THE DAILY BEE.

E. ROSEWATER: EDITOR.

THE most profitable "breeches" for the woman suffragists—"Breaches of promise."

EDITORIALS entitled "Whither are we Drifting?" are out of order now that the snow has ceased to fly.

AND now Mentor is becoming deserted and hungry office-seekers are making their way towards Washington.

THE New York *Sun* speaks of them as "Dr." Jay Gould and his two Bowells, the *World* and *Tribune*. It might have added the *Republican* and *Herald*.

MR. TOURGEE'S letter is receiving rough treatment at the hands of Nebraska's farmers who offset specious arguments with hard facts.

THE passage of the amended charter by the legislature will give to our city government the opportunity to keep pace with the growth of private interests in our metropolis.

THE Hastings *Republican* and the Brownville *Advertiser* still echo feebly the monopoly cry. The future in Nebraska for railroad organs will not be a cheerful one.

WE have received four communications upon "Omaha slush." Journalistic courtesy, and regard for the editorial columns of the *Republican*, prevent their publication.

THE rebuilding of the Grand Central hotel should now be a certainty. Under the liberal offers of two of Omaha's most public spirited citizens there is no reason why this greatly needed improvement should not be begun within a month from the present time.

ELIOT F. SHEPARD has been nominated to succeed that gallant republican Stewart L. Woodford as United States district attorney for New York. Eliot would like to herd that flock of perquisites very well. The old shepherd, however, still clings to the persimmons.

THE railroad papers at Lincoln are playing the prohibition plum and the capital appropriation against the chances of anti-monopoly legislation. A few days only remain to our legislators to complete their record of shirking and playing possum. After that they will be dead coons.

CABINET speculations for the last week have all been drifting in one direction. It seems determined that the state portfolio is to be given to Mr. Blaine, the secretaryship of the treasury to Mr. Allison of Iowa, the war portfolio to Levi P. Morton or Chief Justice Folger of New York, and the postmaster generalship to Postmaster James or some far western man. The secretaries of the navy, interior and the attorney general-ship have not yet been decided upon and will probably not be definitely announced until after the inauguration.

THE American flag waved over the chair of the president of the Clare land league on Sunday, when Mr. Parnell delivered one of the heaviest, manliest and most outspoken speeches of all that remarkable series which have thrilled the various meetings which he has been called to address. Public opinion, biased and prejudiced by the lying reports of English correspondents, is rapidly in America turning to the support of Ireland's champion. We predict that before six months are over the moral influence of American born citizens will be a power which will affect and strongly modify the coercive policy of the British government and substantially aid the land league in their great and noble cause.

THE corrected statement of railway construction for the past year shows a total mileage of 8401 miles, which is thirty-five miles more than the greatest mileage ever constructed in any one year. The total railway mileage in the United States is now 93,897 71 miles. The states and territories constructing the largest amount of road last year were as follows: Dakota, 738; Texas, 696; New Mexico 556; Ohio, 484; Iowa, 436. The states having the greatest mileage at the present time are: Illinois, 7,915; Pennsylvania, 6,231; New York, 6,065; Ohio, 6,005; Iowa, 5,215. The only states in which no new track was laid last year are New Hampshire and Mississippi. The only territories are: Alaska, Idaho, Indian Territory and Wyoming.

THE plea of the *Republican* in favor of the right of railroads to carry and refuse freight at pleasure is the most startling and outrageous doctrine ever brought forward by a monopoly advocate. The *Republican* has the honor of being the first paper in the United States to declare that a railroad is not a common carrier, but a corporation without obligations to the public, whose power to carry out any policy of discrimination against shippers is only curtailed by the caprice of its managers. The fact that the Union Pacific has refused to transport THE BEE over its lines is only remarkable as a sample of what under like circumstances it may do with the goods and chattels of other shippers. If the Union Pacific can with impunity refuse transportation on its freight trains to Mr. Rosewater's papers, because Mr. Rosewater has opposed its political domination and denounced its extortions, the Union Pacific may with impunity refuse to transport the editor of THE BEE or any employe connected with it on its passenger trains, and if it can thus discriminate against the editor of THE BEE or his associates, it can with impunity refuse to transport any merchant or manufacturer, or farmer, who dares to oppose its impositions or refuses to bow his neck to the monopoly yoke.

AMERICAN WORKINGMEN

No nation can boast of so intelligent and of so thoroughly informed a body of mechanics and laboring men as our own. From Tocqueville down to George Holyoake, every European traveller to our shores, who has made the various conditions of American society a study, has praised without stint our working classes and professed themselves amazed at the advance which they exhibit in stability, sobriety and refinement over those of other countries and especially England. And our country has every reason to be proud of a class which has for years held in their hands the balance of political power, and which has never proved recreant to their trust. It is a remarkable fact that every great reform which has agitated American politics has found most stalwart champions in the working classes, and in every great political crisis which has threatened the stability of this nation, its workingmen have never been appealed to in vain.

A number of reasons combine in giving to our working men their present proud preeminence. The first is, the constant incentive to better their condition which is afforded by our republican form of government, a universal franchise and an easy ascent from one grade of society to the other. The American workingman is ambitious. He has a perpetual stimulus to perseverance in the examples of the present and the history of the past. Numbers of the wealthiest, most influential and respectable citizens of our Republic, began life at the bottom of the ladder, as laborers. The American working man can never forget that Abraham Lincoln was once a Kentucky wood chopper, that Peter Cooper laid the foundation of his fortune as a workman in a wagon shop, that James G. Fair began life as a day laborer, Cornelius Vanderbilt as a ferry boy, and James O'Brien as a drayman, while scores of men who now count their wealth by the millions once boasted of the title of an American laborer. This belief in the possibility of self-made men is one of the great incentives to action in American workingmen.

Another cause for the great superiority of American workmen over those of other nations is the educational advantages which they enjoy. Our American working men are a reading and thinking class. They are constantly called upon to perform the highest duties of free citizenship to vote intelligently to sit on juries, to direct public opinion. No nation in the world prints as many papers as our own and a great portion of their readers is found among American workingmen. As a natural consequence they are better informed upon current topics than their fellows elsewhere and better able to seize upon opportunities for their social and financial advancement.

It is a singular fact that although composed of so many nationalities the American working classes are the most thoroughly American of all our citizens. They are the back bone of democracy in institutions in the United States Whether they hail from Germany, Great Britain or any other country under a different form of government, once on our soil they become the most ardent advocates of democracy and the most determined opponents of centralization. It is the same feeling in our working class which makes them the bitter opponents of a monopoly of the industries and wealth of the country, as well as a monopoly of power by a few shrewd and grasping individuals. In the great war against monopoly domination upon which this country is entering, the working classes will be powerful agents It was a delegation of workingmen which, in 1877, pointedly out to the directors of the Pennsylvania road that by their system of discrimination they had destroyed the business of their best customers, for the purpose of building up individual interest, and had lost to themselves, in one year, $3,500,000 "This amount," said the address, would have enabled you to pay us living wages, instead of seventy-five cents a day." Finally, American workingmen are not communistic in the garbled sense of the term. They are inclined to fair play among themselves and they ask it for others. They believe in a decent remuneration for their labor and they generally succeed in getting it. They ask no extortionate wages and they do not propose to see the monopolies extort them from the public. It is as much from a sense of justice as from a habit of informing themselves upon the issues of the day, that our working classes are so thoroughly anti-monopoly in tendency to-day. And it will be found that they can neither be threatened nor bribed from their position.

THE control of the New Jersey Central railroad has been secured by Jay Gould and New York is excited over the prospect of a new trunk to St. Louis. The New Jersey Central owns the most magnificent terminal facilities of any of the lines centreing on New York harbor and with its connections has control of one-third of the coal trade of the east. According to Mr. Gould's programme the road will be made the eastern end of his New York, Chicago & St. Louis line, two portions of which, viz: from Cleveland to Chicago and from Ft. Wayne to St. Louis, are already under contract. The remainder of the road to Williamsport, Pennsylvania, could easily be built in six months and a through line completed from New York to St. Louis with connections to the Pacific coast. It is said that the capital of these roads would represent the actual cost more nearly than that of any other trunk line.

SENATOR MAHONE weighs 150 and David Davis 253 pounds. The "Independent" saw horse has been braced for the occasion.

THE ALLIANCE.

QUALIFICATIONS FOR MEMBERSHIP.

To the Editor of THE BEE:

SIR—My attention has been called to a communication in THE BEE, on the subject of eligibility to membership in the Alliance, signed by "Scribe." This is an important subject, and comes under the attention of the State Alliance very often in the formation of subordinate Alliances. Much solicitude was manifested at the Lincoln meeting, lest men who were not farmers should gain a footing in the Alliance; and that meeting intended to, and supposed it had, adopted a law which would exclude all who did not gain their livelihood by farming, from becoming members. The mere ownership of land, even though it be improved and leased does not create eligibility. If it did, bankers, lawyers, land agents, middlemen, and particularly the land grant railroad companies, would all be eligible. But if a man gains his livelihood by farming either as a owner and worker of his own land, a renter or a laborer, he is eligible. Nearly all classes of our people was directly engaged in the transportation industry and as much interested in the objects of the alliance as are the farmers themselves. But the danger of the alliance being made the cat's paw of politicians, and being in localities subjected as an appendage of one or the other party, made it imperative to confine the membership to "*practical operative farmers.*" Our friends of all the other callings will soon have an opportunity to join the 'Anti-Monopoly League,' an organization which will admit all classes as members; and I trust they will avail themselves of it, and these co-operate heartily in furthering the ends of the alliance. Yours truly,

J. BURROWS,
Secretary State Alliance.

POLITICAL POINTS.

It is claimed that Malone will vote for republican clerks in the house.

E. B. Washburne is "mentioned" as a possible candidate for mayor of Chicago.

The present Wisconsin senate is said to be the ablest of any in the state since 1870.

Senator Allison is said to be hard at work studying the financial history of the country.

Fitz John Porter's friends intend to bring up his case in congress again before the end of the session.

The senate of Missouri has rejected, by a vote of nearly two to one, a bill to set up the whipping post for the punishment of petty thieves.

Complaints are made that in nearly every southern congressional district where republicans have given notice of an intention to contest the intimidation of witnesses has begun.

Eight hundred business firms constituting the New York board of trade and transportation, have sent to the senate judiciary committee a formal protest against Stanley Matthews.

Ben Butler has created another sensation, this time outside of the political arena. His first appearance in Richmond since the war was counted as great an attraction as an execution or a circus, and he drew full houses in the court room where he appeared.

Gen Chester A. Arthur has written a letter to a Vermont journalist thanking him for the special effort he has made to prove that he was born in Fairfield, that state, but saying that the democratic scheme to prove him of foreign birth has been a matter of little interest to him, and he has paid no attention to it.

It is noted that congress has, ever since 1873, had a joint committee to investigate the question of enlarging the library, and that the committee which had charge of a subject that might have been disposed of in a few weeks has spent eight years and $15,000 which has been appropriated to it.

A new tax law, passed at the recent session of the legislature of Vermont, requires citizens and corporations to make, under oath, a return of all their taxable property, real and personal, and also to state the amount of stocks, bonds or other securities held by them and claimed to be exempt from taxation under the laws of the state or the state or the United States.

Colonel W. F. Elkin, the last but one of the famous "long nine," headed by Abraham Lincoln, in the Illinois legislature in 1839 40, died in Decatur last week. Ninian W. Edwards, of Springfield, alone survives. The aggregate height of the "long nine" was precisely fifty-four feet. They secured the removal of the capital from Vandalia to Springfield. Col. Elkin was grandfather of Mrs. Gov. Routt, of Colorado.

The Monopoly Standpoint.

Chicago Times.

The notions of Mr. Leland Stanford (president of the Central Pacific railway company) concerning the railway question furnish the counterpart to the notions of Jeremiah S. Black. The latter took the extreme ground, in one direction, that railways are public highways and public property, in which the persons who "talk as if they owned them" have no right of ownership at all. The former takes the extreme ground in the opposite direction, that railways are neither public property, nor public highways, nor common carriers, but private properties owned by "joint partnerships of private individuals." Upon the theory of Black, the government may deal with these "public properties" exactly as it pleases, regardless of any objections which the "pretended" private owners may set up. Upon the theory of Stanford, the assumption by government of any regulative power whatever over railways or railway traffic is an unwarranted exertion of pure despotism.

Mr. Stanford goes on to an emission of patriotic feeling called the declaration of independence for the basis of his juridical notions In that instrument the politicians who put their names to it set forth that governments are instituted to secure to the people "life, liberty and the pursuit of happiness" Any governmental regulation of railways would be, in some degree, a restriction of the liberty of railway companies; therefore, it would be contrary to the declaration of independence; therefore, it would be unconstitutional. More over, it would put an obstacle in the way of their pursuit of happiness; therefore, etc., as before. This is the Stanford syllogism It will be seen that its application may be a good deal extended An exertion of governmental power whatever, the enactment and execution of laws against murder, theft, assault and battery, cheating, polygamy, rape, and so forth,—is in some degree a restriction of individual liberty, and a hindrance, if not a limitation, of the pursuit of happiness by those upon whom this exertion of the government power takes effect Therefore, any such exertion of the government power is contrary to the declaration of independence; therefore, government is unconstitutional and void! This is the Stanford syllogism pushed to its conclusion.

"It was never intended that this should be a paternal government," Mr. Stanford says: What he understands by "paternal government" appears to be any government which interferes, in any of the ways above indicated, with individual or corporate liberty in the pursuit of happiness; but more particularly in the pursuit of happiness by the mode called "watering stocks" and the liberty of taking from other people's earnings ten per cent. profit on the private "property" created out of nothing by that happy process. Stock-watering is simply a method of inflation, or, more strictly, of dilution, by which the name or denomination of a commodity is made to express a lie. If the keeper of a wet-grocery adds to a barrel of whisky a barrel of water, and advertises the compound as whisky, he utters a falsehood; and if he sells the compound at the price of whisky, he commits a fraud and may be called a swindler. If a railroad company, having an actual paid-in capital of one million dollars, issues stock shares of the denomination in the aggregate of two millions of dollars, it also utters a falsehood. If it exact from its patrons rates made for the purpose of giving to such shares a market value equal to their denomination, does it not also commit a fraud, and may it not also be properly called a swindler? If an enterprising person in another line of business take a silver coin, called a dollar, and dilute it by adding an equal bulk of pewter, and issue the compound in two shares, or parts, each of the denomination of one dollar, or in four shares, or parts, each of the denomination of half a dollar, he does exactly the same thing that the wet grocer does and the railway company does when they water their stocks and pursue methods to make the diluted article sell at the price of a genuine article. In the last case government interferes, styles the speculator in diluted goods a cheat, puts him in prison, and thus, instead of securing to him liberty in his pursuits of happiness, puts a stop to his pursuit of happiness by depriving him of liberty. What right has government to do that? The property which he diluted was his own private property. Had he not a right to do with it what he pleased? "The essence of property is control," says Mr. Sanford, "and the value of property consists in profits derived." For government to interfere with a man's control over his own property, and restrain him, by imprisonment, from doubling its value by the profits he can get from it by the watering process, is not only to override the Declaration of Independence, but, from Mr. Stanford's point of observation, is to practice paternalism, which never was intended. "There is no justice in limiting earnings," he says. Therefore, there is no justice in sending to jail the man who, if his liberty were not thus arbitrarily restricted, would make his private property, called a dollar, earn him the value of two dollars by the easy process of pewtering it. "It is the concern of the companies themselves, and nobody else's business, whether their capital is increased or not." By which declaration Mr Stanford means that it is nobody else's business whether their capital is diluted by the watering process or not.

While the unblushing effrontery with which Mr. Leland Stanford sets up this extreme theory of corporate lawnessness shows a boldness not out of keeping with the character of some too suddenly-made millionaires on the Pacific coast, it also shows an obliquity of understanding among some wealthy corporators which tends more than all other things to incite the public demand for governmental corrective measure. It is a fallacy, of course, which this California plutocrat seems not to realize, that there is any such thing, in law or in morality, as a right of control over private property in its power which can be extended to any employment or use of it injurious to the rights or liberties of other people. No man or corporation has a right to use his private property in any way or for any purpose of fraud The wet-grocer has no right to water his whisky with intent to sell a gallon of water at the price of a gallon of whisky. The owner of a silver dollar has no right to dilute it with a baser metal with intent to derive the same profit on the share of pewter that he derives on the share of silver. And the corporation has no right to water its stock with intent to derive profit alike on its capital and on the fiction with which it dilutes its capital. In the assertion of such a right, the moral sense of mankind recognizes a fraudulent intent—a purpose to commit injustice and do injury to others. Now, with all possible respect for the declaration of independence and the rather gushing patriots who fathered it, the true object for which governments are instituted is to execute justice, prevent men from injuring one another, to punish those who do injury, or, as Mr. Carlisle vigorously puts it, "to expeditiously exterminate the great rogues," whether they be railroad managers or only common mortals. To fulfill this, its proper function, government must limit, and in some degree regulate, by law, the employment of private property by its owners, as well as the personal conduct of individuals. This is what government has been doing ever since property and political society came to exist. Mr. Stanford's denial of any right in government to do this sounds like the defiant challenge of the government and law of the land by a railway company. Does he imagine that the American people will hesitate to accept such a challenge? Or does he think that the Central Pacific railway company can come out victor in the contest such a challenge invites?

Coming from the president of that particular company, the impudence of Mr. Stanford's deliverance is peculiarly marked. It is a corporation holding and managing a property furnished to it as a gratuity by the government, whose regulative power over it Mr. Stanford denies. The basis of every atom of the capital invested in that railway was a grant of the common property of the American people, supplemented by a loan of their collective credit. There is in this fact a basis not found in the case of other railways, on which Judge Black's declaration that railways are public property might be applied to the railway over which Mr. Stanford presides. There is also in this fact that which stamps Mr. Stanford's most irrational epistle as also the most impudent deliverance that has lately appeared on the subject

The Sutter Memorial.

San Francisco Chronicle.

It is for the pioneer societies of this state to say where the proposed memorial to the leading pioneer of all, Gen. John A. Sutter, shall be placed, and what it shall be Whatever they decide on the pioneer societies of New York and other offshoots of California as it was in 1849, will assent to. A single shaft monument has been suggested, a memorial hall, and last and best, the restoration of the old Sutter fort as it appeared to the eyes of the Argonauts from this city and elsewhere upon their landing at New Helvetia (now Sacramento) in 1848 and 1849 This, in our opinion, is the proper thing to do. The original Sutter's fort was built of adobe. The site of it is not in doubt, as a part still remains, though but a small part, and that in a sad state of decay. Let the pioneers purchase this site—say as much as five acres—and restore the old fort to its original appearance, but in larger proportions, and substitute burnt brick for adobe, and after this, the whole cost of which need not exceed $15,000 to $18,000, let it be thrown into an incorporation to be controlled by the presidents of the different pioneer societies of the state, and devoted to the gratuitous support of aged, impoverished and disabled pioneers. This would be in some sort a relief to the societies themselves, and a very noble charity, as well as just such a memorial as the benevolent old man himself, if alive would, above all others, prefer to have associated with his name and character. The proposal urged by some to make this a state affair, and have it supported by the state, is not in good taste. Gen. Sutter his claims upon the respect and admiration of the people wider than the state of California. His charity was dispensed to thousands who for years have been the citizens of many other states, and his merits are national more than local. If the time comes if such a memorial as is above suggested shall need other aid for its decent maintenance than such as the pioneer societies can afford, the influence will not be wanting to induce congress to lend a helping hand in honor of the man whose hands in life were open to all its citizens, and in recognition of the assistance rendered by the pioneers to make the Pacific coast a rich and most valuable port of the American union.

PERSONALITIES.

Princess Louise skates charmingly.

Alexander H. Stephens has a $30,000 library.

Proudfit is the apt name of a Jamestown, N. Y., wolf.

Cadet Whittaker has been unhappy since the Boycott on his ears.

Herbert Spencer, the philosopher, has dyspepsia, caused by eating peanuts.

The King of Ashantee threatens war. He will pull somebody's house down.

Sitting Bull is swinging through space, howling for a chance to surrender.

Justin McCarthy, who is really a good-natured man, is not loved by Gladstone.

Orville Grant ran very much in debt by building a villa. The villa still pursues him.

Artemas Ward is editor of The Philadelphia Grocer, which is by no means a funny paper.

Bernhardt has agreed to prolong her stay in this country. There is naturally more length than breadth to her stays.

Senator David Davis is visiting friends in Ohio. If John Sherman's fences get down again he will know the reason.

Carlyle once spoke of Americans as eighteen millions of bores. He judged the country by the samples that visited him.

Enterprising farmers are now beginning to plant Mr. Le Duc's report for 1880. As a mulch for young trees it is said to have no superior.

John A. Young, son of Brigham, has been arrested in Denver on a charge of bigamy. The disease seems to have run in the family.

Mrs. Livermore is lecturing on "How Shall we Reach the Boys?" This question can never be satisfactorily answered until every saloon has a telephone.

The Rev. James Freeman Clarke pretends to know what Moses was not the author of the Pentateuch. Perhaps Mr. Clarke can tell Ingersoll where Moses was when the light went out.

A TWENTY YEARS' CONFLICT.

The keeper of the Gross Point light, Mr. C. Boynton, was cured of rheumatism of twenty years standing by the use of St. Jacob's Oil, says the Chicago News.

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