

The Omaha Bee.

Published every morning, except Sunday.
The only Monday morning daily.

TERMS BY MAIL:
One year.....\$10.00 | Three Months, \$3.00
Six Months.... 5.00 | One " .. 1.00

THE WEEKLY BEE, published every Wednesday.

TERMS POST PAID:
One Year.....\$2.00 | Three Months, .50
Six Months.... 1.00 | One " .. 20

CORRESPONDENCE—All Communications relating to News and Editorial matters should be addressed to the Editor or THE BEE.

BUSINESS LETTERS—All Business Letters and Remittances should be addressed to THE OMAHA PUBLISHING COMPANY, OMAHA. Drafts, Checks and Post-office Orders to be made payable to the order of the Company.

OMAHA PUBLISHING CO., Prop'ts
E. ROSEWATER, Editor.

John H. Pierce is in charge of the Circumstances of THE DAILY BEE.

Isn't it about time we heard from those court house plans?

The monotonous routine of balloting and adjournment still continues at Albany.

The growth of the Farmers Alliance means the decline of monopoly oppression.

In Kansas, notwithstanding the general rise in prices, whiskey still continues to go down.

O'DONOVAN ROSSA isn't much on the act but he can collect money and curse England with the best of them.

MR. CONKLING would like to see the "half-breed" lamb and the "stalwart" lion lie down together, with the lamb inside of the lion.

RETURNS from the various county conventions in Iowa give Larrabee a lead of eighty votes above Sherman in the contest for the gubernatorial nomination.

THE Chicago, Milwaukee and St. Paul road will bridge the Missouri next year, and general opinion points to Council Bluffs and Omaha as the point of crossing.

Iowa will have an unusually lively convention, but whatever candidate receives the nomination the state will be able to congratulate herself in the fall over the election of a steadfast, sound republican.

WHEN a number of our citizens have broken their necks over the hydrants which project from the middle of sidewalks in all portions of Omaha, the council will probably take some steps to abate the nuisance.

THE connection between horse racing and Christianity may be seen from the fact that Lorillard promised, if he won the Derby, that he would build a church in Jobstown, N. J., where he keeps his horses, and will fulfill his agreement.

THE Union Pacific has a debt three times as large as the Chicago, Milwaukee & St. Paul road and owns only half the track. By exorbitant charges and the sufferance of the people it is enabled to report net earnings five times as large as the St. Paul road.

THE old resident returning to this city after a ten years' absence would scarcely recognize Farnham street. The new opera house, the Burns building, the business blocks under course of erection by Judge Lytle, C. C. House and A. L. Strang are all improvements which will give our principal business thoroughfare a genuine metropolitan appearance.

THE charge of State Senator Strahan of New York, that the marshal was promised him on behalf of General Garfield, conditional upon his destruction of Mr. Conkling, calls forth the members of the last legislature, there were two courses only for the legislature to pursue. One of these was to pass a so-called "Granger" law fixing tariff rates on all articles and prohibiting any deviation from those rates under heavy penalties.

The other was to obey the mandate of the constitution by prohibiting all discriminations between shippers of the same class of goods for the same distance and in the same quantities and leaving the equalization and adjustment of specific rates to the railroads themselves. Several bills were introduced by advocates of both of these positions. The Jensen bill which went to greater extremes than the present laws and placed corporations under severe restrictions in the conduct of their business, was bitterly antagonized by the roads who had previously smothered several other bills in the committee room and by the strong pressure of their lobby and the exertions of Lieutenant Governor Carrus in packing the senate committee, had forced the appointment of a special railroad committee in the senate of whom Mr. Geo. W. Doane was a member.

It soon became evident that any measure which had for its object a radical and sweeping reform of the methods of railroad mismanagement

THE BARGES AND CHEAP TRANSPORTATION.

Now that the barge convention has finished its sittings and the members have returned to their homes, it will perhaps be well to consider just what has been accomplished by the session just concluded in Council Bluffs. A number of excellent speeches were made by the delegates in attendance and by the distinguished visitors from abroad. It will scarcely be denied that many important facts and figures were brought forward to prove the importance of river improvement and the necessity of cheaper transportation for the products of the Missoouri valley, while the resolutions passed by the convention were forcible, and voiced the wishes of this entire section of the country.

What immediate influence, however, is the Council Bluffs convention likely to have upon cheap transportation? This is the important question which the producers of Nebraska, Iowa, and Kansas would do well to consider. Granted that the recommendations of the convention receive the attention and support of the national congress, and that the needed appropriation of \$8,000,000 will be forthcoming, how long will it be before the river becomes perfectly adapted to the necessities of commerce and an unfailing competition with the railroads for the products of the graineries of the west? Will resolutions reduce railroad tariff or recommendations to congress curb the insatiate greed of the monopolies? Is it not necessary to use other efforts to protect the people until such time as a full and free competition by water becomes operative? We hear a great deal even from the monopoly organs of the great benefits which will accrue to our farmers from the coming barge lines. We are assured that they alone will provide the true check to the evils of corporation oppression and extortion. But it will not do for our farmers to defer action upon the great question of the hour until a tardy survey of our river has been followed by still more tardy deepening of its channel and strengthening of its banks. The monopoly advocates would gladly divert attention from all anti-monopoly legislation by loud huzzas for the water route and the barge lines. No one is inclined to underestimate the great and paramount importance of these enterprises. Certainly not THE BEE. But while the people will rejoice at every step toward a free and open river, which shall carry their products to the seaboard, they must not lag in their determination to curb and regulate the extortions and abuses of the monopolies which are robbing our farmers and merchants to increase their ill-gotten gains. Cheap transportation is the greatest need of the west and the demand for lower freight rates must wait upon the opening of the Missouri to a fleet of barges which may take years before it becomes an actuality. The state, which is the people, possesses within itself the means to obtain this much to be desired end and it should permit nothing to divert it from carrying out its determination to remedy existing abuses and secure in advance of the barges themselves, cheap transportation for the producers of the Missouri valley.

HOW IT WORKS.

The manifest injustice of the Doane tub law to the state of Nebraska is becoming more and more apparent as time progresses. In some localities its pernicious effects were felt from the start, in others not till a later date, but it is when the current year's products begin to move that this mischievous legislation will be more generally and more seriously noticed. Then it will come home to many who now do not feel it.—*Republican*.

The manifest injustice of the Doane tub law, lies entirely in its application by the railroads to the conduct of their business. When the question of railroad regulation, which was expressly commanded by the constitution of Nebraska, came before the members of the last legislature, there were two courses only for the legislature to pursue. One of these was to pass a so-called "Granger" law fixing tariff rates on all articles and prohibiting any deviation from those rates under heavy penalties.

This is the sheerest bosh. The Doane law contains within itself a remedy for all the existing evils. Proper application of its provisions to the operation of the railroads would result in the sure abatement of the evils which afflict Nebraska producers. If such is not the result, and the manifest intention of the law is not carried into effect, the people will know at whose doors to lay the blame. Other laws will be passed which will afford no loophole for escape. Rates will be fixed by legislative enactment and not left to the discretion of the monopolies.

All the chatter and groanings of the monopoly organs and all the hypocritical pretensions of monopoly managers will fail to blind the people of Nebraska respecting the real condition of affairs. Another legislature will be less lenient. The course of the monopolies in violating the law while pretending to acquiesce in its provisions, will only hasten the day when railroads in Nebraska will be compelled to conduct their business

in this state would fail of passage. The power of the monopolies, who had pooled their interests to concentrate all their energies in opposition to the anti-railroad element, made itself felt even among members of the legislature who were pledged to vote for a measure which would assert the power of the people over the corporations. After a long consultation of the railroad managers it was determined to kill every other bill but the Doane law. The Doane law was admitted to be the most liberal in its provisions which had been offered for passage, and the corporations saw in the wide latitude which it offered to their managers ample opportunity to show in a still greater degree the power of monopolies throughout the state.

It was only as a compromise, which was vigorously opposed by the ranks, that the Doane bill became a law. Such corporation cappers as Church Howe and a number of professed anti-monopolists who were really acting with the corporations, aided in securing its passage. Those members of the legislature who saw that no other measure could become a law, and who felt it incumbent to plant themselves squarely on the record as fulfilling their sworn oath, also voted for the Doane law as the best attainable under the circumstances.

The Doane law fixed no rates. It simply provided that they should be no higher than the published tariffs of the roads at the time of its passage. It decreed that every shipper of the same class of goods should be treated alike, and no greater sum should be charged for a shorter than for a longer distance. These plain and equitable boundaries, within which the railroads might operate, were laid down in order to afford the corporations full latitude and ample time in which to accommodate themselves to the changed order of affairs. It was left entirely to the railroads how they would apply the bill, whether to the detriment of the people or in the spirit of the plan with the mutual advantage of the corporations and patrons.

The Doane law provided that no special rates should be given to shippers, and that rates to local stations should not be greater than to points beyond. This provision called for an immediate equalization of the tariff, owing to the past policy of the corporations in charging greater rates per mile for local traffic than for through freight. The law insisted that the rate from Omaha to Ireland should not be greater than that from Omaha to Elkhorn or Valley, or that from Lincoln to Crete greater than from Lincoln to Hastings. To obey the mandate of the law two courses were open to the railroads, to lower local rates on the basis of the through tariff or to raise the through rates proportionately to the local tariff. By the first of these plans a general reduction in rates would have ensued and the evident intention of the law carried out; by the latter, tariff rates would be generally increased and the law turned to the great disadvantage of the public.

The railroads have seen fit to follow the latter course, and the present exorbitant local rates have been extended in their operation to all points in the state. Cities which heretofore have obtained their freight at rates when compared with smaller towns, villages and way stations, are now forced, under the railroad application of the law, to pay largely increased freight charges over the former figures. Instead of lowering local rates, through rates have been raised and the very liberality of the law has been taken advantage of to make the measure odious, and to raise the cry that all anti-monopoly agitation must be no less injurious to the people than to the corporations. Monopoly organs like the *Republican* cheekily tell us that the Doane law is crippling Nebraska's interests, ruining her industries and raising the price of groceries and provisions, while the monopolies, those disinterested bone-fathers of the people, regrettably contemplate the disastrous work of an anti-monopoly legislature.

This is the sheerest bosh. The Doane law contains within itself a remedy for all the existing evils. Proper application of its provisions to the operation of the railroads would result in the sure abatement of the evils which afflict Nebraska producers. If such is not the result, and the manifest intention of the law is not carried into effect, the people will know at whose doors to lay the blame. Other laws will be passed which will afford no loophole for escape. Rates will be fixed by legislative enactment and not left to the discretion of the monopolies.

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with a regard for the interests of Nebraska producers, and when railroad tariffs will be regulated by a law whose provisions cannot be shirked or evaded.

AN IMPERIAL PARLIAMENT.

The subject of an Imperial parliament for Great Britain in which every colony while enjoying self-government shall have a representation, to discuss measures of common interest, was determined to kill every other bill but the Doane law. The Doane law was admitted to be the most liberal in its provisions which had been offered for passage, and the corporations saw in the wide latitude which it offered to their managers ample opportunity to show in a still greater degree the power of monopolies throughout the state.

Mr. Kimball, who has also risen

from the bottom of the ladder, will succeed Mr. Clark as general manager of the road, a position which he will fill with credit and honor. The position of assistant general manager of the road will remain vacant for the present, it is said, but it is believed that Mr. E. P. Vining, the general freight agent of the road will soon succeed to the position now occupied by Mr. Kimball. These and several minor changes will go into effect July 1st.

BEFORE another decade has passed, England and France will in all probability be joined by a tunnel under the English channel. Experimental shafts have been sunk on either side, by the English and the French committees respectively, and on either side an experimental gallery also driven. As a result, it is believed that after headings of a mile in length are driven on either side, as is proposed, the remaining nine miles from either coast can be completed within five years. The English and the French miners would then meet in mid-channel. The lower strata through which the tunnel must be drilled is found to be very favorable, and impervious to water.

The topic is particularly interesting in its relation to the condition of Ireland at the present time. Independence is the ultimate aim of the land league, and the hope for his country of every Irishman. Ireland will never be satisfied until she has home rule and a national parliament meeting in Dublin. Most of the prominent leaders of Irish opinion are said to be earnestly in favor of the adoption of the plan. Parnell, Dillon and other leaders have been privately discussing the plan, but had some idea of postponing an earnest agitation of the subject until 1883, the centennial anniversary of the old Irish parliament. Justin McCarthy is enthusiastic in his support of the project, and thinks that no better time than the present could be found to urge the idea of a national and imperial parliament. It is more important to the mercantile community that railroad tariffs be permanent than that they be low. The burden of high rates falls on consumers and the merchants do not feel it half as much as they imagine they do. When freights decline the selling price of goods comes down with them. Of course merchants are interested in a general way in the prosperity of the people, and this is promoted by low rates. But the immediate profits of the dealer are not seriously circumscribed by costly freights. When we had to pay several times our present rail rates for wagon transportation Denver merchants made as much profit, upon a given capital, as they do now. When rail rates are half what they are at present individual merchants will not make any more money.

But what injures commerce and enslaves all business men to the railroad power is the changing of rates. When the merchants of a city have strained their credit to lay in large wholesale stocks, they are liable to sudden ruin by an unexpected reduction of rates before they can sell out. Favorites of the corporations can often make large sums of money by an advance in the rate of some article, of which they have obtained a heavy supply. It is true that these changes have not often been used to the serious detriment of our merchants, but the arbitrary power of the railroad managers to make them is undisputed, and those who are damaged have no relief at law with such a grip upon the business communities of the whole country, the absolute supremacy of the railroad interests is only a question of a very short time. And when the roads cease to fear the grangers there is danger that will become very oppressive.

A business man who fights the railroads can be ruined any time they see fit to put forth their power to crush him. Everybody knows this to be true. In fact we are rapidly drifting to a pass where commerce is a sort of an appendage to the roads. Many a merchant's success depends wholly upon his banking in the favor of some railroad manager. The corporations have essentially the same control over large numbers of business men that they have over their own employees. The argument that freighting is a marketable commodity, and must advance and decline under the law of demand and supply, is a strong one. From it comes the right we concede to the roads to control our fortunes by changing their rates at pleasure. But it is a serious question whether it would not be better for us all if the rates of every road in the land had to be fixed after several months' notice, and then remain unchanged for a year at a time. Some inconvenience would result at times, but the stability and certainty of constant carrying prices would far overbalance them all. A vast deal of demoralizing favoritism would be suppressed, and the mercantile classes would be liberated from a species of intimidation that amounts to oppression.

The railroads have seen fit to follow the latter course, and the present exorbitant local rates have been extended in their operation to all points in the state. Cities which heretofore have obtained their freight at rates when compared with smaller towns, villages and way stations, are now forced, under the railroad application of the law, to pay largely increased freight charges over the former figures. Instead of lowering local rates, through rates have been raised and the very liberality of the law has been taken advantage of to make the measure odious, and to raise the cry that all anti-monopoly agitation must be no less injurious to the people than to the corporations. Monopoly organs like the *Republican* cheekily tell us that the Doane law is crippling Nebraska's interests, ruining her industries and raising the price of groceries and provisions, while the monopolies, those disinterested bone-fathers of the people, regrettably contemplate the disastrous work of an anti-monopoly legislature.

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CHEAP LAND

FOR SALE.

1,000,000 Acres

OF THE

FINEST LAND

IN

EASTERN NEBRASKA.

SELECTED IN AN EARLY DAY—NOT RAIL ROAD LAND, BUT LAND OWNED BY NON-RESIDENTS WHO ARE TIED PAYING TAXES AND ARE OFFERING THEIR LANDS AT THE LOW PRICE OF \$6, \$8, AND \$10 PER ACRE, ON LONG TIME AND EASY TERMS.

WE ALSO OFFER FOR SALE

S. H. H. Clark's New Position.

Chicago Tribune.

Mr. Sidney Dillon, president of the Union Pacific railway, arrived in town yesterday on his way to Omaha. He was joined here by Mr. S. H. H. Clark, general manager, and Thomas L. Kimball, assistant general manager of the Union Pacific, who will go to Omaha with him to-day. The three gentlemen had a conference at the Grand Pacific hotel yesterday afternoon. It is understood that the subject under consideration was the contemplated resignation of Mr. S. H. H. Clark as general manager of the Union Pacific and the appointment of Mr. Kimball to his place.

It has heretofore been stated in the Tribune that Mr. S. H. H. Clark is to be appointed general manager of all the southwestern lines controlled by Jay Gould. There can be but little doubt that this report is correct, and the only question is whether Mr. Clark's headquarters will be at St. Louis or New York. Mr. Gould has the highest opinion of Mr. Clark's abilities as a railroad manager, and values his advice more than those of any other man in the country. It is therefore not surprising that Mr. Gould should desire to have Mr. Clark with him in the management of his great southwestern system, to develop which he is making the greatest effort. The Union Pacific under the management of Mr. Kimball will be as ably handled as if Mr. Clark remained in charge, and besides, Mr. Gould does not now take the same interest in the Union Pacific that he does in his southwestern lines.

THE Doctors said

I would never leave my bed. That three months ago, and now I weigh 190 pounds. I cannot write half of what I want to say, but Warner's Safe Kidney and Liver Cure did it all.

H. O. ROURK, Rahway, N. J.

cod-lw

GREAT REMEDY KNOWN.

DR. KING'S New Discovery for Consumption is certainly the greatest medical remedy ever placed within the reach of suffering humanity. Thousands of once helpless sufferers, now loudly proclaim their praise for this wonderful discovery to which they owe their lives. Not only does it positively cure Consumption, but Coughs, Cold, Asthma, Bronchitis, Hay Fever, Hoarseness and all afflictions of the Throat, Chest and Lungs yields at once to its wonderful curative power as if by magic. We do not ask you to buy a large bottle unless you know what you are getting. We therefore earnestly request you to call on your druggist, Dr. L. & M. McMAHON, and get a trial bottle free of cost which will convince the most skeptical of its wonderful merit, and show you that a regular one dollar size bottle will do. For sale by Ich & McMahon. (4)

NOTICE TO BUILDERS AND BRICK CONTRACTORS.

SEALD PROPOSALS will be received by the hotel association of Omaha, at their office, No. 223 Douglas street, until noon on Saturday, July 2, 1881, for brick and material for erecting a five-story brick hotel, corner Douglas and 13th street, Omaha.

To be built brick work complete per hour and laid on walls according to plans and specifications, to be seen at the office of Duffre & Mendenhall, room 17 Croghan block. The right to reject all bids reserved.

JOHN S. SHEARS, Sec'y Hotel Association.

JOHN S. CLARKSON.