

## 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  
THIRTEEN MONTHS, at the rate of  
One Year, \$10.00 (Three Months, \$3.00)  
Six Months, 5.00 (One " 1.00)

CORRESPONDENCE.—All Communi-  
cations relating to News and Editorial mat-  
ters should be addressed to the Editor of  
The Bee.

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

E. ROSEWATER, Editor.

Omaha has again bobbed up serenely  
with the speakership as the prize.

WASHINGTON is itself again, and the  
billiard room keepers are rejoicing  
over the assembling of congress. Our  
Val is there, too.

EVERY dollar charged by the rail-  
roads for moving grain in excess of  
"paying rates" is a dollar wrongfully  
extorted from the farmer.

SENATOR VAN WYCK's letter to the  
New York Tariff convention is attract-  
ing a great deal of attention and  
favorable comment from the press  
throughout the country.

THE New York Herald asks whether  
mining pays. Governor Tabor and  
Judge Bowen, of Colorado, think so.  
Tom Nast, who lost \$40,000 at one  
lick, isn't quite so certain about it.

OMAHA needs and must have a mar-  
ket house. St. Joe, Kansas City,  
Leavenworth and Atchison have mar-  
ket houses, and Omaha cannot afford  
to remain without one much longer.

MONEY is "cheap" and living from  
20 to 40 per cent. higher than it was  
a year ago. These two causes operate  
to the disadvantage of those who de-  
pend upon fixed incomes from invest-  
ments.

SECRETARY FOLGER wants to stop  
the coinage of the silver dollar. Sec-  
retary Folger had better consult the  
constitution, which makes gold and  
silver the money metals of these  
United States.

THE congressmen from Nebraska  
being a second term, will, accord-  
ing to usage, become chairman of a  
committee, and that will enable him  
to support a private secretary at the  
expense of the government.

BURNING corn worth fifty cents a bush-  
el is an expensive little household ex-  
pense which a number of Nebraska  
farmers are now compelled to indulge  
in. Coal monopolies, like all other  
monopolies, plunder the people to enrich  
themselves.

KEIFER is regarded as one of the  
speakership runners. He is chiefly inter-  
esting as a national zephyr.—*Denver  
Tribune, December 3.*

There is so much wind in Colorado  
that a cyclone only ranks as a zephyr  
in Denver. The *Denver Tribune* is a  
very unreliable weather prophet.

EX-SENATOR BOUTWELL of Massa-  
chusetts who was head of the treasury  
during the first term of General Grant  
and one of 306 that died with Grant at  
Chicago has been tendered the secre-  
taryship of the Navy. Mr. Boutwell  
is one of the ablest if not the ablest  
man yet named for a position in Presi-  
dent Arthur's cabinet.

## SOMETHING FOR NOTHING.

New York has an honest and sensible  
mayor. He has vetoed a resolu-  
tion of the board of aldermen granting  
the free use of the streets to the tele-  
graph and telephone companies for the  
purpose of laying underground wires,  
and has accompanied his veto with some  
very emphatic words relative to  
corporations and city franchises. He  
says that approval of the alderman's  
resolution "would be equivalent to a  
free gift to a wealthy corporation of a  
right which is of great value to them,  
and which ought to be of great value  
to the city." He adds that if  
the burden of taxation in  
New York is ever to be reduced it  
must be done by taking advantage of  
every possible source of income, and  
not by donations of privileges which  
possess a market value.

No sounder words could have been  
spoken in their application to the re-  
lations of city franchises and corpora-  
tion demands. Eastern cities have  
passed the day when they can furnish  
capital with an opportunity for reap-  
ing unusual returns without claiming  
some share in the benefit which they  
derive. Philadelphia is already ex-  
amining her horse railroad fran-  
chises, and claims that under their  
provisions the duty of keeping the  
streets clean and in repair devolves  
upon the companies. Brooklyn has  
refused the franchise to several com-  
panies organized to build elevated rail-  
roads, on the ground that the terms  
of such franchises do not promise suf-  
ficient inducements to the public purse  
to warrant the inconvenience which  
they would cause and the heavy profits  
which they would return to the own-  
ers. In a number of states laws for-  
bidding the issuing of bonds to cor-  
porations have been enacted, and the  
right of way privilege is being more  
carefully guarded in the interests of  
the public.

It is a general principle which  
should have a wider application in the  
event that a public franchise to a pri-  
vate corporation ought never to be  
granted without the certainty of a  
valuable consideration and fair partici-  
pation in profits above the usual mar-  
ket rate of interest. While improve-  
ments of all kinds which concern the  
public should be encouraged and  
while capital is entitled to a fair re-  
turn for its use there is no reason why  
public and private property should be  
practically placed at the mercy of and  
remunerative investments be found  
for the benefit of the  
corporation without some counterbalanc-  
ing returns in the interests of the  
people. In nine cases out of ten, in-  
stead of bonuses being given such or-  
ganizations, large sums ought to be  
received in return for the franchises  
asked at the hands of the public.  
There is no reason why the laws of  
equitable trade should not maintain  
in such cases as well as in the transac-  
tions of an ordinary every day busi-  
ness.

THE NEW SPEAKER.  
For the first time in six years the  
control of the house of representatives  
will be in republican hands and under  
the supervision of a republican  
speaker. The choice of the party  
caucus at its Saturday's meeting fell  
upon Gen. J. Warren Keifer, of Ohio,  
and his election is virtually an ac-  
complished fact.

Gen. Keifer has a splendid record at  
his back and will enter upon the  
duties of the office with every promise  
of being a worthy successor of James  
G. Blaine. He is a native of Bethel  
township, Clark county, Ohio, where  
he was born on a farm in 1836, re-  
ceiving his education in the common  
schools and graduating at Antioch  
college, Ohio, when less than twenty  
years of age. Mr. Keifer was admitted  
to the bar in 1858 and continued the  
practice of law until 1861 when, at the  
framing upon Sumpter, he enlisted  
in the army and was shortly after-  
wards commissioned as Major of the  
Third Ohio Volunteer Infantry. He  
rapidly rose in the service. In  
1862 he received his commission  
as colonel and passed through the  
severest battles of the Virginia cam-  
paign at the head of the One Hun-  
dred and Tenth Ohio Infantry, sus-  
taining severe wounds in the battle of  
the Wilderness on May 5, 1864. Upon  
his return to the army in Novem-  
ber of the same year, he was ap-  
pointed brigadier-general, by brevet,  
"for gallant and meritorious services,"  
receiving his commission as brigadier-  
general in the following December.  
During the closing scenes of the war  
in the campaign in Virginia. General  
Keifer was distinguished for his effi-  
ciency and bravery, and upon the mus-  
tering out of the army in July, 1865,  
was breveted major general of the vol-  
unteers. His entire service in the  
army extended over a period of four  
years and two months, in which time  
he was four times wounded and partici-  
pated in the most severe engage-  
ments of the rebellion. His value as  
an army officer was recognized by the  
government in his appointment on  
November 30, 1866, as lieutenant-  
colonel in the Twenty-sixth United  
States Infantry, which he declined  
and resumed his practice at the bar.

In 1868 General Keifer entered pub-  
lic life as a member of the Ohio sen-  
ate in which body he soon took high  
rank as an able and active representa-  
tive of the people. He was a dele-  
gate to the national republican conven-  
tion in Cincinnati in 1876 and was  
elected in the same year to the Forty-  
fifth congress from the Eighth Ohio  
District receiving 17,728 votes against  
14,012 for his opponent. In congress  
General Keifer has been a consistent  
advocate of republican principles and  
an efficient worker in the party inter-  
ests. Representing a state in which  
railway corporations are a powerful  
political factor General Keifer is one  
of the few public men that have boldly  
taken position against corporate mon-  
opolies. It is gratifying that he owes  
his nomination largely to this senti-  
ment.

AN INDIGNANT NEWSPAPER.  
Schuyler Herald.  
We regret the appearance of the bur-  
lesque advertisement of THE OMAHA BEE  
on the fourth page of this issue, head-  
ed "The Farmers and the Railroads." It  
is nothing more nor less than a breach  
of faith on the part of Mr. Joselyn, of  
the Western Newspaper Union with the  
publishers of the Herald.

The Herald is not a supplement of THE  
OMAHA BEE, nor do we propose that the  
editors of the Herald be a medium for  
circulating editorial matter of THE BEE or  
any other paper, of a partisan nature,  
touching news and issues of the day, other  
than news, unless of our own choice.

The Herald has an opinion of its own  
touching public affairs, the relative rights  
of farmers and railroads, farmers' alli-  
ances as well as the status of Senator Van  
Wyck; and when we see that we have  
no hesitations or fear to express that  
opinion. For the present it is sufficient  
for us to say we don't agree with THE BEE  
in many things, and among others we don't  
agree with its editorial matter of this  
issue. If such is to be the character of  
its advertising matter, we can't supply the  
Herald's outside.

A corporation editor never opens  
his mouth without putting his foot in  
it. If the highly indignant bulldozer  
who threatens to withdraw his patron-  
age from the Western Newspaper Union  
because it has seen fit to insert the  
prospects of THE BEE in its "patent  
insides," had taken the trouble to read  
that offensive advertisement, instead  
of jumping at conclusions, he would  
not have made a commodious ass of  
himself by denouncing THE BEE as a  
nihilist or communist. The article  
that has caused such an outburst of  
indignation contains the following ex-  
plicit declaration:

In championing the common interests  
of the people against corporate enroach-  
ment THE BEE has never advocated the  
confiscation or wanton destruction of rail-  
way property or laws that would bank-  
rupt these corporations, but it insists that  
railways shall deal fairly by all their pa-  
trons, that they shall not concede the  
products of the farmer by extortionate  
terms, and that they shall not evade their  
just burden of taxation.

If there is any nihilism or commun-  
ism in this declaration, let corporation  
editors and their owners make the  
most of it. We presume, however,  
that in the eyes of those monopoly  
henchmen everybody that does not  
wear the brass collar is a nihilist and  
every man that expresses disapproval  
of the methods employed by railway  
monopolies to extort money from their  
patrons or evade their just share of  
taxation is a communist.

What a pity those hirelings haven't  
the power of the autocut of Russia.  
They would banish every subscriber  
of THE BEE to perpetual misery in  
some penal colony and burn the editor  
at the stake.

The protest against inserting the  
prospects of a partisan paper of op-  
posite politics as an advertisement, is  
decidedly refreshing. Every metro-  
politan daily in America requires  
weekly exchanges to advertise its par-  
tisan prospects in payment for the  
difference in value.

No editor with a thimble full of  
brains would kick about the sentiment  
expressed in such advertisements, and  
we are sure the editor of the Schuyler  
paper, although professing the demo-  
cratic creed, would never have opened  
his mouth if the partisan advertise-  
ment had been inserted for the U. P.  
Omaha organ with a republican brand.

age from the Western Newspaper Union  
because it has seen fit to insert the  
prospects of THE BEE in its "patent  
insides," had taken the trouble to read  
that offensive advertisement, instead  
of jumping at conclusions, he would  
not have made a commodious ass of  
himself by denouncing THE BEE as a  
nihilist or communist. The article  
that has caused such an outburst of  
indignation contains the following ex-  
plicit declaration:

In championing the common interests  
of the people against corporate enroach-  
ment THE BEE has never advocated the  
confiscation or wanton destruction of rail-  
way property or laws that would bank-  
rupt these corporations, but it insists that  
railways shall deal fairly by all their pa-  
trons, that they shall not concede the  
products of the farmer by extortionate  
terms, and that they shall not evade their  
just burden of taxation.

If there is any nihilism or commun-  
ism in this declaration, let corporation  
editors and their owners make the  
most of it. We presume, however,  
that in the eyes of those monopoly  
henchmen everybody that does not  
wear the brass collar is a nihilist and  
every man that expresses disapproval  
of the methods employed by railway  
monopolies to extort money from their  
patrons or evade their just share of  
taxation is a communist.

What a pity those hirelings haven't  
the power of the autocut of Russia.  
They would banish every subscriber  
of THE BEE to perpetual misery in  
some penal colony and burn the editor  
at the stake.

The protest against inserting the  
prospects of a partisan paper of op-  
posite politics as an advertisement, is  
decidedly refreshing. Every metro-  
politan daily in America requires  
weekly exchanges to advertise its par-  
tisan prospects in payment for the  
difference in value.

No editor with a thimble full of  
brains would kick about the sentiment  
expressed in such advertisements, and  
we are sure the editor of the Schuyler  
paper, although professing the demo-  
cratic creed, would never have opened  
his mouth if the partisan advertise-  
ment had been inserted for the U. P.  
Omaha organ with a republican brand.

## WESTERN RAILROAD PROGRESS.

The completion of the Northern Pa-  
cific to Miles City near the junction of  
Tongue river with the Yellowstone op-  
posite Fort Keogh, is a source of con-  
gratulation to the people of Montana.  
Although its progress during the past  
year has not been sufficiently rapid to  
meet the wishes of the pioneers, yet it  
has cut its way through a difficult coun-  
try and bridged over three hundred  
streams between Bismarck and Miles  
City. The work of construction has  
been entirely within the boundary of  
Montana during the year now closing,  
principally on the division between  
Glendive and Miles City, which will  
be open for public traffic on the 15th  
of the present month. On comple-  
tion of the temporary bridge over  
Tongue river, and the ice bridge at  
Bismarck, through trains from St.  
Paul and Duluth will run to the "So-  
dom of Montana," as Miles City has  
been dubbed. Operations on the  
main line west of this point will be  
suspended for a time, and the force  
employed in the leveling of yards,  
building sidetracks, depots, etc.

Should the weather continue moder-  
ately mild, the graders will be  
pushed west to connect with the  
Fourth division of 100 miles. In  
Washington territory the construction  
corps moving east would make a re-  
spectable army. There are 2,000 men  
employed on the Clark Fork division  
alone, with 2,000 Chinamen on the  
way, and this force will plow up many  
miles of virgin soil during winter  
months. Three hundred more are  
putting the finishing touches on the  
grade between Umalla and Pendleton,  
which will be ironed in the spring.  
The grade is now completed to Lake  
Pen d'Oreille, and the track within a  
few miles of it. The weather in this  
vicinity is anything but comfortable,  
and orders have been issued for all  
hands to strike tents for winter quar-  
ters. Engineers are examining the  
Columbia and Snake rivers to select  
suitable bridge sites, on which work  
will be commenced in the spring. It  
will be seen from the above that there  
still remains a vast amount of labor  
to make both ends of this  
great work meet. The dis-  
tance already covered on both  
ends is longer in miles than that  
which remains, but the country is  
vastly more difficult to penetrate.

Two years will be required to com-  
plete the bridges over the Missouri at  
Bismarck and over the Columbia at  
Wallula. The former has been under  
way for nearly two years, and not a  
single span is completed. The Mullan  
pass tunnel near Helena will be  
another tedious job. It will be 3,800  
feet long. Beyond that another tun-  
nel 600 feet long must be bored, and  
between them an iron bridge 1,900  
feet long with a central pier of mas-  
sive 225 feet high. It is estimated  
that the work will be finished in  
twenty-six months. Allowing a lib-  
eral margin of time for unexpected  
delays, it is certain that the largest  
portion of 1884 will pass away before  
unbroken trains will reach the mouth  
of the Columbia from Lake Superior.

The Oregon Pacific railroad com-  
pany, composed of capitalists whose  
names are kept in the dark, has gone

to work in northern Oregon at a point  
about 120 miles south of the mouth of  
the Columbia river, Yaquina bay, to  
build a standard gauge, steel road rail-  
road southward to Boise City, Idaho.  
Twenty miles of the road between the  
bay and Corvallis, in Benton coun-  
ty, is ready for the iron, 10,000 tons  
of which are due in San Francisco this  
month, by three steamers. The Port-  
land Standard claims that the coin to  
build and equip the entire line is on  
hand. The road will be extended into  
eastern Oregon by the close of  
next year, and to Boise City in two  
and a half years, where it will  
meet the "Oregon Short Line" of  
the Union Pacific. Like  
all new roads seeking privileges, in-  
numerable promises are made and  
low rates of transportation proclaimed  
in advance. This is significant, as  
showing that the history of railway  
highwaymen has penetrated the in-  
terior of Oregon. The company only  
ask the people to give the freight and  
passenger business to the Oregon Pa-  
cific when completed, provided it is  
the cheaper route. A line of steam-  
ers will ply between San Francisco  
and Yaquina in connection with the  
road. This road is doubtless the west-  
ern division of the Oregon Short Line  
of the Union Pacific.

The proposed Utah and Wyoming  
railroad, the first division of which has  
been surveyed, starts at Corinne,  
Utah, and runs almost due east to  
Brigham City, and then northeast to  
Laketown, on the southern extremity  
of Bear Lake, in Utah. From here  
the road will cross into Wyoming,  
near the southeast corner of Idaho,  
and connect with or cross the Oregon  
Short Line, and push on to some (as  
yet) unknown port in the interior of  
Wyoming. This road, if ever built,  
could be utilized advantageously in  
shortening the enormous twists on the  
Union Pacific in eastern Utah and  
western Wyoming.

The Denver & New Orleans rail-  
road, of which Deacon Evans is the  
head centre, is not the most favored  
corporation in the west. In fact its  
path is a thorny one. Beginning with  
Denver the violent opposition of both  
press and people had to be overcome,  
and the Deacon's spare moments were  
employed in writing public explanations  
of the company's intentions. The fact  
that the road was under Gould's in-  
fluence was sufficient to bring down  
upon it the wrath of the business men  
of Denver. Their experience with the  
long and short haul discriminating  
rates on J. G.'s roads was a costly and  
vexatious one, and when Deacon Evans  
began negotiating for right of way and city privi-  
leges he found obstacles in his path  
which hard cash could alone remove.  
The sinews of war being plentiful the  
road pushed out from Denver until  
the Rio Grande crossing was reached.  
Here the fight was taken into the  
courts, and after a few months' delay  
the Deacon came out with colors flying.  
From this point the progress of road  
toward the mistresses of the gulf was  
free of serious opposition until the  
advance agents struck the vicinity of  
Trinidad. The people of this town and  
Las Animas county entertained "great ex-  
pectations" of the benefits which would  
follow the completion of the road, se-  
curing a means of shipping its coal, coke,  
iron and rock throughout the state. Its  
hopes were of short duration, how-  
ever. A representative of the mining  
interests was informed by the Deacon  
that the D. & N. O. company in-  
tended becoming coal miners as well  
as common carriers and that they in-  
tended to manufacture coke and carry  
these articles exclusively for them-  
selves, and not for others. "We can-  
not agree to carry these articles for  
other people," remarked the Deacon,  
"to compete in the market with our-  
selves. We shall probably mine coal  
farther south than Trinidad and not  
to exceed three miles from our main  
line, while your city will be twenty  
miles away. If your people will grade  
and bridge a branch road I will  
iron and take in as a part of my own,  
and it will carry your merchants their  
goods—always providing they pay for  
it." A soft answer turneth away  
ordinary wrath, but Trinidad is boil-  
ing. The Deacon's liberality is a gen-  
uine oasis in the desert waste of rail-  
road rapacity, and should be blazoned  
on the glistening domes of the Sierras.

The sudden change of the Union  
Pacific construction force from the  
Greely, Salt Lake and Pacific to the  
Laramie and North Park branch was  
brought about by the sudden appear-  
ance of a surveying party of the Den-  
ver and Rio Grande in that forbidden  
region. Rickenseder and Budd  
moved by forced marches in front  
of the Coloradoans, and drove stakes  
and at the rate of a mile a day. The  
Rio Grande Company are evidently  
determined to bring all mineral bear-  
ing regions in Colorado in direct com-  
munication with Denver, and rural  
interlopers must keep their hands off.  
They have driven their stakes through  
Middle and North Parks, and are now  
moving toward Laramie City.

The president of the Chicago, St.  
Paul, Minneapolis and Omaha railroad  
has publicly announced that the ad-  
vance of that line in the direc-  
tion of Nebraska, Nebraska, during  
the coming spring and summer, de-  
pends on Cedar county showing "a

proper spirit"—the same kind of  
spirit that now haunts the tax payers  
of Omaha and Douglas county.  
Twenty-year bonds at seven or eight  
per cent. have always been a great  
consolation to new railroads. Possi-  
bly Cedar will learn wisdom from her  
neighbors and refuse the "spirit."

## The New Senate.

When Congress meets, Monday  
next, the frequency of the senate  
rallies will look down on an unusu-  
ally large number of members who  
are about to begin their first regular  
legislative term, although some of  
them were present at the called ex-  
ecutive session of last March. A scruti-  
ny of the list, however, reveals the  
fact that a great majority of these  
members are by no means new to  
congressional experience, as they  
have served in the house of repre-  
sentatives. Among the latter are  
Senators Lapham and Miller, of New  
York, the story of whose transla-  
tion to the senate last  
spring, as the result of the  
warfare of Conkling upon Garfield,  
which ended in that bitter tragedy, is  
too well remembered to need further  
mention. Another ex-representative  
from New York appears in Senator  
Van Wyck, of Nebraska. For many  
years Mr. Van Wyck was one of the  
most prominent Republicans of New  
York, and was long a member of con-  
gress from an interior district, but was  
at last ejected from his seat by one of  
those factional fights Conkling  
had been accustomed to foment  
in the State. Another new Senator,  
but long a member of the house, and  
well known in other fields of public  
usefulness, is General Hawley, of  
Connecticut. Senator Hale, of  
Maine, it is hardly necessary to say,  
has had a long and brilliant career in  
the house, so well known to the  
entire nation. Senator Mitchell, of  
Pennsylvania, was a member of the  
house when he was transferred to the  
senate as a compromise to end the  
long and bitter struggle be-  
tween the Cameron and anti-Cam-  
eron factions in that state. Senator  
Aldrich, of Rhode Island, chosen to  
succeed General Burnside, was taken  
from the house, where he had long  
served. Senator Jackson, of Tennes-  
see, had also been a member of the  
house, and we believe was such at the  
time of his senatorial election. Sen-  
ator Sawyer, of Wisconsin, was for a  
number of years one of the most con-  
spicuous members of the house, and  
was now in that body would no doubt  
be a formidable contestant for the  
speakership.

Those Senators who are entirely  
new to Congressional experience are  
usually few in number. Most promi-  
nent among them is Senator Mahone,  
of Virginia. Since the events of the  
called session it seems an anomaly to  
call him a new member; yet he is such,  
as he has never had any experience in  
practical legislative work, either in  
the senate or elsewhere. Senator  
Harrison, of Indiana, enters the Sen-  
ate without having had experience of  
any kind at Washington, and he  
has yet to learn, together with his  
colleagues in the same plight with  
himself, all "the ways that are dark  
and the tricks that are vain." Sen-  
ator Sewell, of New Jersey, is in the  
like predicament, and so, also, is Sen-  
ator Miller, of California. These ex-  
haust the list, and it will be seen from  
this analysis that in the legislative ex-  
perience of its membership, the senate  
about to assemble has not been sur-  
passed by any of its predecessors.

In its political condition the senate  
has an interesting aspect. It has  
been formerly classed as 37 republicans,  
27 democrats, and 3 independents.  
This, however, is the classification of  
those democrats who take a roseate  
view of the situation, and while hard-  
daring to group Davis, of Illinois, and  
Mahone, of Virginia, with the demo-  
crats, bravely put them under the  
caption of independents. This ar-  
rangement may possibly afford the  
democrats some comfort and  
does nobody any particular  
harm, since it is well known that  
both Davis and Mahone declared  
their intention to act with the Repub-  
licans, not only in the organization,  
but generally. Indeed, neither of  
them have now any option in the mat-  
ter for each, during the call session,  
not only drifted apart from the Demo-  
cratic side, but burnt his bridge be-  
hind him. The Senate, therefore, at  
its organization, is close, but is safely  
redeemed from Democratic domina-  
tion.

In the character of its membership  
the senate has rarely, and certainly  
not in recent years so high. On the  
democratic side Senators Bayard,  
Pendleton, Hill and Brown of Geor-  
gia, Beck of Kentucky, Ransom of  
North Carolina, Lamar of Mississippi,  
with others, have proved themselves  
equal to any of the duties incident to  
the place. On the republican side the  
infusion of the new blood has  
made it particularly strong. With  
such men in the body as Edmunds,  
Vermont; Anthony, of Rhode Island;  
Windom, of Minnesota; Conger and  
Ferry, of Michigan; Hoar and Dawes,  
of Massachusetts; Frye and Hale, of  
Maine; Allison, of Iowa; Logan, of  
Illinois, and Hawley, of Connecticut,  
the party is not likely to lack either  
force or wisdom in its direction. In  
these members is combined large ex-  
perience in public affairs, together  
with varied ability and political  
acumen. Combining with these  
such new Senators as Miller,  
Harrison, Van Wyck and others, and  
it is evident that the republicans have  
little to fear in any exigency that  
may arise. While the republicans have  
good reason to be satisfied with the  
senate as it stands, all parties can find  
cause for satisfaction in the body.  
The public welfare is being main-  
tained in the close political division.  
That fact not only puts each party,  
but each individual member, upon  
good behavior. Crude or vicious  
legislation is not likely to be develop-  
ed from a senate thus constituted.

## Railroad Legislation.

Freemont Tribune.  
The advocate of the cheap transpor-  
tation question, and many of those  
who are directly interested in wrest-  
ing the control of our great railways  
from the hands of the owners and reg-

ulating their freight tariffs by govern-  
mental legislation are now circulating  
a petition throughout Nebraska se-  
curing signatures, and expect to present  
the petition at the coming session of  
congress asking for a redress of griev-  
ances and that some active steps be  
taken to check the growth of the great  
monopolies and enhance the interests  
of the producer. The persons who  
are most diligent in carrying the thing  
forward, say they look to congress for  
a remedy stating that in doing so it  
will exercise the power conferred upon  
it by the constitution to regulate com-  
merce within foreign nations and be-  
tween the states.

The general tenor of the petition  
is to the effect that these great  
thoroughfares are for the benefit of  
the public at large, and that each in-  
dividual is entitled to the same rights  
and privileges in their use and that  
there should be no discrimination in  
favor of any favored party or set of  
men. The petition urges that the rail-  
roads are not run in the interests of  
the public service as they should be,  
but are conducted solely with the idea  
of suddenly amassing their owners a  
large fortune without any regard to  
the unjust extortions from the labor-  
ing and producing classes thus failing  
to execute the trust committed to them.

The petition further states that  
"through combinations and consolida-  
tions, the railroads of the United  
States have become such a monopoly  
as was never contemplated when char-  
ters were granted; beneficent inven-  
tions which ought to inure to the pub-  
lic benefit are largely monopolized,  
and, through Construction Companies  
and other devices by which a fictitious  
basis of cost is established, the public  
are everywhere enormously over-  
charged for the construction and use  
of steam highways. Through excessive  
charges and unjust discrimination  
enormous wealth has been suddenly  
accumulated by those who control  
these highways, while the farmer, the  
manufacturer, the miner and the mer-  
chant have been deprived of their fair  
profits, and labor has been robbed of  
its just reward."

It then goes on to say that there is  
something more to the subject than a  
mere business aspect. The morals of  
the people are corrupted by the mea-  
sures resorted to by the monopolies to  
maintain and enlarge their power, thus  
poisoning the stream of justice, not  
only along its course but also at its  
fountain. The prospective results of  
the petition is to compel the railroad  
corporations to perform their public  
duties to all alike for a certain reason-  
able, specified compensation and to  
forbid under a heavy penalty the ex-  
tortions and discriminations now  
practiced on the people at large. What  
the results will be can not be definite-  
ly foreknown, but those directly in-  
terested are sanguine in the success  
of their cause.

## IOWA BOILED DOWN.

Gilman has organized a canning com-  
pany.  
Des Moines talks of building another  
hotel.

Free Will Baptists are building a church  
at Spencer.

They are going to prospect for coal at  
Grundy Center.

Baling hay for the eastern market will  
be a new industry at Le Mars this winter.

The Marshalltown canning works intend  
putting up 1,000,000 cans of sundries next  
season.

The state grange holds its annual ses-  
sion in Des Moines, the second Tuesday  
in December.

The grand total of improvements in San-  
born during 1881 foot up it round num-  
ber 8113,085.

Deacons dedicated a \$9,000 opera house  
on Thanksgiving day. The better they  
like the deed.

It is claimed that Fort Dodge has as  
good sand for glass-making purposes as  
can be found anywhere.

The annual meeting of the State Teach-  
ers' association will be held at Oskaloosa  
December 27, 28 and 29.

Goldfield has a lady dentist, and it is  
surprising how many men in that town  
have teeth that need fixing.

A. Y. McDonald, the Dubuque manu-  
facturer, is making arrangements to start  
a branch concern at Clinton.

Davenport has a land league of 40  
members and has set \$1,145 to the na-  
tional land league in Ireland.

The Odd Fellows of Keokuk claim the  
finest hall in the state, and in connection  
with it is a library of 1,100 volumes.

The Decatur firemen and city authori-  
ties propose to celebrate the completion of  
the new water works with imposing cere-  
monies.

Col. Abernethy, formerly state superin-  
tendent of public instruction, recently sold  
his farm of 247 acres near Denison for  
\$6,200.

The new ferry boat at Keokuk carries  
20 loaded teams and as many cattle and  
horses every trip. It is said to be a most  
superb boat.

Dennis O'Brien killed a fine deer on  
Muscatine Island on the 27th, apparently  
about four years old, and the first seen  
there for many years.

Water City has organized a board of  
trade with a capital stock of \$10,000, with  
power to increase the amount to \$10,000.  
The shares of stock are \$5 each.

The Des Moines Grange, which has  
just finished the state, of thirty car-  
loads of sugar to St. Louis, will be graded  
A. 1, and is considered equal to the best  
eastern manufacture.

The Davenport Gazette says that a well-  
informed grain merchant of that city  
makes the statement