THE DAILY BEE

E ROSEWATER: EDITOR

NATIONAL REPUBLICAN TICKET.

FOR PRESIDENT:
JAMES A. GARFIELD,
of Ohio.

FOR VICE-PRESIDENT,
CHESTER A. ARTHUR,
of New York.

PRESIDENTIAL ELECTORS.

GEORGE W. COLLINS,
of Pawnee County.
JAMES LAIRD,
of Adams County.
JOHN M. THURSTON,
of Douglas County.

REPUBLICAN STATE TICKET.

For Member of Congress,
EDWARD K. VALENTINE.
For member of Congress (Contingent),
THOMAS J. MAJORS.
For Governor,
ALBINUS NANCE.
For Lieutenant-Governor,
E .C. CARNS.
For Secretary of State,
S. J. ALEXANDER.
For Auditor,
JOHN WALLICHS.
For Treasurer,
G. M. BARTLETT.
For Attorney-General,
C. J. DILLWORTH.
For Commissioner of Public Lands and Buildings,
A. G. KENDALL.
For Superintendent of Public Instruction,
W. W. JONES.

DISTRICT TICKET.

For Attorney—Third Judicial District.
N. J. BURNHAM.

BIND up my wounds. Give me a stiffer corset.—Winfield Scott Hancock.

NEW JERSEY promises nine electorial votes, the state ticket and a gain of two congressmen to the republican party.

SHAKSPEARE must have been thinking of Dr. Miller's feelings when he wrote:

"All things that we ordained festival,
Turn from their office to black funeral;
Our instruments, to melancholy bells,
Our wedding cheer to a sad burial feast;
Our solemn hymn to sullen dirges change
Our bridal flowers serve for a bury'd corse
And all things change them to the contrary."

329.

Garfield's majority will be at least 329,000.

Republican gains of over fifty were reported in 329 districts in Ohio and Indiana.

A salute of 329 guns was fired at Washington over the glorious victory Ohio and Indiana.

Some 329 disaffected republicans, including John I. Redick, wish they had waited until after the October elections before they flopped.

A company of 329 Cleveland gentlemen have congratulated Gen. Garfield over his vindication from the democratic slander.

The young men's democratic club, of Omaha, have 329 torches and uniforms to rent cheap to the highest bidder.

THE cheap transportation convention held Tuesday at Chicago, was largely attended by representative men from the leading agricultural states in the Union. After a protracted discussion of various subjects, resolutions were unanimously adopted affirming the necessity of the government controlling railroads to prevent exortion and discrimination against producers and shippers. This of cource expresses the universal sentiment of American producers, but the passing of resolutions by a convention is by no means a guarantee that the national and state legislatures will carry out the will of the people. There must be something more decisive than mere resolutions. The political parties of the country must be made to understand that the transportation question cannot be ignored. Candidates for congress and the United States senate must be chosen from among men in sympathy with the people, and the mere clap-trap of platforms must be supported by personal pledges made in good faith. To secure transportation at reasonable rates where the money of one will secure transportation for the same quantity of merchandise or products as the money of another man.

DURING the progress of the recent campaign in Indiana, a prominent orator announced his belief in the triumph of the republican cause, and the election of their candidates, and gave for his reason the tendency of the young men to cast their first votes for Porter and republican principles. The returns fully verify this prediction. Throughout both states the universal increase of the republican vote, is due largely to the number of "first voters" who identified themselves with the republican party. The most earnest workers in the recent campaign were young men. They declined to camp in the political grave yard of the democracy. They cut themselves loose from the party whose reactionary policy was uncongenial to young and progressive minds. In thus allying themselves with the republican party the young men of Indiana and Ohio have responded nobly to the call which General Garfield a year ago made to the coming voters of his district: "Your life is full and buoyant with hope now, and I beg you, when you pitch your tent, pitch it among the living and not among the dead." * * * "Come down the glorious steps of our dawn. Every great record we have made we have vindicated with our blood and with our truth. It sweeps along the ground and it touches the stars! Come, then, young man, and put in your young life where all is living and nothing is dead but the heroes that defended it."

MONOPOLIZING THE GRAIN TRADE.

Ever since Jay Gould assumed control of the Union Pacific, the policy of that corporation has been to subjugate the people of this city and state by placing our manufacturers, jobbers and grain dealers under its absolute control. Under this baneful policy our leading manufacturers have become mere tenants of the giant monopoly. The Omaha Smelting works, the Union elevator and other industrial concerns are tenants of the Union Pacific. By the grace of Jay Gould and his corporation these factories and elevators stand upon grounds which the liberal citizens of Omaha donated to the road, never dreaming that they were to be leased by the company with a view of putting our factories and elevators under its domination. Only a few days ago the editor of this paper asked one of the proprietors of the Omaha Elevator that was destroyed by fire last spring whether they intend to rebuild. Yes, we expect to rebuild the elevator, but not on the old ground. We shall have to rebuild somewhere south of the Union Pacific tracks in order to obtain the necessary switching facilities. This virtually foreshadowed that the Union Pacific would ere long have another tenant on its grounds. The upshot of this policy of making our elevator and factory owners tenants, will be to reduce their proprietors into involuntary political servitude. How could any man dare to oppose the Union Pacific managers or any schemes of public plunder or political piracy, when by so doing he would ruin his business and subject himself to being financially wrecked? What has been done in Omaha is being done all over the state, and on the entire line of the Union Pacific. A few weeks ago the U. P. organs announced with a grand flourish of trumpets that the Union Pacific managers had decided to erect elevators at the various stations along their road, for the accommodation of our farmers. This was hailed as another proof of Jay Gould's sublime benevolence. As a matter of fact if this scheme is carried out it will be a most serious blow to Kansas and Nebraska farmers. It means nothing more nor less than the monopolizing of the entire grain trade of these states by the railroads. Who could compete with these roads in the grain elevator business? There being no law to compel the railroads to afford switching facilities to elevator owners, or even to give them the right to erect a track through the railroad lands, it naturally follows that the whole grain business, the handling, purchasing, as well as shipping, would be monopolized by the railroads and when that day comes woe unto the farmers that dare to raise a voice against railroad extortion. Right here is one of the vital points that demands action on the part of our legislature. In the state of Wisconsin everybody has the right to construct side tracks from mills and elevators, and the railroads are compelled by law to afford them switching facilities without discrimination and without delay.

The following is the law of Wisconsin that ought to be on our statute books:

SECTION, 1799. Every railroad corporation operating a road shall receive any and all grain offered to it, or to any agent or employe of it for transportation, and shall make and deliver to the shipper or consignor the usual bill of lading for such grain consigned to any consignee, and shall transport all such grain over its road at the tariff rates then in force, and according to the preceding section, to the elevator, warehouse or mill to which the same may be directed or shipped by the shipper or consignor, and deliver the same to the consignee at the warehouse or place of storage designated by him for the delivery thereof, if there be any track connecting therewith by whomsoever laid or owned over which such corporation shall have the right or privilege to run its cars, and such place of delivery be not more than one-half mile from the railroad of such corporation, and shall make no increased or additional charge for transportation of such grain because of such delivery, nor charge for such delivery, except such sum if anything as such corporation shall be actually required to pay to the owner or holder of such connecting track for the use thereof for such delivery.

SECTION 1802. The owner of any elevator, warehouse or mill, at or near any station or terminus of any railroad, may at his own expense, construct a railroad track from such elevator, warehouse or mill to such railroad, and connect with the same by a switch at a point, within a reasonable distance from such station or terminus and the railroad corporation shall allow such connection. Such side track and switch shall at all times be under the control and management of and be kept in repair and operated for the benefit of such owner or his assigns by such corporation; but the actual cost of so maintaining and operating the same shall be paid monthly by the owner thereof; and in case of his neglect to so pay the same upon demand, the obligation of this section upon any such corporation shall cease until such payment be made in full.

AMERICAN farmers will not feel badly to know that the supply of grain in Russia is so insufficient that strict orders against its exportation have been given by the government, and large quantities of American grain are being sold at Ragusa. Russia has been one of the heaviest exporters of grain to England and her failure in supply this year will increase the export from the United States.

AFTER the Maine election the editor of the *Herald* asked the republicans whether they heard anything drop. It will now be out of order for him to repeat the question to his democratic friends.

THE business men of New York City are giving their clerks an half holiday for the purpose of registration. They mean business.

The survey of a new line of railroad from San Diego to the junction of the Atlantic & Pacific railroad at the Needles has been begun and sixty men are at work running the line. The railroad is expected to be completed to the San Bernardino line with a year from date.

THE SITUATION IN CASS COUNTY

To the Editor of the Bee.

GREENWOOD, Oct. 12.

I see in your daily of October 7th, 1880, an article from your Lincoln correspondent in which he says, "A prominent republican of Cass county who visited Lincoln a few days ago, says that Clark & Co. are doing all they can to defeat the regular ticket in Cass county." In justice to myself, and especially in behalf of the company, I would ask for space in your paper to make at least, a partial statement of the situation in the western part of this county. Before we proceed to do so, however, I will just say, that I do not know who the prominent republican was that gave your correspondent his information; one thing is very certain, he is not well posted in the political condition of things in western Cass, or he is a wilful and malicious falsifyer. It is a well known fact, that for many years past, the republican party of Cass county has been ruled by what has been, and still is known, as the Plattsmouth ring, the center of which consists of a few of the bright and shining stars of political *cussedness*; and around which half a score of satellites move and live. Nor is western Cass without the proportion of the tail ends of that same Plattsmouth magnetic mass of political corruption. We behold them packing our primaries, over-riding the actions of republicans by the use of democrats, greenbackers and a drunken rabel, who have no political faith deeper than the dregs of a whiskey bottle, or more elevated than the gutter into which they were wont to gravel. We behold them frequently in the garb of delegates at our county conventions to cast their vote for the slate that was made by the ring almost a year beforehand; each one in his turn is slated down for office, and with or without merit, his name is placed upon the ticket by intrigue and unfairness, for the votes of the people who for the sake of party are compelled to endorse a man, who may neither be deserving or competent to represent them. Some of these peculiar beings have already adorned our legislative, halls and misrepresented their constituents. There is still another class in western Cass, who for years have been refused a place upon the republican tickets, yet at each succeeding county convention, the pin feathers have again developed into quills, and once more they gently hover around our county convention, and by the old sing, together with a few hirelings who have no political views of their own, the trap is sprung and once more the republicans of western Cass are called upon to endorse a man who though a good citizen, is nevertheless, far from being a representative man.

Thus, from time to time, men have been placed upon the ticket who are undeserving; men who cannot represent the people; who do not know what laws they have helped to make when their term of office has expired; men who sink into quiet submission when some fine haired railroad magnate asks to strike out, or amend that part of the bill which puts the people and the company on equal business terms; men who are only the shadow of the people, and the mouthpiece of manipulators, Clark & Co. therefore, frankly acknowledge that there are about two men upon the republican county ticket whom we cannot, and do not intend to endorse. We feel that they have forced themselves upon us by resorting to everything that was low and debasing. In fact it is a question, whether or not, some of these men who are on the ticket were placed there by the expressed authority of the county convention. Men who are not strong enough to carry any office in Cass, are now in Nebraska, are hardly expected to find fault with the action of republicans in other precincts, and in different parts of the country. Mr. Editor, we are republicans who want men to represent us: men who are not afraid to cry out against unjust measures and fight them to the bitter end; men who can see the low cunning that may find its way into legislature work, and put their foot upon it in earnest. With these two two exceptions we are supporting the whole ticket, national, state and county. We believe in correcting these evils whenever and wherever we can, maintaining our rights and political liberty at the ballot box. Nor can they drive us from the party. Many of us cast our first vote for Abraham Lincoln, then for Grant and Hayes, and by the eternal powers that be, if we live so long, we will cast our votes for the electors of Garfield and Arthur. We believe we have a right to investigate the men on our ticket, and, if found undeserving, cast our ballots as we believe our duty requires. November will tell who is strongest, the ring or the people. It will perhaps develope the strength of those whom your informant has been pleased to call the company, and these will be found among them many of the oldest and best republicans in Cass county. It may prove to the Plattsmouth and even the Lincoln slave ring that we are not afraid to assert our rights. That we stand upon the republican platform and bulwarks of the party, to endorse every truly worthy man and to oppose every unjust measure that may ask for our support, we will I hope prove to the whole state that the time is fast coming, when rings will afford no protection against the sovereign will of a free and independent people.

GEO. W. CLARK.

OCCIDENTAL JOTTINGS.

Utah.

Park City, U. T., is being built up at the rate of two houses a day.

The Zion's co-operative store have declared a semi-annual dividend of three per cent.

A cave-in occurred at the Black Diamond mine, Coalville, last week, fatally injuring a miner.

Preparations are being made by a number of prominent business men to ship a large number of native steers east.

The effort by mandamus to deprive Mormon women of the suffrage has failed. The act is otherwise to be tested.

The fiftieth semi-annual conference of the Mormons at Salt Lake was largely attended. Reports show that over $460,000 had been contributed for the Mante and Logan temples.

The foreman of the California mine at Silver Reef was murdered last week by a discharged workman. The murderer was captured by the sheriff and afterwards taken from his hands by a large mob of men and lynched by hanging.

Wilbur Burnum, a farmer residing ten miles from Salt Lake, while on his way home was attacked by three armed men, who lay in wait for him outside the city. They fired three shots, one ball passing through Burnum's coat collar. Burnum returned the fire, and the would-be assassin ran. This grows out of Burnum having located on land which the Mormons wanted. There were no arrests.

Wyoming.

Cattle shipments are on the increase.

The nomination of Alex. Swan for Congress is in the interest of the cattle men, of which he is said to be king.

A stone school house is to be erected on the Bannock agency.

The stamp mill at Cummings City is hard at work day and night.

Work is to be at once commenced on the Cheyenne Baptist church.

The Cheyenne driving park offers $2,000 in premiums for the fall races next week.

A rich strike of oar is reported at Cummings City and the camp is wild with excitement.

A terrific snow storm visited the entire section of country from Laramie to Green River on Sunday night. It was particularly severe in the Bitter Creek valley. Trains east and west were delayed. Eight inches of snow fell.

Washington.

Business on the Sound is generally brightening up.

A narrow guage railway is soon to be built to the Canbon river.

Seattle has a new morning paper with Associated Press dispatches.

Seattle is to have a line of steamships connecting her with San Francisco.

The rate of freight to and from Puget Sound by steam has fallen from $5 to $2 owing to competion. Seattle has steam communication with San Francisco every seven days.

The Seattle and Walla Walla railway has been purchased by the Oregon Railway & Navigation company. It is said that the road will be built over the mountains in time to move next year's grain crop.

Lieut. Farrow has returned from his scouting trip to the Salmon mountains. He reports the hostile Indians strongly encamped near Loon creek, and hundreds of miners in danger of their lives.

Arizona.

Yavapal county will cast 1200 votes.

Tombstone is building a Methodist church.

The Casa Grande district is showing some rich developments.

The republican club of the town of Maricopa has thirty members.

A nugget was dug out of the Mack Morris mine, Globe district, weighing 75 pounds.

The assessment roll of Pima county amounts to $2,851,212.30, and the levy to $71,212.30.

The recent flood in Silver City was the severest ever known, and the loss of property is estimated at $50,000 to $75,000.

That section of Maricopa county from Salt river down to the mouth of Tonto creek, and bounded by the Sierra Anchas on the north, is one of the finest grain, stock and vegetable regions in the territory.

Travel to Southern Arizona is rapidly increasing. Tucson is crowded. Every available house is occupied. Building is going on in every section of the city. Carpenters and builders are in great demand.

A man in The Tucson Star complains that under the old stage system the fare to Tombstone was $7, and the trip was made in nine and a half hours, while under the railroad regime the fare is 50 cents for a ride to the depot, $2 50 for a sleeper, $4.60 car fare to Benson, and $3 stage fare to Tombstone—a total cost of $10.60, and the time occupied is eleven hours.

Oregon.

A $150,000 bridge is to be built across the Willamette at Portland.

Yakima bay has never been surveyed, and is considered dangerous by vessels.

Not less than 5000 Chinamen are now building railroads in Oregon, Washington and British Columbia

The mechanics' industrial fair, held at Portland last week, was a great success. There were 340 exhibitors, and every inch of space was occupied.

The Oregonian railway and navigation company will have railroad connection from the Dalles to Walla Walla by November. The Oregon and California railroad company are now running regular trains over the new road from Albany to Lebanon.

The remains of a mastodon were unearthed a few days since near Lewiston, twenty-two feet below the surface. The ivory tusks were six feet eight inches long by nine inches through the thickest part. The largest tooth found measured ten by six inches. Judging by the bones found, the animal must have been twenty-four feet long and sixteen feet high.

The Oregonian railroad company, limited, has in operation 57 miles, 36 of which are on the west side and 21 on the east. A road bed of seven miles to Brownsville is graded and is waiting for iron, which arrived yesterday. The company has seven locomotives, four passenger and 106 freight cars, besides two river steamers.

Montana.

Benton is to have a new $25,000 hotel.

Butte reports a building boom of large dimensions.

One of the coal mines at Dog creek has been sold for $2700.

An important strike of rich ore is reported in the Salisbury district.

The telephone has been put in operation between Butte and Silver Bow.

Nuggets weighing over an ounce have been washed out of the Montana gulch mine.

Real estate in Helena is bringing large prices, single small lots fetching $600.

A new five-stamp quartz mill located near Dewey's Flat has been burned. It cost $22,000.

A large number of Comstock miners have lately arrived in Butte from the Sagebrush state.

The bullion shipments from Butte for the week ending September 25th, aggregated $27,208.

The concentrating machinery for the Butte copper works are said to be the finest ever imported into the territory.

During the present building season the citizens of Bozeman made $170,000 worth of improvements in the way of building.

The Algonguin mill at Philipsburg has been closed down owing to a break in its machinery. During four weeks it has milled $30,000 worth of silver.

Farmers say that if the wheat harvest gives half a crop this year in Ruby valley, it will be more than is expected. Oats have not suffered so severely.

A party from Fort Maginnis reports that two hundred lodges of Piegens and Bloods moved into camp a few days ago for protection from the Sioux which were thought to menacing the country north of the river.

It is said than ten years ago the whole of Deer Lodge valley could have been purchased for $10,000, but the market created for agricultural supplies by the successful development of the Butte mines, has raised the price of many single ranches to sums varying from $5000 to $10,000.

Major Brooke, of Whiteball, who bought 1400 head of cattle and 4000 head of sheep in Washington territory and is driving them to Montana, met with a heavy loss in the latter at the Four Lakes, beyond the Coeur d'Alenes, recently. Although the driver assumed to know the locality where a certain poisonous weed grew, the band was driven in there and 400 died in one night.

Nevada.

It is estimated that there are piled up in and around Bodie 100,000 cords of wood.

Seven thousand dollars worth of bullion was shipped from Tuscorora last week.

Several important mining claims in the Centennial district has been sold to eastern capitalists.

At Virginia City Union cross-cut No. 1 has given out in ore and work will be adandoned.

There is a decided lull in mining matters throughout the state and few mines are being either sold or bonded.

The Sutro tunnel company at Virgina City has stopped work in its north header, the bonanza firm refusing to pay for its extension.

California.

Foot-pads infest San Jose.

The State Grange is in session at Oakland.

Ukiah county is to vote on local option in November.

Oakland's new Masonic temple is approaching completion.

The hydraulic mines in the state still continue to pan out well.

The hop picking season has closed with a good crop harvested.

The State Normal school building is being investigated, and crookedness in contracts is reported.

The cubic air ordinance against over crowding residences is being rigidly enforced against Chinamen in San Francisco and Oakland.

The stage from Laporte was stopped last week near Brownsville by masked robbers and Wells' Fargo & Co.'s treasure box taken. The robbers escaped.

In the Payaro valley rain has hindered threshing operations The crop is enormous and there are not enough machines in the vallay to do the threshing.

Venture county has a very energetic woman, named Mrs. Ari Hopper. She killed a rattlesnake and a big eagle in one day. The eagle measured seven feet two inches from tip to tip of the wings.

Colorado.

Potatoes wholesale in Boulder at $2 65.

Colorado college at Colorado springs has a colored student.

Buena Vista is fighting for the county seat of Chafee county.

Mining properties on Brown mountain are paying handsomely.

The snows in the mountains have driven the game to the foothills.

The railroad between Longmont and Erie will be built immediately.

Russel is to have a Welch church, the timber of which is on the ground.

The Gunnel mine at Black Hawk cleaned up 447 ounces of gold during September.

The regular tax levy for 1881 in Arapahoe county, including the city of Denver is 21 mills.

Four Kansas Pacific employes at Denver have been arrested for a conspiracy for selling bogus tickets.

Al. Zero, a former journeyman printer of Denver, has sold a mining location in Highland camp for $30,000.

Governor Evans is the heaviest single taxpayer in Colorado, his assessment being $254,410 worth of property.

A Golden farmer has grown over a ton of grapes during the past season Thirteen varieties were raised on his land.

The Western Union telegraph company have strung over 300 miles of wire in the southern portion of the state during September.

Old abondened mines in the neighborhood of Central City are being constantly started up and the mining boom is gaining every day.

Idaho.

A nugget weighing nearly three ounces was taken from Morrison's placer ground up Jordon, Yankee Fork, last week.

The rich streak of first-class ore in the Unknown, on Salmon river, has widened to three feet at the lowest workings.

Ore is coming in to Clayton from the mines in the vicinity of Kinnikinic on the Salmon river. The smelter will be ready to start in two or three weeks.

The Yankey Fork Herald says: It has been well proven this year that Idaho has the richest quartz veins, and more of them, than any mineral country on the American continent.

A shipment of 13,900 pounds of second-class ore from the Montana was made on Wednesday last, per pack train, to the Bay Horse reduction works.—[Black Foot Register.

Twenty tons of ore were knocked down at one blast in the Custor mine near Bonanza City one day last week. From 60 to 90 tons of high grade ore was displaced by four men in ten hours.

The new bridge over the Salmon river above East Fork, was completed October 1st. It is 172 feet in length, 14 feet in width, and has two piers and two abutments, all on solid bed rock and filled with stone above high water mark.

Artemus Ward And The "Michigan Regiment"

Washington (Ind.) Gazette.

In a Louisville, Ky., hotel one day Artemus Ward was introduced to a colonel who had commanded a Mississippi Regiment in the war. Artemus in his way "that was childlike and bland," said: "What Michigan Regiment did you command, Colonel?" Then it was that the "Colonel" spun like a top and swore like a sailor, until pacified sufficiently to hear an explanation. Artemus with surprise observed, that he "was always getting things mixed about the war." It is always unfortunate to get things mixed, but never more so, than when one is sick. Then it is that the right thing is in the right place is wanted more than at any other time in life, or under any other circumstances. It is a pleasure for us to note in this connection, the experience of our esteemed fellow citizen, Col. Samuel H. Taylor, who as is well known does *not* get things mixed. In a recent communication he writes: "I do hereby certify tha I suffered, very much from Rheumatism and Neuralgia during the Fall of 1879, and tried many remedies with little, if any good, results. I had haard of St. Jacobs Oil, and concluded to try it; more as an experiment than with any hope of good results. I can with great pleasure commend it to others, for the reason that I know it cured me." Col. Taylor by the way was at one time postmaster at Cumberland, Maryland

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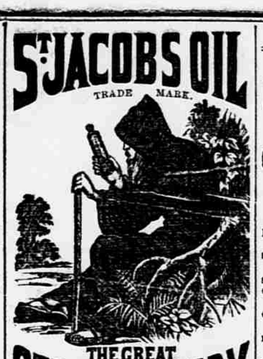

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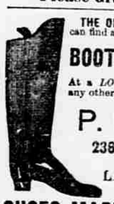
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