

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 Pennsylvania.

REPUBLICAN STATE TICKET. For Member of Congress, EDWARD K. VALENTINE.

For Member of Congress (Continued), THOMAS J. MAJORIS.

For Governor, ALBINOUS NANCE.

For Lieutenant-Governor, P. C. GARNES.

For Secretary of State, S. J. ALEXANDER.

For Auditor, 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. BURHAM.

The report that a new trunk line would soon be in operation between Chicago & New York is confirmed by the announcement of the incorporation of the Buffalo, Cleveland and Chicago railway of which Mr. Jay Gould holds a controlling interest.

This line in connection with the Binghamton and Buffalo and the Delaware, Lackawanna and Western will form a continuous route from Chicago to Hoboken and is likely to prove a dangerous opponent of the New York Central, Pennsylvania and Erie roads. It is understood that work will be pushed immediately.

The Ohio papers are so certain of the success of the republican party in the coming elections that they have already begun their speculations as to the composition of the cabinet.

Secretary Sherman is credited with his present position as secretary of the treasury, and Gen. Ben. Harrison, should he not be selected as senator from Indiana, is given the war portfolio.

General Garfield has had a long and practical acquaintance with public men and by his experience, whatever may be the composition of the cabinet, the country may be assured that it will be both a cabinet of brains and of executive ability.

The New York Herald which pretends to reflect in its editorial columns the political sentiment of the day, has taken a decided flip since the October elections. It now declares that Hancock's chances of election are decidedly slim, and affirms that he must carry the three states of New York, Connecticut and New Jersey.

In the first, the Herald asserts, his prospects are very gloomy, in New Jersey no better, in Connecticut very bad. His chances of carrying any one state and the prospect of all three going democratic is very slender.

The Lincoln Journal emits a whole column of emptying to the facts and figures published in THE BEE last week, concerning the exemption of railroad property by the operation of the new revenue law.

In the face of the official report of the state board of equalization, the Lincoln Journal for the tax shirkers persists that while Douglas, Cass, Lancaster, Hall and other counties, where railroad machines shops and substantial buildings are located, have been deprived of large amounts of taxes under the new law, other counties have been benefited by the general distribution of the tax.

Now, we challenge the Lincoln Journal, or any other paper, to name a single county in the state of Nebraska, on the lines of the respective railroads that has received more taxes on its railroad property than were levied or received during the preceding year before the law was passed.

On the contrary we have shown by the official record that every county on the lines of the U. P. and B. & M. has lost all the way from \$205,000, as in Douglas county, down to \$10,000 in the gross assessment of railroad property. The best defense of the new law is the most terrible impeachment of the state officers who compose our state board of equalization.

If the law that directs the exclusion of all railroad property from local taxation is to be interpreted in the light of the assessment of 1850 it is an absolute exemption of millions of dollars of railroad property from taxation. If on the other hand the fault is with the board that made the assessment then the logic of the Lincoln Journal that claims the main plan of railway assessment is to have the power in the hands of a small but responsible body like the state officers is utterly untenable.

The logic of the assessment of 1850 is, that the state officers made the assessment solely in the interest of the railroads and against the other taxpayers of the state, and their action has demonstrated the great danger of placing the assessment in the hands of a few men and the necessity of placing that power in the same hands which the power to assess the other power of the state is men lodged, viz: the local assessors who are directly responsible to the people and whose action is subject to revision by the commission. Under any circumstances the law of 1879 should be repealed. This is the universal demand of the taxpayers masses and no man ought to go to the next legislature who isn't pledged to repeal that law.

CH. VALOROUS BUSTER.

Four years ago Mr. Wade Hampton posed before the country as a political reformer of great proportions. Loudly preaching the doctrine of peace and reconciliation, he ostentatiously paraded himself the southern Moses who would lead his people from the Egypt of discord and turbulence to the promised land of peace and plenty.

Hampton's promises were cordially accepted by the Hayes administration. Having been elected governor and afterwards United States senator from South Carolina, he appeared in Washington as the apostle of the south and the most brazen apologist for those political outrages which have made South Carolina an odium and reproach throughout the country.

Wade Hampton's promises regarding the pacification of his state were in some fulfilled. The reign of the Ku Klux ceased and the tissue ball was introduced as a less troublesome element in overturning the popular will and swindling the people of their political rights.

The republican majority in the state of South Carolina franchised and the confederates regained control of the state from which they had been driven by republican votes.

Mr. Wade Hampton, like many cultured and high-toned South Carolinians, cannot bear criticism. The comments called forth by the political outrages in his state and others aroused his sense of honor and drew him into a position as the champion of building and fraud from which he has since been unable to extricate himself.

His speech at the Cincinnati convention pledging the votes of the sold south to the democratic ticket in the face of an overwhelming republican majority of voters south of Mason & Dixon's line, his speech at Stanton appealing to the passions of his confederate companions, his subsequent evasions, denials and alternate boasts and threats have placed his champion of fraud in an unenviable position.

Further criticisms evoked by his speeches, the latest made by Secretary Sherman, have forced this Southern champion to add bluster to his former bragadoie.

During the republican conference in September, Secretary Sherman, during the course of a speech, used the following language: "And now you are asked to surrender all you have done into the hands of Wade Hampton and the ku klux, and the little segment in the north that is called the democratic party." To this remark Mr. Wade Hampton took exception, and, under date of September 17, addressed a note to Secretary Sherman, asking him whether he meant indirectly or directly to compare him with what was known as the ku klux Klan, and in stilted language requesting an early reply to his New York address.

The secretary of the treasury was notified to be bullied or bulldozed into dictation or explaining away. He took occasion in his reply to affirm the correctness of the report of his speech, and followed it by one of the most wholesale and scathing denunciations of southern intemperance, building and fraud which has yet fallen from the pen of a northern writer.

He remains in that these political crimes are alone responsible for his political position and for democratic ascendancy in the national government, and that it was on the basis of such infamies that he (Hampton) promised the full 138 electoral votes of the south to the Hancock ticket.

"While I have no reason," adds Secretary Sherman, "to believe that you or your northern associates personally participated in these offences I have named yet while you and they enjoy the fruits of these crimes you may in logic and morals be classed as you classed you as joint perpetrators of the ku klux Klan in the policy which thus far has been successful in defeating the republican power in the south and by which it is hoped by the aid of a small segment of the democratic party in the north may be extended to all the departments of the government. It is in this sense I spoke of your Ku Klux Klan and the northern democratic party."

Mr. Wade Hampton far receiving this wholesome political dose, which though "bitter in the mouth," should have been "sweet in the belly," flew into a towering rage and immediately sent an invitation to a challenge, to the Secretary by the hands of a trusty friend. In answer Secretary Sherman turns the whole correspondence over to the public press, where this arrogant blusterer, political fraud and bull-dozing baggadocio is exhibited in his true colors.

If anything was to be hoped by the people of the north to the spirit of barbarism and of intolerance now prevalent in the south this latest manifesto of the Carolina red shirt would be all sufficient. But Mr. Wade Hampton's unvarnished tongue has already long since accomplished this end and his boasts of a solid south have consolidated in opposition a solid North. Secretary Sherman manly and courageous stand throughout this correspondence will be cordially appreciated by his countrymen and Mr. Wade Hampton will again be congratulated for furnishing new arguments to northern voters why they should cast their free and untrammelled ballots against a section which can produce such specimens of national representatives as Mr. Wade Hampton.

This new rate from Omaha to Ogden is to be sixty dollars, or six cents per mile. From Omaha to San Francisco the old rate is \$100 first class, or only five cents per mile, and the rate from Omaha to New York, fifty or hundred miles, \$33, is a mere fraction over two cents a mile, which of course goes to show that the impending reduction on the Union Pacific is a great sacrifice on the part of that magnanimous corporation.

It is claimed that the railroads are in a measure indifferent so far as the election of a United States senator is concerned, from the fact that all the candidates so far mentioned in connection therewith, are sufficiently friendly to answer every purpose. If this be true it is not true that a new man were hunted up—a man who will be willing to accept the position on condition that he will not consider the wishes and interests of railroad corporations as paramount to those of the people, when those interests happen to clash.

The proposition that railroads would be built in the event of the passage of a reasonable restrictive law, is the thinnest kind of buncombe. It is an assumption entirely at variance with the probabilities of the case. No one knows better than those corporations, but the times will inevitably come when transportation will be regulated by law, and yet we see them invading new territory and extending their lines through counties without even asking local aid, when in some instances, it might have been obtained. Under these circumstances it is altogether unlikely that any reasonable law on this subject will be passed in any manner that will benefit the country.

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Particularly Pleasing to Republican Palates.

A Microscopic Minority of Bourbons Permitted to Exist in the County.

Splendid Condition of the Treasury—The B. & M. needs Briefs.

Correspondence of the Bee. PAWNEE CITY, October 16.—I had intended spending a day or two at Table Rock before coming to Pawnee, but when the train came in Wednesday evening bringing the commanding Gen. G. M. Lamberton accompanied by Jas. Laird, I made haste to take the back to Pawnee city where these eloquent gentlemen were balled to speak on the political issues of the day.

After stopping at the City Hotel I made my way to the court house and found Mr. Laird already at work, stirring 'em up on the news from Indiana. He spoke about two hours and a half. Mr. Lamberton followed, briefly, as the Hon. Jim had used up most of the evening. The speeches of the gentlemen were especially remarkable for their forcible expressions.

Pawnee county has about 1,600 voters and gives a republican majority of between 1,100 and 1,200. No surprise accordingly will be felt at the fact that her entire debt is only about \$6,000, all upon her court house, while more than that amount is in the treasury in other funds. Not a chirp for change is heard in this county. It is a handsome compliment to Mr. Cummins, the treasurer, that although a democrat, he holds his office to the satisfaction of all, in a county overwhelmingly republican. This county, as all the other counties in this part of the state, is agitated over the railroad question. This place, Pawnee City, is on the railroad about six miles. It is the county seat, and should it secure a railroad, will at once grow to a good size. The B. & M. company has made the following proposition to the county voted up on November 24. The county to vote \$75,000 in fifteen bonds of \$5,000 each, one payable each year for fifteen years. The amount paid by the county shall in no case exceed the amount of taxes paid by the road. That is, the road is to be released from taxation for fifteen years. Constitutionally no property can be released from taxation, hence the bonds. The road then costs the county nothing. The proposed line is through Table Rock and Pawnee City. The citizens of Pawnee City are working hard and feel confident of carrying the proposition. The rest of the opposition will come from Table Rock business men. Some of their trade will undoubtedly go to Pawnee City, but it is doubtful whether the benefit of the additional road will not recompense them for all.

Property in this vicinity has gone up considerably since the railroad agitation began. I believe, as I said before, that Pawnee City will grow rapidly for several reasons. It is the county seat, has no rival of any importance in the county. Nor is it, as many western towns, ahead of the surrounding country; on the contrary it is rather behind and will be pushing. It is settled with enterprising and cultured citizens, which is an all important item. Among the men of the county, the what-ifs are Mr. J. R. Ervin, one of the heavy business men, and nominee for senator from Pawnee and Johnson counties; Hon. G. W. Collins, candidate for elector from this state; and here is the "Traveling Man's Favorite" and "J. W."

E. & J. Duer are about to move their large stock of hardware into new stores, 25 by 70, and still too small for their stock. They are enterprising men and regular subscribers to THE BEE.

There is plenty of fine building stone in the county, and several buildings are in process of erection. The private school of A. K. Gowdy has become one of the institutions of the city. It has about thirty-five students and has been in operation for three years. The course includes a more extensive course than that in the university. The high school employs four teachers.

We just up with Johnson. Johnson knows how to appreciate newspaper men, and is glad to see them, if he don't make a cent out of them. He calls his house the "City Hotel." We tried to persuade him to call it the "Grass widows' Refuge." We are willing to make "affidavits" that more than half of his boarders belong to that class, and that he shall divide with myself class of beings whose wives have gone to see their mothers in the east. Snook.

The Sixth Plank. Sutter Register. We pledge our support to such legislation in connection with each measure by state legislators as may be necessary to effect a correction of abuses, and prevent extortion and discrimination in charges by railroad corporations.

The late republican state convention adopted the above resolution without a dissenting voice, and the railroad attorneys who figured so prominently in that convention sustained this plank so as to obviate the necessity of opposing it in connection with each measure. The principal object was to keep the matter from being carried on so extensively as to give the state, the existence of this plank being entirely ignored.

In a number of the counties, however, strong resolutions have been adopted on the subject. No one, so far as we have observed, undertakes to say that such legislation is not needed, except THE LINCOLN JOURNAL. Others undoubtedly hope to prevent any action by the next legislature, but they judge that the most effective

without avail, when I procured St. Jacobs Oil, which cured me. F. X. Goetz, contractor, 549 Penn Avenue, Pittsburg, Pa.

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