

THE DAILY BEE

R. ROSEWATER, EDITOR

It were a government was thoroughly boered that government is the British.

Prof. Vennor's snow storm has arrived. Prof. Vennor is cook of the weather.

A disastrous fire occurred on Saturday at Wilber, destroying seven buildings and a large amount of property.

The week of prayer will be rigidly observed by the various senatorial candidates and their friends. Pray for them, brethren.

The Republican professes surprise that the Bee's circulation is great. Nothing remarkable in that; health and good circulation go hand in hand.

The Ponca chief yesterday renounced his desire to be permitted to go to work and be alone. Titles will now resume his occupation as "natural born journalist."

Jay Gould's organ announces for the hundredth time that it is "the friend of the railroads." The railroads doubtless pray in this case to be delivered from their friends.

The only native born Irishmen who are not in sympathy with the land law movement are the Orangemen, and in their present position the Orangemen are "very small potatoes."

The Omaha Republicans ask where the Bee is going to get its money to wage on its circulation. The Bee may be certain that it won't come from the purchasing department of the Union Pacific road.

The New York Herald, Washington Star, Denver Republican and Boston Advertiser are the latest journals to come boldly to the front as the champions of the people's right to rule the railways. And yet none of these papers have been considered as leaning towards communism or socialism.

The Grand Island Times with praiseworthy enterprise has published a review of the progress of the city during the past year. Nearly two hundred buildings have been erected aggregating over \$200,000 in value, and every department of trade shows remarkable activity.

The railroad managers and their pay-roll editors have, within the last year, been forced to change their tactics towards their opponents. Twelve months ago every individual who dared raise his voice against corporate aggression was a "communist and socialist," waging war against capital and advocating the confiscation and division of accumulated wealth.

The croaking of political hacks and demagogues over the difficulties which General Garfield may be expected to encounter in his administration is ill-timed, and we believe without any basis of truth. No president elected within the last twenty years has entered upon his term of office under such favorable auspices as will General Garfield on the 4th of next March.

Senator Hannibal Hamlin, who is spoken of for collector of customs, either at Portland or Boston, was born in 1806. He began his service to the federal government in 1828.

It is claimed that Robeson has been given up his fight for the New Jersey senate, and that he will throw his influence for Halsey. Otherwise, Sewell is ahead in the race.

A senatorial friend of Mr. Blaine is reported as saying that he has given up the struggle for a nomination for the presidency, and will remain in the senate along with the people of Maine who keep him there.

It is reported that the national republican committee will hold its meeting in Washington in March to carry out the instructions of the Chicago convention to mature a plan respecting the use of the "unit rule" in the next national convention.

Judge Woods, the new appointee to the United States supreme bench, is about 50 years old, of dark complexion, full hair, likes good things to eat and drink, and is full of good fellowship. He is the third Ohio man on that bench.

Abraham S. Hewitt, William C. Whitney, and others of that ilk are taking steps for the reorganization of the New York democracy to crush out the rule of Tammany and Frising Hall. It is not clear that under Mr. Hewitt's auspices the change would be for the better.

Senator Logan is better. He said that he had so much on his right leg during the campaign that he got a sort of rheumatism in it. The leg will reach campaign speakers that they should shift from one leg to the other occasionally.

A point just made before the legislative committee investigating the government of New York is that during the period that its population has increased fifty per cent the salaries of its officers have increased 450 per cent.

Ex-Secretary Brewster thinks there should be no further correspondence upon Senator Byard's Denver speech, but that there should be an investigation by a committee of the senate. It is said that Mr. Arthur is desirous that it should take the same course.

The senate will lose its "watch dog of the treasury" when Mr. Edmunds goes on the supreme bench. "Don't let," said a Washington lobbyist, "that when that old cuss comes in the senate and sits down and lets his right eyebrow drop down about three quarters of an inch lower than the meanest old gray pony. He is the everything, anyway; especially about things with money in it; but when he hangs down his right eyebrow, he'll object to the Lord's prayer."

OUR FINANCES.

Compared with those of any foreign power the finances of the United States may well be a source of congratulation to our people. Within the fifteen years from 1865 to 1880 the United States has reduced its national debt one-third. England and the Netherlands are the only European countries who have made any reduction in their debts, and when compared with our country the reduction has been trifling. We present two tables of figures taken from the Consular reports lately published at Washington by the state department. The first table presents a succinct statement of the national debts of the various European countries in 1865 and 1879 (reduced to gold currency), and underneath the footings we have placed the figures for the United States for 1865 and 1883:

Table with columns for Country, 1865, and 1879. Includes Germany, Austria, France, Great Britain, Italy, Spain, Belgium, Denmark, Sweden, Norway, Portugal, Turkey, and Switzerland.

From this table it will be seen that in fifteen years the indebtedness of European nations has nearly doubled. Today the United States owes less than France, Spain, Russia, Austria, Hungary and Italy.

The following table shows the aggregate budget or current expenses of the European states for the same year:

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From this exhibit it will be seen that the current expenses of the European powers have been increasing as fast as their debts. This is largely due to their maintenance of large standing armies on a war footing.

In the United States, in 1865, the outlay for governmental expenses was \$300,000,000, and the expenditures for the last fiscal year were \$307,642,957, a marked decrease, notwithstanding that during this period our population has increased from 38,030,000 to 50,000,000. This is an exhibit of which Americans may justly be proud.

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THE RAILROADS AND THE PEOPLE.

View of the State Press. The Independent on its own part has no desire to find fault with the management of the Union Pacific. During the past week, however, we have seen some complaints against the alleged high freight tariff and charges of discrimination between North Bend and Fremont, some of our merchants averring that they have their goods shipped to Fremont and hauled to North Bend by team cheaper than having them shipped by rail to North Bend. The matter assuming some importance, and wishing to get both sides of it, we went to Agent Welch of the Union Pacific, and are under obligations to that gentleman for the following figures:

First-class freight, Omaha to Fremont, 23 cents per cwt; Fremont to North Bend, 22 cents per cwt; Omaha to North Bend, 21 cents per cwt. Second class, Fremont to North Bend, 20 cents per cwt; Omaha to North Bend, 19 cents per cwt. Third class, Fremont to North Bend, 18 cents per cwt; Omaha to North Bend, 17 cents per cwt. Fourth class, Fremont to North Bend, 17 cents per cwt; Omaha to North Bend, 16 cents per cwt. Freight between Fremont and North Bend, 10 cents per cwt.

Household goods, Council Bluffs to Fremont, per car, \$25; to North Bend \$30.

Grain—Wheat, North Bend to Chicago, 30 cents per cwt; Fremont to Chicago, 28 cents per cwt; Omaha to Chicago, 34 cents per cwt; North Bend to Chicago, 33 cents per cwt; Omaha to North Bend to Chicago, 33 cents per cwt.

Livestock, Council Bluffs to Fremont, Omaha and Grand Island to Chicago, \$75 per car.

The difference between North Bend and Fremont is the same as between Fremont and North Bend.

There is a growing feeling among all classes, regardless of politics, against the railroad companies of this state, on account of their exorbitant passenger rates, and the incoming legislature would desire to regulate their members will pass laws regarding this evil and extortion. The present railroad war between eastern roads has demonstrated the fact that the railroad companies can afford, and make a fair profit, to carry passengers at even one-half their old rates.

We cannot see where the railroad companies stand in anything, if their rates were reduced. They would more than make up the loss in the large increase of travel which would naturally follow such a reduction. But if the incoming legislature see it in this light, and through their representatives in the legislature, should take the matter in hand and enact laws which will not please travelers at the mercy of these monstrous monopolies, legislators of other states have done so, and Nebraska should not be behind in the matter. Our people demand that something should be done, and we hope a bill to that effect will be introduced this winter.

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The people of Nebraska are not as much concerned in the reduction of passenger rates as the railroads of this state as they are in the lowering by the state of the freight tariff to a fixed and equitable basis. It would seem that the State Journal, that the members of the legislature who are conducting their business in a dangerous to the welfare of the state and the nation. By partially they often destroy the trade of a town by cutting off the market.

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GOOD WORK IN READING, PA.—I was afflicted with rheumatism and swelling of the limbs for a period of about eighteen months, and tried many remedies without success. St. Jacobs Oil was recommended to me, and I purchased a bottle thereof of Mr. Lingel, my druggist. A few applications cured me.

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