. Errett and G. Carl Smith, attorney-at-law, Rawlins, Wyoming.

mar3-3m*

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Orient, of Hartford	800 000
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Springfield, of Springfield Mass.	1 500 000
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Roger Williams, of Providence, R. I.	500 000

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" Mansfield	7 58 "	7 39 "	11 11 "
" Orrville	9 32 "	9 10 "	1 15 p m
" Massillon	10 25 "	9 52 "	1 50 "
" Canton	10 35 "	9 60 "	2 10 "
" Alliance	11 20 "	8 40	2 55 "
" Rochester	1 25 a m	11 12	5 35 "
" Pittsburgh	2 30 "	12 15 m	6 55 "
Lv. Pittsburgh	3 20 "	1 10	8 00 "
Ar. Cresson			
" Altoona	7 30 "	5 55	11 50 a m
" Harrisburg	11 05 "	11 05	1 45 "
" Baltimore	6 15 p m	.....	7 25 "
" Washington	3 07 "	.....	9 02 "
" Philadelphia	4 20 "	8 10	7 35 "
" New York	7 25 "	6 70	10 25 "
" New Haven	11 52 "	10 43	4 34 p m
" Hartford	1 27 a m	12 18 p m	5 48 "
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