

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 Month, \$1.00.

THE WEEKLY BEE, published every Wednesday.

ADVERTISING:—All communications relating to News and Editorial matters should be addressed to the Editor of THE BEE.

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

John H. Pierce is in Charge of the Mail Circulation of THE DAILY BEE.

DAVID DAVIS' fence is not as funny a subject to the democracy as it used to be.

A THOUSAND cheap homes for workmen in Omaha would find ready occupants.

DAVE MILLER will be "on time" next Tuesday in his "run" for the sheriff's office.

The czar expects to be crowned at Moscow in April unless worked off before that time by the Nihilists.

The next congress is likely to hear the best speak in no subdued voice upon the question of river improvement.

New York is suffering from a water famine and the price of liquors and milk has increased as a consequence.

The New York Herald opposes the Mississippi river improvement. The Herald office always was constitutionally opposed to water in any form.

MEXICO has already promised \$87,000,000 in railroad subsidies. When the bonds fall due an army of collectors can find profitable employment in Mexico.

That the rich in the west are becoming richer and the poor poorer must be largely laid at the doors of the great monopolies, which are fattening themselves and their favorites at the expense of the producing classes.

In Philadelphia last week a thief was detected, arrested, tried, convicted and sentenced within eight hours from the date of the commission of his offense.

The report that Secretary Folger is only a temporary makeshift who is shortly to give way to Mr. Conkling as chief of the treasury department, is an insult to the intelligence and steel; common sense which has thus far marked the administration of President Arthur.

The stalwart papers are reaching eagerly after the permissives, and to judge by the jubilation which follows every successful venture, the public might think that the entire patronage of the government had been placed at their disposal.

The Indiana greenback papers are crowing loudly over the apparent increase in the greenback vote as shown by the late elections in Ohio and Iowa, which causes the Kansas City Times to remark that this levity in the "presence of death, and with the knowledge of the two recent funerals in the greenback family, is in questionable taste."

FLORIDA is gaining a reputation for being a law-abiding state, which some of her western sisters may well envy. Judge Walker has held the full term of court in three of the counties of his circuit and in them not a single bill of indictment was found; and this not for want of evidence where crime had been notoriously perpetrated, but because no crimes cognizable by grand juries had been committed.

No IMPARTIAL voter in Douglas county will have any difficulty in selecting the ticket which he will support at the coming election.

THE CHICAGO TRIBUNE, which is always sound upon the railroad question, takes occasion to expose the long and short haul fallacy very completely in the following terms:

Now, what is the fact as to this cost of loading and unloading? In every case, where freight is shipped by the car-load, the whole cost of loading and unloading is paid by the shipper and consignee, and the railroad company also

THE SUPREME COURT.

The subject of relief for the supreme court of the United States is of such pressing importance that the next congress cannot in justice to the country and that body postpone its immediate consideration.

Aside from its numerical weakness, with one seat on the bench vacant by death and another through the disability of Justice Hunt, the fact is becoming more and more apparent that as now constituted the federal judiciary is utterly incapable of disposing of the cases which annually pour before it.

Within the last thirty years the volume of business in the supreme court has increased fourfold, while its capacity has remained unchanged.

In 1850 the number of new cases docketed was less than one hundred. Now more than four hundred a year are handed up from the lower courts for adjudication.

At the present season the number of cases set down for argument will not fall short of twelve hundred, while the court is already three years behind with its docket, and is constantly losing ground.

This state of affairs is due to a number of conspiring causes. The growth of the country, the extension of trade and commerce, the development of the mining industry, the increase in the patent system and a great war with the numerous questions which have resulted from its conduct and conclusions, all have ended in increasing litigation and taxing the resources of our highest judicial body.

To these must be added the enlargement of the jurisdiction of the lower federal courts with appeal to the supreme bench.

No sane person will deny the urgent necessity of some remedy for the abuses which now impede a speedy adjudication of cases in the supreme court.

The only question has been and is as to the best means of accomplishing the desired end.

Three plans have been proposed for reorganizing our supreme court. The first contemplates an increase in the number of supreme justices to twenty-one, and the separation of the court into two or three divisions.

The second plan proposes to add a number of justices to the bench as already constituted without dividing the court, while the third would create an appellate court between that tribunal and the lower federal courts.

Of the three, the best authorities, including ex-Judge Strong, consider the third the best.

Judge Strong, in a recent interview on the subject, expressed the conviction that the best plan to afford the needed relief to the supreme court is to create an appellate tribunal inferior to the supreme court. He proposes three circuit judges in each of the nine circuits, and recommends in each circuit an appellate court composed of the circuit judges and the supreme court.

This appellate court would have final jurisdiction of a large number of cases which are now transferred to the docket of the supreme court, and would, in Judge Strong's opinion, "relieve the supreme court of at least half the business that now presses upon it, without detracting at all from the functions for which it was created."

This plan of Judge Strong is worthy of careful consideration by congress. Some action should at once be taken in the matter.

Aside from the serious overwork of both the circuit and supreme court judges, the inconvenience, loss and injustice caused by the present state of affairs to litigating parties is an abuse which should not be tolerated and cannot much longer be suffered to continue without scandal and disgrace to our judicial system.

LONG AND SHORT HAULS. The railway organs never tire of ringing the changes upon the subject of "long and short hauls."

One of the greatest defects of the Deane law, according to these subsidized judges, is that it makes no discrimination between the cost of service in the transportation of produce for different distances.

The credulity of the public is imposed upon by the barefaced assertion that the terminal charges and expenses, the handling of the freight, switching of cars and other like work which must be done before the haul commences and after it ends cost more to the railways than the actual haul itself and are the same whether the haul be one of ten miles or 500 miles.

It is by such assertions, which are familiar to every reader of Nebraska monopoly organs, that the Illinois railroad commissioners have been induced to make a new schedule of freight tariffs which greatly increases the maximum rates of freights on produce transported over the railroads on hauls of less than 150 miles.

This action of the commissioners is generally denounced throughout the state. The Chicago Tribune, which is always sound upon the railroad question, takes occasion to expose the long and short haul fallacy very completely in the following terms:

Now, what is the fact as to this cost of loading and unloading? In every case, where freight is shipped by the car-load, the whole cost of loading and unloading is paid by the shipper and consignee, and the railroad company also

collects a charge for "switching" the car, both at the place of shipment and at the point of delivery. The cars are loaded and unloaded generally by, and always at the cost of, the owners of the freight.

When the car is loaded at a lumber yard, or coal yard, or cattle yard, or warehouse, or at any place other than the railroad freight depot, the railroads compel the payment of the cost of switching, and at the terminus the unloading is done at the expense of the consignee.

It is only when goods are shipped other than by the car load that the loading and unloading is done by the company, and in all such cases the cost of transportation is largely in excess of the rates prescribed by the commission for car loads.

These facts are not only notorious, and the commissioners but in public intelligence by holding out the promise that the cost of loading and unloading freight to be shipped by the car-load forms any part of the cost to be paid for transportation.

If the commissioners are not aware that these charges are paid by the shippers and consignees, then their ignorance, which is possible, is disgraceful; two of them have been drawing salaries for several years, and ought in that time to have picked up some information.

If they did know of these things, then their increase of the rates of transportation because of the cost of loading and unloading and switching the cars, which is all paid by the shippers and consignees, is an additional circumstance showing their contempt for the public interests and their slavish subservency to the railroads.

ONE good result of the railroad "war" is the aggressive move of the Pennsylvania company in inaugurating a fast train between New York and Chicago.

This train will be composed of hotel cars and parlor and sleeping cars and one baggage car. As on the Washington line, an extra fare will be charged. The traveler from Boston to Chicago will pay \$10 in addition to his trip fare.

This includes sleeping accommodations without transfer to Philadelphia. From New York, Philadelphia, Baltimore and Washington the extra fare will be \$8 to Chicago and \$4 to Pittsburg. No stops will be made for meals, but passengers will be served in the hotel cars.

The train will leave New York at 8 a. m., Philadelphia at 10:15, and Baltimore at 9:25. It will reach Pittsburg at 7:41 in the evening and Chicago at 9:40 the next morning.

From New York to Pittsburg the whole time, including stops, is 12 hours and 5 minutes, and to Chicago 20 hours and 35 minutes.

From Philadelphia to Pittsburg the time is 9 hours and 55 minutes, and to Chicago 24 hours and 15 minutes.

This move on the part of the Pennsylvania company will necessitate a quickening of time by the other trunk lines.

At present the fastest train on the New York Central and Lake Shore from New York to Chicago takes just thirty-four hours to complete the distance, or seven and a half hours longer than by the new "limited."

The fastest time from Baltimore to Chicago by the Baltimore & Ohio is about thirty-four hours and a half, as against twenty-five hours by the Pennsylvania.

Such a difference in time cannot be maintained without great damage to the passenger traffic of the competing roads, and a general quickening of schedule time may therefore be expected on the Erie, New York Central and Baltimore & Ohio roads.

The people of the west would welcome any cause which would result in the quickening of the time on roads west of the Mississippi.

The snail's pace at which the trains on our railroads crawl is an outrage on the public. Why should travellers between Chicago and Omaha be forced to spend twenty-two hours in traversing a distance made in half the time on the trunk lines east?

THE plaintive wail of The Laramie Boomerang over the scarcity of women in the west receives strong backing from the census reports, showing the unequal distribution of population throughout the country.

In the location of the sexes nature seems to have laid aside her great law of compensation and distributed her favors with a very partial hand.

Statistics show that the marrying outlook for single women in the east is decidedly discouraging, owing to the lack of a sufficient number of husbands to go around.

All the New England States have a large excess of females, Massachusetts standing at the head with 66,000 overplus.

New York has 71,000 more females than males, New Jersey 12,000, Pennsylvania 10,000, Maryland about the same number, while the most of the Southern States have an excess of the male sex.

In the western states and territories the excess of males is proportionately large. Illinois has an excess of 96,000, Indiana 43,000, Michigan 88,000, Iowa 42,000, Wisconsin 45,000, Minnesota 58,000, Colorado 44,000, Nevada 22,000, and Nebraska 46,000.

Wyoming territory has 14,000 men, and only 6,000 women; Idaho has 38,000 men, and only 10,000 women; Montana has 38,000 of the former and only 10,000 of the latter, while the surplus of men in Arizona amounts to 16,000.

Misouri has a surplus of 86,000 males, while on the Pacific coast California has 162,000, Oregon 32,000 and Washington territory 17,000.

Taken altogether, there are about one million more men in the United States than women.

SECRETARY SHERMAN can well afford to snap his fingers at his accusers.

The whole charge, as aptly commented upon by the Cincinnati Commercial, is "that while he was occupied with great affairs—Shermanizing our finances—that is to say, bringing about resumption and the magnificent prosperity which it implied, some of his third-rate subordinates were misappropriating small sums of the contingent fund, and playing a petty game of swindling under falsified accounts.

There is nothing that touches Sherman. The actual charge that the stalwarts make against him is that he used his power to defeat the big boss job that came up in the shape of the third term. He could afford to plead guilty to that."

WESTERN RAILROAD PROGRESS.

All accounts agree that the proposed eastern extension of the Central Pacific to the Missouri river has been abandoned by the Huntington party.

The recent trip to the east of the president of the Central Pacific was the means of harmonizing all disputes between that company and the Union Pacific, and for the present, at least, all prospects of railroad competition in this direction, have vanished.

The C. P. engineers have looked over the route, however, and their reports will be filed for future reference.

A corps of Missouri Pacific bridge builders have arrived at Falls City, this state, to bridge the Nemaha river. Track-laying progresses at the rate of three-fourths of a mile per day at present.

The construction force will be doubled as soon as men and teams can be had, and the contractors expect to reach the Nemaha by the time the bridge is completed.

Work on the northern end is progressing rapidly. Two new towns have already been laid out on the line—Springfield in Sarpy county and Sheridan in Nemaha county.

The Lincoln Democrat asserts that a branch of the Missouri Pacific from Nebraska City by way of Weeping Water valley to Lincoln has been decided upon, the road to be completed by October, 1882.

It is also asserted that Gould has purchased for the Wabash line the charter for the only bridge possible over the Missouri at Nebraska City.

Three great corporations are now heading for the Black Hills country—two through Nebraska and one through Dakota. The Omaha and Black Hills branch of the Union Pacific, now completed to St. Paul, will begin operations early in the spring and push up the Loopy valley in the direction of the hills.

Graders are now working beyond St. Paul. The Sioux City & Pacific will start from Fort Niobrara in the spring, and with the advantage of route, stands a good show for first place in the race.

The Chicago & Northwestern will push from Fort Pierre, Dakota, westward, strike the northern hills, and thence northwest to a connection with the Northern Pacific at or near Helena.

The country to be traversed by these roads is now settling rapidly, and with facilities for travel and marketing will increase ten-fold in wealth and population in five years.

A branch road from Topeka, Kas., to a junction with the B. & M. at Wymore is under survey and will soon be built.

Surveying on the Nebraska City & Northwestern, in the direction of Wabash, will commence to-day. This is supposed to be a link of the Wabash system, and will be pushed to a connection with the Union Pacific, probably at Fremont.

With the construction of this line, and the bridging of the Missouri river at Nebraska City, the Wabash will secure a decided advantage over the Iowa pool lines in the matter of through freight for Chicago and St. Louis.

The Republican valley division of the B. & M. has been graded fifty miles beyond Culbertson, and the iron laid twenty-five miles of that distance. It is expected one hundred miles of track will be laid by January 1.

Two construction trains are constantly employed, and one and a half to two miles of track spiked daily. The sandy nature of the road will admit of uninterrupted work during winter.

Depot and transfer facilities have already been secured in Denver, and a large force of men are laying sidetracks.

The Denver & New Orleans road is branching out from the former city. The delay occasioned by the opposition of the Rio Grande company to crossing its track has been overcome by an injunction from Judge Hallett, of the circuit court.

Jay Gould now controls 11,714 miles of road, nearly 4,000 of which is included in the Union Pacific system.

Brown county, Dakota, is now in the vortex of a war between the Northwestern and Milwaukee roads. They are fighting for position in the Jim valley.

Trains on the Utah & Northern are now running to Silver Bow, seven miles from Butte. The latter city will be the northern terminus of the road.

The Northern Pacific has crossed O'Fallon's creek, 55 miles east of Miles City, Montana, and is being energetically pushed toward Powder river. If the weather proves favorable it is likely to reach Miles City by January 1st.

Work is soon to be commenced on the tunnel through the main range of the Rocky mountains, near Helena. It will be nearly 4,000 feet in length.

Union Pacific engineers have made a survey for a branch of the Utah & Northern from Dillon to the Yellowstone National Park, by way of Virginia City, Montana. The road will be a narrow gauge, the maximum grade about 160 feet and 130 miles in length. Construction will not begin until next year.

THE NEW EDITOR OF "THE CENTURY." The life of the new editor of The Century Magazine (Scribner's Monthly), Mr. Richard Watson Gilder, has been an eventful one. He was born in Bordentown, N. J., in 1844. His father, who was a Methodist preacher, like most of that class was in moderate circumstances, and could give his

son but moderate educational advantages, but the boy was early drawn towards literature, and when only twelve years old published an amateur paper entitled The St. Thomas Register, on which he did both the editorial and mechanical work.

When only sixteen years old he edited a campaign paper in the interest of Bell and Everett. The presidential election bringing his engagement to a close, he went to Philadelphia and studied law for a time, but soon returned to literature.

In 1863 he enlisted in the First Philadelphia artillery, and served through "the emergency" campaign. In 1865 he became a reporter on The Newark Advertiser, and was rapidly advanced through the grades to the position of managing editor.

He remained with The Advertiser for several years, and after leaving it, with Mr. Newton Crane, started a daily paper, the Newark Morning Register. While editing this paper he also contributed regularly to the editorial and other departments of Hours at Home, and it is said that he would frequently work all night on the Register, and then, after only a few hours of sleep, go to New York and perform his duties as editor of the magazine.

In 1870, when Scribner's monthly was started, Hours at Home was merged into it, and Mr. Gilder upon Dr. Holland's invitation, became its assistant editor. In this position he has performed a great variety of valuable and important work, a few of which were his charming essays, under the head of "The Old Cabinet."

It is a point of some distinction, and has published two volumes of verse, the "New Day" and the "Poet and His Master." Those who are acquainted with Dr. Gilder and his ability, say that the mantle of Mr. Holland should not have fallen on shoulders more worthy in every respect to wear it.

POLITICAL NOTES.

Senator David Davis, it is said, contemplates a tour through the south after the adjournment of the senate.

Ex-Assistant Postmaster General Brady, of Star-route notoriety, owed his appointment to the late Senator Morton.

There have been one hundred and fifteen presidential postmasters before the senate for confirmation this session.

Senator Lannan (Dem., Miss.) has paired with Senator Teller, and goes to his state to speak every day until the coming election.

In Washington they call the president's temporary home on Capitol Hill the "gray house," to distinguish it from the old presidential mansion. It is built of gray granite.

Gen. Fremont, like Tracy, resigned in consequence of a pressing invitation. The people of Arizona thought the governor ought to come long enough to receive for his salary.

Secretary Blaine's last talk with President Garfield was in reference to the "complete reconciliation of the two sections," north and south, if the Washington Star's correct in its statement to that effect.

Secretary Hunt's office is overrun with office-seekers, mostly ladies. He had twenty positions for copyists at \$80 a month. He has had 2,000 applications for these places, notwithstanding the fact that they are all filled.

The campaign in Massachusetts is so dull that the Springfield Union is led to announce that the attention of the publication is called to the fact that there is a political campaign going on in Massachusetts. It is understood that Governor Long is a candidate for re-election, and one Thompson, a democrat, expects to be defeated.

William E. Chandler's candidate for the vacant judgeship is Chief Justice Doe, and he says New Hampshire has had but three places to the cabinet and the senate, all occupied by one man, Levi Woodbury, against twenty-three places given to Massachusetts. Doe stands high as a jurist, but would not care to take the court the lift which Gray would.

Furious with Senator Voorhees for his sensible remarks on the tariff, Watson denounces him in a column and a half, and says: "He has had 2,000 applications for these places, notwithstanding the fact that they are all filled."

Chairman Cooper, of the Pennsylvania republican state committee, having sent out an assessment circular to officeholders, the civil service reform association of Philadelphia has adopted resolutions condemning and protesting against the assessment "as tending to the injury of the public service and the defeat of the objects for which this association has been organized."

Becher and his church have for in years been a power in Brooklyn politics, and the candidate that secures the vote of the Plymouth congregation is generally elected. At present Gen. Tracy, who was one of Becher's lawyers in the Tilton case, is a candidate for mayor, and greatly to the surprise of most people, Henry Ward Spoke is an anti-Tracy meeting held in the city, and on Becher's behalf it is that two of his sons are actively engaged in forwarding the interest of Mr. Tracy, Gen. Tracy's opponent, and he did not wish to oppose the boys.

PERSONALITIES.

Ex-Vice President Wheeler will visit California.

Queen Victoria's maids of honor average about 50 years of age.

Jay Gould's sister is the wife of a Methodist preacher at Los Angeles, Cal.

General McClellan and Jeff Davis found themselves on opposite sides of the table at Paris.

President Greney gave 20,000 francs to the poor in Paris in honor of his daughter's wedding.

Justice Miller's gown worn on the United States supreme bench, was made in Paris.

Capt. Bynton is reported to have made \$75,000 by paddling around in his life-saving device.

Miss Arthur, daughter of the president, is a blonde-haired young lady now attending school at Albany.

Mr. Whittier, the poet, says he receives two hundred applications for his autograph in the course of a year.

A portrait model of Guiteau has been placed in the present Gen. Horrors at Mrs. Tussaud's exhibition, London.

"Don't Know Half Their Value." They cured me of Ague, Biliousness and Kidney Complaint, as recommended. I had a half bottle left which I used for my two little girls, who the doctors and neighbors said could not be cured. I would have lost both of them one night if I had not given them Hop Bitters. They did them no much good I continued their use until they were cured. That is why I say you do not know half the value of Hop Bitters, and do not recommend them high enough.—B., Rochester, N. Y. See other column.—American Rural Home.

Established 11 Years. Agents Represented \$82,000,000. Active Fire and Life Agents. C. T. TAYLOR & CO., 14th & Douglas St.

100 acres. Inmate station, \$25. BOGGS & HILL, Real Estate Brokers.

16,000 acres on the Ekhorn valley, between the Ekhorn and Fremont. BOGGS & HILL, Real Estate Brokers.

14 quarter sections of land in township 16, range 12, section 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

50 HOUSES AND LOTS Monthly Payments.

Will build these houses to order as fast as required, on our lots on Farnham, Douglas, and Dodge, and 27th, 28th, 29th, and 30th Sts. We do not build anything but good solid, No. 1 houses, using full as good materials and doing fully as good work as is done on large, first-class buildings.

All houses are shingled, but papered, sided, plastered, two coats, to floor and lams will be painted with best paint, all windows hung with heavy weights, and finished in eucalyptus blinds, as desired. All stables are placed 10 inches from center to center, all framing lumber laid in place, and all work done in large houses.

Houses contain in from four to six rooms, with ten foot ceilings, folding doors, etc. We examine the houses we are now building. We require in all cases a cash in hand payment of \$100 or \$200, balance monthly.

BOGGS & HILL, Real Estate Brokers, 1408 Farnham St., OPP. GRAND CENTRAL HOTEL.

Houses, Lots, Residences, Etc. House and lot, 16th and Harney, \$3,500. Two houses and one lot, 15th and Leavenworth, \$2,500.

House and small lot, 13th and Cass, \$600. Three houses and lot, 13th and Cass, \$2,000. House and lot, 10th and Pierce, \$1,250.

Five new houses, Shinn's addition, \$2,000. House and lot, 28th and Farnham, \$2,000. Two new houses and lot, 17th and Marcy, \$2,200.

New houses and one-half lot, 21st and Capitol Avenue, \$2,000. House and lot, 21st and Capitol Avenue, \$1,700. House, seven rooms, with lot, Shinn's addition, \$1,700.

Residence property St. Mary's avenue, \$5,500. House and lot, Davenport street, \$1,000. House and lot, 21st and Harney, \$2,000.

House and lot, 6th and Pierce, \$2,500. Large house, corner lot, 21st and Burt, low price. House and lot, Armstrong's addition, \$2,700.

Corner lot, small house, Armstrong's addition, \$900. House and lot, 12th and C. and P. street, \$2,500. Fine new house, California street, \$7,000.

Br. & home, 30th and Douglas, \$1,000. Full corner lot and house, 13th and Capitol Avenue, \$12,000. Full lot and house, business location, \$7,500.

Full lot and house, business location, \$7,500. Commodious residence, 13th and Harney, \$1,100. House and lot, 20th and Douglas, \$1,500.

House and lot, 25th and Harney, \$1,100. Residence property, Park Wilds avenue, very cheap. House and lot, 12th and P. St., \$1,500.

House and lot, Dodge street, \$3,500. Desirable residence, two lots on Capitol Hill, \$7,500.

Residence, choice location, \$5,000. House and one acre, South Omaha, \$800. Five splendidly located business lots, 23rd and 24th streets, \$2,500.

Two business lots, a location can be found in the city, each \$2,500. Two business lots, opposite "The Millard" 30th and Douglas, between 12th and 13th, each \$5,000.

Six business lots on 25th street, \$1,800 to \$2,500. Full corner lots, suitable for business, \$7,500. Two business lots, together 43x66 feet, No. 1 location, \$8,000.

Six good business lots, each 22x120, each \$2,500. Three business lots, 22x120 ft each, all for \$7,500.

Business corner, 132 feet square, one of the best locations in the city, \$10,000. 60x120 feet corner, very cheap for all, full lot, 13th and Harney, \$2,000.

Full lot, 23d and California, \$1,000. Corner lot, Jefferson and Douglas, \$1,200. Residence property, 13th and Harney, \$1,100. Large lot