

THE DAILY BEE.

E. ROSEWATER, EDITOR.

OMAHA'S public improvement board will furnish work for every unemployed laborer in Nebraska.

WESTERN farmers are contracting the effects of the hard winter on fall wheat by increasing the acreage of spring planting.

Heavy Siberian water into incorporation stock strengthen either the corporation or the public.

The rejection of Stanley Matthews by the senate committee will be a joyful surprise to all American citizens who desire to see our supreme court remain unimpaired by suspicion of partiality and bias.

MAHONEY is talking because he is temporarily shrewd, and a man named Robinson, who never fought against the Union, or proclaimed republicanism as a political necessity, is brought to the front.

SENATOR CONKLE'S career speech was devoted to showing that he was senator from New York. General Garfield stands much more equal than understood that he is president of the United States.

GRAIN can be transported from St. Louis to New Orleans for three cents per bushel, and from Chicago to New York for ten, granting free tolls on the Erie canal. This leaves a clean profit of seven cents to shippers by the river route.

MONOPOLIES are natural born tax-shoers. The state of Pennsylvania has entered suit against the Standard Oil company for delinquent taxes, amounting to \$3,144,873. This paper corporation has evaded taxes in Pennsylvania by claiming that it was organized under the laws of Ohio. It has evaded taxation in Ohio by pleading that most of its property lay in Pennsylvania. This pleasing little game of see-saw Pennsylvania now proposes to stop.

MONOPOLY organs are continually howling against legislation to protect the people against the extortions of railroads because, as they assert, "the interests of the railroads and of the public are identical." How closely identified they really are may be seen from a little incident reported from Wahpeton. A firm in that town last week received a car load of merchandise from St. Louis. The freight charges on the car from St. Louis to the Council Bluffs transfer, a distance of five hundred miles, were \$55.00, and from Council Bluffs to Wahpeton, a distance of fifty miles, were \$53.00. Thousands of such instances might be multiplied to show how the railroad corporations of this state are plundering our producers. And yet in the face of such plundering and shameless robbery we are told that the only safety for our state lies in complete submission to extortions which would disgrace an Albanian tax-gatherer or a Mexican bandit.

THE BEE has time and again called the attention of the City Council to the urgent necessity of taking some immediate action to insure public safety in the construction of buildings. In Lincoln a movement is on foot among the insurance companies of the city to bring about an act of incorporation which would give them a right to build up buildings in the face of the city council, and to render the lives of the occupants safe, Omaha, a much larger and more rapidly growing city, is absolutely without protection against faultily constructed buildings and fire traps, which endanger the lives, not only of the occupants, but also of hundreds of others. The liability of the city council to move at once in this matter. A building ordinance should be prepared prescribing the thickness of walls of brick structures erected with in the fire limits, the protection of joints adjacent to chimneys, the construction of foundations and such other details as are necessary to insure safety of construction and protection from fire. The plans of every building erected within the fire limits should be submitted to the building inspector for approval and no structure public or private should be permitted to be put up without compliance with the provisions of the ordinance.

THE appointment of Mr. Percival Lowell, now assistant general manager of the Burlington & Missouri river railroad, to the position of general manager and ticket agent of the C. & O. railroad, is one that will universally commend itself to every citizen of Nebraska who has had business or personal relations with that gentleman. The only cause for regret will be found in the fact that his acceptance of the position will remove from Omaha one of the most courteous and competent railroad officials in the West. Mr. Lowell's advancement in railroad life has been rapid. He first came West in 1870 to accept a position in the office of the old Burlington & Missouri railroad in Iowa then located at Burlington, Ill. His business ability and official fidelity were successively rewarded by advancement in the offices of the Chicago & North Western railroad at Quincy, and later, in 1875, by an appointment as General Ticket and Assistant Freight Agent of the B. & M. in Nebraska, with headquarters at Omaha. During the five years of his Omaha residence he has climbed the ladder of promotion, first as general passenger and ticket agent of his company, then as assistant general manager, and now takes a position which he has well earned, succeeding Mr. Jas. R. Wood as general passenger and ticket agent of one of the largest, most prosperous and influential corporations of the country. Mr. Lowell leaves next week for Chicago, and will be followed by the hearty good wishes of a host of friends in Omaha and throughout the state.

THE Reason Why? Cotton Register. Because the U. P. charges are so high that freight can be got from Chicago to St. Pierre cheaper than from Omaha to Sidney. The Omaha Republican has been calculating, placing the blame on the law, instead of on the railroad company where it belongs.

SENATOR SAUNDERS AND THE UNION PACIFIC. The Union Pacific railroad, through its official organ the Republican, in explanation of its recent championship of Senator Saunders defines its present attitude toward the senator in an article which embodies the following declaration: "We asserted, immediately on his election, that he was made senator through the direct aid of the friends of the railroad, and especially of the Union Pacific railroad, on the vote rate issue. It was this issue that Gov. Saunders received from friends of the Union Pacific road the votes which made him senator. The pledge upon which he received those votes, express or implied, was made, and we had reason enough for the new senator's identity and how to feel about it that he never would violate that pledge. We claimed as much, and the Edge denounced us as a hypocrite and rascalious as a goose. But, as the years have passed, all that we predicted and expected has come to pass. And it is to-day the Republican, and not the BEE which is consistent. It is to-day the Republican which has deceived its constituents. We of today commend Senator Saunders as the consistent and enlightened friend of the railroads as well as of the people. The BEE today denounces him as the creature of the railroads and the enemy of the people.

THE senatorial campaign of 1876 was fought and won by what was then known as the anti-Hitchcock element of the republican party. That element represented a very large majority of the rank and file of the republican party in this state. The distinctive policy in 1876 was, first, a thorough and radical reform in the federal system, the breaking up of corrupt surveying rings and the expulsion from office of notoriously dishonest political henchmen whom Mr. Hitchcock had fastidiously into office; second, objection to the domination of Jay Gould and the Union Pacific railroad company in Nebraska politics. Mr. Hitchcock was supported by all the influence at the command of the Union Pacific, and his chief organ the Omaha Republican, fought the battle for him against the anti-monopoly candidates, who were then known as the "senatorial quadrilateral," and among whom Governor Saunders was very prominent. During that memorable campaign Mr. Saunders made public speeches in Omaha and elsewhere, denouncing the Union Pacific for its policy in making to force Mr. Hitchcock upon the State against the people's will, and in one of those speeches, delivered at the Academy of Music in this city, he administered a public reprimand to Datus Brooks for the disgraceful course which he, as the organist of the Union Pacific, was pursuing to ward him and other anti-Hitchcock candidates. When the legislature met, those opposed to its domination were closely drawn, and when some of the radical anti-monopolists expressed a desire for Mr. Saunders to define his position on the monopoly question he gave them the most positive assurance that if elected he would stand upon the same platform throughout the campaign which the Union Pacific fought. Upon these pledges Mr. Saunders was finally nominated in the anti-Hitchcock caucus and received the unanimous support of all the anti-monopoly members of the legislature. Without these pledges Mr. Saunders could not have commanded a corporate guard. The pro rata question had no bearing upon that campaign, and in proof we need only point to the fact that of the forty-six anti-Hitchcock members thirty-five at least lived south of the Platte and voted for Saunders. If the question of pro rata had entered into this campaign and Mr. Saunders had sided with the Union Pacific, he could never have rallied these men to his support.

IT is true that immediately after the election the Republican, in order to cover the ground, issued a circular to the C. & O. railroad, and thence to all the newspapers and homes, and set up a frightful chain of a partial victory on the occasion that Mr. Saunders was elected by the help of the Union Pacific. At that period and for more than four years Senator Saunders has steadily denied all the allegations that represented him as making a bargain with the Union Pacific. At his request, The BEE has repeatedly denounced these charges as groundless and false. If all these details and all the disclaimers of Senator Saunders were the makings of a corrupt craven—if after all it should prove true that Senator Saunders did make a bargain with the Union Pacific railroad for votes in exchange for his support, then he is one of the most capable and second-class characters that ever figured in the political history of Nebraska. He is an apostate to the principles which he professed to advocate, and a traitor to the man who staked his political fortunes, and many of them their lives, in the desperate contest with the giant monopoly. If all that the Republican now claims shall be confirmed, Alvin Saunders will grace a political gibbet twenty months hence that will forever prove a warning to unprincipled traitors and renegades. The time has come when Mr. Saunders must either plead guilty or clear his skirts of this alleged infamy. Whether he is a candidate for re-election or not he owes it to the people of this state to make a clean breast of the whole business. His recent love feasts with the Union Pacific organ friends might only be taken as an indication of gentle weakness with which his enemies have always taunted him. The fact is, and we announce it with sorrow, that the Republican has some tangible grounds to stand on when it declares that during his four years' residence here he has been a consistent and enlightened friend of the monopoly. During all these four years he has not lifted his voice in defense of the people of this state against the monopoly, nor has he endeavored to retreat a single groove or put a stop to a single groove from which the people have suffered at the hands of the monopoly. All the appeals of the men to whom he owes his political advancement have been fruitless, and all the pledges he has made to them, time and again, to take vigorous action as an exponent of the principles which he avowed before he was elected senator, have been long.

WHEN the Republican says that the BEE has denounced Senator Saunders as "the creature of the railroads and the enemy of the people" it states a brazen falsehood and we defy that paper to cite a single line

from THE BEE to confirm the assertion. But if the Republican, which now pretends to voice the sentiments of the senator, has uncovered the true inwarrantable of Senator Saunders's inexplicable inactivity as regards the issue between the railroads and the people then we shall not hesitate to denounce him and excrete him as a traitor to the people, a tool of the monopolies and a consummate hypocrite.

FIGHTING WINDMILLS. Some days ago Senator Saunders addressed a letter to his "dear friend Brooks," expressing profound gratitude for that rampant tale of stalwartism for his gallant defense of the senatorial "Don Quixotes" who for the last two months have been fighting windmills at the national capital. By special request we present a more elaborate and forcible defense of the dead-lock from one of the senator's intimate associates, over the name of Junius.

IT will be borne in mind that this paper at the outset of the dead-lock expressed emphatic disapproval of the course pursued by the senate, and we predicted that the republican party represented in the senate of the United States in making a record for itself which it would may have come to regret. Our views of the dead-lock, as expressed in THE DAILY BEE of March 25th, have undergone no change, and the outcome has already verified our prediction. Although "Junius" has made the gratifying observation that as the full significance of the dead-lock is understood, the press and the people of the country sustain the cause of the Republican Senators, we have failed to observe any such sentiment.

THE average cost of transportation to Liverpool, exclusive of the cost of handling in this country and 6 cents for Liverpool charges was put at 50 cents per bushel, whereas 20 cents from the farm to Chicago, and 30 cents from Chicago to New York, 14 cents from New York to Liverpool. The charges now, though navigation is not yet open, are 10 cents from St. Paul to Chicago, 15 cents from Chicago to New York, and less than 10 cents from New York to Liverpool. Even this low rate will be greatly reduced whenever it becomes necessary in order to secure a market for the surplus grain of the far west. Indeed, even now grain is being moved from St. Louis and St. Paul to Liverpool at less cost than from the Mississippi river to New York.

A single tug has just taken 9,100 tons of grain from St. Louis in larger vessels than any ever known in this country, and the water charges for the last five months have been fighting windmills at the national capital. By special request we present a more elaborate and forcible defense of the dead-lock from one of the senator's intimate associates, over the name of Junius.

THE leading republican papers of the country, with few exceptions, hold substantially the same views that were expressed by THE BEE, namely, that this pretentious contest in defense of great questions of parliamentary law is nothing more nor less than a battle of windmills. All this talk about fighting over the great ladder of the rebellion is the most unguarded boast.

A DEFENSE OF THE DEAD-LOCK. WASHINGTON, D. C., May 5.—It is gratifying to observe that as the full significance of the "dead-lock" is understood, the press and the people of the country sustain the course of the Republican senators.

THE Louisiana political situation, which has been mentioned too much in connection with the star route contracts, is that if Tennessee, Virginia and Arkansas would all move into one state, they might inaugurate a little republic, with Mahone as its sane majority.

THE Future Wheat Supply. It is not improbable that this year may bring the competition between American and European farmers to a crisis. When crops are laid abroad and abundant here, as in 1879-80, the foreign producer may compete with the thought that the circumstances are exceptional. Expecting there to improve, he is not likely to abandon the effort to grow wheat until 1880-81, also, though crops were tolerably good in England and France, they were so bad in Russia, and portions of Germany, and the result was the replenishment of exhausted stores was so great, that the circumstances were exceptional. It is not surprising that farmers abroad have not missed the acreage sown, and there is no reason as yet to doubt that full average crops may reward their exertions. But the present now is that the acreage sown in this country will be greatly increased. Oregon and California promise enormous crops, and have on hand, moreover, an immense surplus from last year's production. The wheat sown there, according to the latest reports, have fair reason to expect a yield nearly or quite as great as that of last year. The moral sentiment of the best of farmers against the war of the rebellion. It is in a minority now, and will be, but they would not submit to their rule, or ruin, and on the war with its tremendous loss of property and life. We see that the success of the crop in the country has not been given to Mr. Mahone will thrill throughout the south, like the trumpet of Jubilee, and again they will exclaim "we are not submitting to their rule, or ruin, and on the war with its tremendous loss of property and life."

THE coming Convention. The organization of representatives of the Northwest States, municipal, counties and commercial bodies, to meet at Chicago, and to consider the question of extending the Illinois and Michigan canal from Hennepin, on the Illinois river, to the mouth of the Mississippi, and thus securing a shorter and direct water route of trans-

integrity of our republican form of government and it is a matter not of offices, or temporary appointments, but of principle. The members and members of councils of cities and boards of trade embraced within the terms of the grand enterprise are appointed, practical and substantial such as delegates, and the prospect is that the convention will be one of the most important commercial assemblies ever convened in the north-west.

Mr. D. B. Cooke, purchasing agent American Express Co., Chicago, in a letter to the editor of THE BEE, alludes to the efficiency of St. Jago's Oil in stubborn cases of Rheumatism.

How often do we see the hardworking father straining every nerve and muscle, and doing his utmost to support his family. Imagine his feelings when returning home from a hard day's labor, to find his family prostrate with disease, conscious of unaided doctors' pills and drabs on every hand. It is not enough to drive one almost crazy, but turning home from a hard day's labor, to find his family prostrate with disease, conscious of unaided doctors' pills and drabs on every hand. It is not enough to drive one almost crazy, but turning home from a hard day's labor, to find his family prostrate with disease, conscious of unaided doctors' pills and drabs on every hand.

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SCALD'S OIL. GREAT German REMEDY FOR SCALD'S OIL. NEURALGIA, SCIATICA, LUMBAGO, BACKACHE, GOUT, SORENESS OF THE CHEST, SORE THROAT, QUINSY, SWELLINGS AND SPRAINS, FROSTED FEET AND EARS, SCALDS, GENERAL BOILY PAINS, TOOTHACHE, HEADACHE, and all other Pains and ACHES.

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CONCORD HARNESS. Two Models and a Diploma of Honor, with the very latest improvements, ready to be made in this harness at the Concord Harness Co.

New Harness Shop. The undersigned having had some years experience with G. H. J. Collins and twenty years of practical harness-making, has now opened his shop for business in the large new building at the corner of 14th and Farnham streets, Omaha, Neb. He will manufacture and repair harnesses of all kinds, and will give a large amount of attention to the fitting and adjusting of all harnesses.

NOTICE. Any one having debt admitted will receive three free of charge. Leave orders nearest corner of Harney and 13th St., second door. CHARLES SPILLY.

REMOVED. THE New York Clothing House. 1309 FARNHAM STREET, (Max Meyer's Old Stand.) WHERE THEY SHALL KEEP CONSTANTLY ON HAND AN IMMENSE STOCK OF MEN'S BOYS AND CHILDREN'S Clothing, Hats, Caps & Gent's Furnishing Goods. PRICES ALWAYS THE LOWEST. CALL AND EXAMINE GOODS AND PRICES. H. M. & M. PEAVY, 1309 Farnham Street, Omaha, Neb. More Popular than Ever. THE GENUINE SINGER New Family Sewing Machine. THE SINGER MANUFACTURING CO. Principal Office, 34 Union Square, N. Y.

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