

The Omaha Bee.

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OMAHA PUBLISHING CO., Proprietors. E. ROSEWATER, Editor.

All excessive railroad freights are paid by the producer.

MR. BLAINE'S private life is likely to be of considerable public interest.

No congressman will leave Washington this winter without learning what the anti-monopoly issue is.

It would take a good many shotguns to reorganize the Sprague estate. It owes \$3,670,441 more than its assets.

The ghost of the slaughtered Holly, Cushing-Miller swindle still haunts the dreams of the editor of the Herald.

The labor market has never been in such an excellent condition as now. Supply and demand and good wages are concerned as it is at present.

CAPTAIN EADS asks for government aid in his ship railway scheme as soon as he has demonstrated its practicability and raised \$75,000,000. It is pretty safe to say that the government will never be called on.

DENVER is longing for the entry of the Burlington road into that city, and the Denver papers are calling upon the city council not to permit the Union Pacific to throw any obstacles in the way of that greatly to be desired end.

SEVENTY thousand Irish tenants have applied to the land courts for a reduction of rent. Mr. Herbert Gladstone reports that the condition of Ireland is very seriously exaggerated by the English press and that time will remedy the existing evils.

SPEAKER KEIFER is discovering that the arranging of committees is a harder job than a canvass for the speakership. Every merchant in congress wants to be chairman of the ways and means committee and every lawyer feels a peculiar fitness for the committee on judiciary.

A NEW political party has been started in St. Louis, which calls itself "The People's Protection Party." Jere Black is suggested as president, and Benjamin H. Bristol as vice president. An eighty-six page pamphlet sets forth the party platform. Even Jere Black couldn't stand on an eighty-six page platform. It will fall of its own weight.

The plan for the relief of the U.S. supreme court which meets with most favor from the bar, contemplates the creation of an intermediary court to take jurisdiction of all cases which do not involve constitutional construction, questions between states or those involving the rights of ambassadors. By this means the work of the supreme court, which is already three years in arrears, would be reduced nearly one-half. It is probable that a bill looking to this end will be drafted for presentation to congress.

A LETTER received at this office from one of our subscribers at Croton contains the following statement: "An agent of the Omaha Evening Telegram was here yesterday soliciting subscriptions to that paper, stating it was published by THE BEE, and on the strength of your reputation secured a number of subscribers." This method of procuring patronage under false pretenses is in keeping with the character of the publishers of the Telegram, who are merely playing stoopigoon for certain parties who are trying in an underhanded way to accomplish what the brass collared railroad organs have failed to achieve in open competition.

The moral element that takes stock in Mr. John B. Finch as a great temperance agitator should remind that eminent reformer that thrashing one, two, or even a dozen editors will not vindicate his moral character as against specific charges of Beechism. Such brutal conduct would not even vindicate the most gentle whisky toper. We have had some experience with bullies who have sought vindication with the fist and bludgeon. Some of them achieved costly notoriety; others were sent to the penitentiary; but none of them were sent out to teach and preach the doctrines of Christian submission and the sublime virtue of temperance.

LAND GRANT LEGISLATION.

According to the official estimate of the bureau of railways the donations of public lands to aid in the building of railroads aggregate 196,424,800 acres. Of this vast empire, comprising nearly two hundred million acres of the public domain, less than one fifth, forty millions have as yet been patented to the land grant roads.

Three of these land grant roads—the Union Pacific, Central Pacific and Kansas Pacific, which hold grants covering 20,000,000 acres—have taken out patents for less than 5,000,000 acres. The Northern Pacific, with a grant of 47,000,000 has taken certificates for only about 3,500,000 acres. At the last session of congress attention was directed to the fact that some of the subsidized railroads had forfeited their land grant by failing to build the roads in accordance with their charters, while others, notably the Union Pacific, Kansas Pacific and Central Pacific were not taking out patents for their lands in order to evade local taxation.

It is evident that very earnest efforts will be made at the present session to recover the forfeited lands for the benefit of the homestead settlers and compel the Pacific roads to take out their patents. The first decided move in this direction has been made by Senator Plumb, who has introduced two bills in the senate relating to railroad land grants. The first of these relates to railroads which have not been completed within the time specified in the acts of incorporation. It provides that where a grant of public lands has been so made and such road has not been completed within the time prescribed by law, the land so granted or so much thereof as has not been patented or certified to such company shall revert to the United States and shall be open to settlement as are other public lands.

This bill is aimed more especially at the Northern Pacific and several of the smaller land grant roads in the southwest. The duty of Congress is very plain. They must either grant extensions of time where reasonable showing of good faith is made or apply the remedy provided by Senator Plumb's bill.

It is urged by the friends of the Northern Pacific company, and with some show of reason, that the extension of that road under the terms of its original charter was rendered impossible by the panic of 1873, which threatened to bankrupt the corporation and checked for several years all continued operations. In a number of other cases, however, there are very strong evidences that the large government subsidies of land were obtained on false pretenses and that stub-tailed roads were organized for no other purpose but to bleed the government of a portion of the national domain. Against such, Senator Plumb's bill offers a certain and equitable remedy.

Senator Plumb's second bill is directed against a still greater abuse than the non-performance of their contracts with the government by the railroads. It affects every land grant made in the United States that has been completed but has sought to evade its just burdens of the taxation by failing to take out patents for its lands. The bill provides that all lands granted to the railroads under the original Pacific railroad act, and under all acts amendatory thereto, shall be subject to all legal taxes imposed under authority of any state or territory to the same extent as if surveyed, selected and conveyed to the companies. A heretofore proviso declares that prior to the payment of the costs of surveying no taxes shall be imposed except in organized counties. This bill strikes at the root of one of the gravest abuses which the people have suffered at the hands of the railroads. If it becomes a law it will at once force the land grant companies to throw millions of acres of lands into the market at reasonable prices instead of holding them for a speculative rise in value, and meantime robbing the states and territories of the taxes, which a purchaser would be compelled to pay. These immense land grants were donated in the belief that they would be placed in the market and rapidly disposed of by the companies. If they are at once made taxable the corporations cannot afford to hold them. The taxes would soon eat up the value of unproductive land.

Had the Union Pacific been compelled to pay taxes on their lands from the day these roads were completed, Nebraska would to-day contain more than a million inhabitants and the grand assessment roll of the state instead of falling below \$100,000,000 would be above \$200,000,000, with a corresponding reduction in the ratio of taxation.

Senator Plumb's bills or measures aiming at the same object should by all means be enacted during the present session. They are of vital necessity to the people west of the Missouri in every state and territory. It is to be regretted that such bills have not been pushed through congress years ago by representatives of this state. It is to be hoped our Senators will give Senator Plumb an earnest support.

THE sooner it is understood that star chamber methods are out of place in our judicial system the better for the country. Solitary confinement for alleged contempt of court before conviction is a dangerous innovation.

WESTERN RAILROAD PROGRESS.

The continued fine weather has enabled the Sioux City & Pacific to push work on their line in northern Nebraska. Material for the extension from Long Pine to Fort Niobrara is arriving at the former point, and will be put in place during the winter. The company is several points ahead of all competitors in the race for the Black Hills, and will doubtless maintain its lead, if money and muscle will do it. The efforts of the Milwaukee company to secure control have not yet been successful.

Contractor Fitzgerald is pushing the grade on the B. & M. to Nemaha City. The completion of this branch will give the company an air line from Nemaha City to Denver.

The latest reports from the Denver extension state that seventy-five miles of the road west of Culbertson have been ironed, and 125 of the 200 miles to Denver graded. The favorable weather has enabled contractors to lay a mile and a half of iron a day. A construction train has been sent to Denver, where grading has already been begun, and track-laying will commence not later than the 1st of January. Estimating that twelve miles more of track will be laid by the end of the year, when work on the west end begins, there will remain 113 miles to be covered with rails. At two miles a day, this gap would be completed in fifty-six and a half working days, which would bring the "opposing forces" to a junction by the 1st of April. Allowing thirty days for unforeseen delays, it is reasonable to expect the completion of the road by the first of May. A letter from one of the contractors, dated December 11, and published in The Chicago Tribune gives the following information: "There were removed in 78 working days 1,400,000 cubic yards of earth, 20,000 linear feet of piling driven, 500,000 of timber put into bridges. We expect to reach Denver before July 1, 1882."

A slight difficulty was met and overcome in Denver at the outset, in the sudden resurrection of a defunct company known as the Denver, Western and Pacific. Last summer this company began proceedings to condemn certain property along the Platte and shortly after dropped the matter. When the Burlington company came and purchased and paid for the right of way and laid begun track laying, the defunct awoke and commenced track laying, tearing up that laid by the Burlington. An injunction soon stopped them and put them to sleep again. The order will doubtless be made permanent, as the Burlington company has purchased the property to the amount of \$200,000 and secured deeds.

Beatrice and Tecumseh are highly elated over the prospect of additional railroad lines. The former expects the Union Pacific short cut to Lincoln, which is now being surveyed, at an early day, and the line from Manhattanville to Marysville, Kansas, would complete the route from Lincoln to a junction with the Kansas Pacific at the former town. Tecumseh is confident that the Missouri Pacific will tap her traffic vaults soon after the completion of the main line to Omaha.

The surveyors of the Greeley, Salt Lake and Pacific have gone into winter quarters. They completed the survey of the Laramie, North Park & Pacific on the 1st. They staked the line through North Park, Middle Park, Elzeira Park, and down Bear River to a point below Steamboat Springs. Five miles of this line out from Laramie City has been completed and the graders have reached and crossed the Laramie river.

Trains from Omaha cross the river at Sioux City on the ice bridge, making a saving of twelve hours' time in the transfer of freight.

The rivalry between the U. P. and B. & M. in the construction of feeders is now transferred to southwestern Nebraska. The incorporation of the Salina, Kan., company by Jay Gould, mentioned last week, has for its object the construction of a road northeast from Salina to the Kansas Pacific at Solomon. The route from this point is as yet unknown, but it is probable that the road will cross the B. & M. near Stronburg and eventually connect with the Union Pacific in the vicinity of Julesburg. This would save hundreds of miles to St. Louis and Kansas City shippers and make the shortest possible route from those points to San Francisco. The B. & M. is not idle in the southwest. Surveyors are running lines to every important point from the main line. The short cut from Hastings to Arapahoe is a foregone conclusion. Trains in Thayer county are mystified by the movements of a large party of surveyors, and all efforts to interview them have been fruitless. Fairmont, Hubbell, Chester and Helron are on the ragged edge of expectation, none knowing where the lightning will strike.

The Atchison, Topeka and Santa Fe company reduced the passenger tariff to three cents a mile, some time ago, and the experiment has proved an eminently wise and profitable one.

The differences between the Sonora railroad company and the Mexican government are settled and work resumed on both sides of the boundary. The road will form a junction with the Southern Pacific at Tucson, Arizona. The line passes through a productive agricultural and horticultural section and close to the finest mines in the state of Sonora. It is expected that the road will be completed to Guaymas, on the gulf of California in eight months.

IOWA BOILED DOWN.

A Masonic lodge is soon to be instituted in Vail.

The Ottumwa land league has sent \$200 to Ireland.

Dubuque is again agitating the pontoon bridge question.

It is expected that the new opera house at Malvern will be completed by Christmas.

It requires twenty men to do the night work for the railroad companies at Pacific Junction.

Des Moines complains that her manufacturing interests are crippled by high railroad tariffs.

A factory is to be located at Shenandoah, if sufficient encouragement is given by the citizens.

Fish Commissioner Shaw has received from Washington fifteen hundred yearling carp for distribution.

Only twenty-five members attended the secret meeting of the state grand jury in Des Moines on the 14th.

An effort will be made to locate the state fish hatchery at Spirit Lake. It now has a branch hatchery.

The Des Moines & Ft. Dodge company has finished laying their rails on its line as far north as Grand Junction.

The Des Moines board of trade has 230 members. On and after January 1 next, the admission fee will be \$50.

In boring a well in Pocahontas county the other day at a depth of forty feet, the accurate strata of the earth were ascertained.

The State Teachers' association will hold its twenty-sixth annual meeting at Oskaloosa, December 27, 28 and 29.

Conway is soon to have a first class flouring mill in full operation. The machinery is now being placed in position.

The business men of Harlan and Kirkman are talking of establishing a telephone exchange between the two towns.

THE LODGES.

Notes of Interest to the Brethren—The Third Degree—Local Elections.

An Old Lodge—Miscellaneous Jottings.

THE FREE MASONS. AN OLD LODGE. Marietta has the oldest Masonic Lodge in the west. It was chartered at Waterman's tavern, in Roxbury, Mass., six months before the declaration of independence.

THE THIRD DEGREE. The following paragraph is taken from Mackey's Encyclopedia of Freemasonry: "It was the single object of all the ancient rites and mysteries practiced in the very bosom of Pagan darkness, shining as a solitary beacon in all that surrounding gloom, and cheering the philosopher in his weary pilgrimage of life, to teach the immortal of the soul. This is still the great design of the Third Degree of Masonry. This is the scope and aim of its Ritual. The Master Mason represents men, when youth, manhood, old age, and life itself, have passed away as fleeting shadows, yet raised from the grave of iniquity, and quickened into another and a better existence. By its legend and all its Ritual it is implied that we have been redeemed from the death of sin and the sepulcher of pollution. The ceremonies and the lecture, says Dr. Crucifix, 'beautifully illustrate this all-engrossing subject; and this conclusion we arrive at, that youth, properly directed, leads us to honorable and virtuous maturity, and that the life of man, regulated by morality, faith and justice, will be rewarded at its closing hour by the prospect of eternal bliss.'"

COVERT LODGE ELECTION. The annual election of officers for Covert lodge No. 11, took place on Wednesday evening at Free Masons hall. The following officers were elected for the ensuing Masonic year: C. K. Contant, W. M.; L. F. Maginn, S. W.; Wm. Francis, J. W.; Gustave Anderson, secretary; Harry P. Duell treasurer.

THE SCOTCH RITE. Work in the Scottish Rite in Omaha continues active. On Thursday evening Mr. Moriah Lodge of Perfection, No. 2, conferred the fourteenth degree on a class of candidates with excellent effect. Inspector General Robt. Jordan, 33d degree, being present. The prospect of the Scottish Rite in Omaha for the coming year are unusually bright and applications numerous.

GOAT HAIRS. The M. M. degree was worked in St. John's Lodge No. 25 A. F. and A. M., on Thursday evening, the candidate being a rising young lawyer of our city.

Deputy Grand Master Pattison, of Ogden, Utah, visited in the city during the past week.

Found at Last. What every one should have, and never without, is THOMAS' BEECHER BITTERS. It is thorough and safe in its effects, producing the most wonderful cures of rheumatism, neuralgia, burns, bruises and wounds of every kind. d1-eodly

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SIBBETT & FULLER, ATTORNEYS AT LAW, DAVID CITY, NEB. Special attention given to collections in Buil

HOUSES, Lots, FARMS, Lands.

For Sale By BEMIS, FIFTEENTH AND DOUGLAS STS.,

No. 258, Full lot fenced and with small building on Capitol Avenue near 25th street, \$700.

No. 257, Large lot or block 250 by 270 feet on Hamilton, near Irene street, \$2,500.

No. 246, Two lots on Charles, near Cuming street, \$400 each.

No. 245, Two lots on Center street, near Cuming street, \$900.

No. 244, Lot on Spruce street, near 6th street, \$850.

No. 243, Two lots on Seward, near King street, \$850.

No. 242, Lot on Seward, near King street, \$850.

No. 241, Lot on Dodge, near 11th street, \$2,100.

No. 240, Four beautiful residences lots, near Creighton College for will sell a parcel, \$2,000.

No. 239, Two lots on Charles, near Cuming street, \$400 each.

No. 238, Lot on Idaho, near Cuming street, \$1,000.

No. 237, One acre lot on Cuming, near Dutton street, \$750.

No. 236, Lot on Farham, near 18th street, \$400.

No. 235, Lot 60 by 133 feet on College street, near St. Mary's Avenue, \$550.

No. 234, Lot on Douglas, near 20th street, \$575.

No. 233, Corner lot on Bur, near 2 1/2 street, \$750.

HOUSES, Lots, FARMS, Lands.

For Sale By BEMIS, FIFTEENTH AND DOUGLAS STS.,

No. 232, Full lot fenced and with small building on Capitol Avenue near 25th street, \$700.

No. 231, Large lot or block 250 by 270 feet on Hamilton, near Irene street, \$2,500.

No. 230, Two lots on Charles, near Cuming street, \$400 each.

No. 229, Two lots on Center street, near Cuming street, \$900.

No. 228, Lot on Spruce street, near 6th street, \$850.

No. 227, Two lots on Seward, near King street, \$850.

No. 226, Lot on Seward, near King street, \$850.

No. 225, Lot on Dodge, near 11th street, \$2,100.

No. 224, Four beautiful residences lots, near Creighton College for will sell a parcel, \$2,000.

No. 223, Two lots on Charles, near Cuming street, \$400 each.

No. 222, Lot on Idaho, near Cuming street, \$1,000.

No. 221, One acre lot on Cuming, near Dutton street, \$750.

No. 220, Lot on Farham, near 18th street, \$400.

No. 219, Lot 60 by 133 feet on College street, near St. Mary's Avenue, \$550.

No. 218, Lot on Douglas, near 20th street, \$575.

No. 217, Corner lot on Bur, near 2 1/2 street, \$750.

No. 216, Two lots on 10th, near Pacific street, \$800.

No. 215, Two lots on Castellar, near 10th street, \$1,000.

No. 214, beautiful residence lot on Division street, near C. m. g. \$550.

No. 213, Lot on Saunders, near Hamilton street, \$500.

No. 212, Lot 15th street, near Pacific, \$600.

No. 211, Three lots on Saunders street, near Seward, \$1,300.

No. 210, Lot on 20th street, near Sherman, \$500.

No. 209, Two lots on 2nd, near Grace street, \$900 each.

No. 208, Two lots on King, near Hamilton street, \$1,200.

No. 207, Two lots on 17th street, near White Lead, \$1,400.

No. 206, one 1/2 block, ten lots, near the barn, \$800.

No. 205, Lot on Parker, near Irene street, \$500.

No. 204, two lots on Cass, near 21st street, \$1,000.

No. 203, Lot on Center, near Cuming street, \$900.

No. 202, Lot on Pier, near Seward street, \$650.

No. 201, Lot on Sherman Avenue, near Iard street, \$1,400.

No. 200, Lot on Cass, near 14th, \$1,000.

No. 199, Lot on Pacific, near 14th street; make offer.

No. 198, six lots on Farham, near 24th street, \$1,450 to \$1,600 each.

No. 197, full block on 30th street, near race course, and three lots in Gies's addition, near Saunders and Casson streets, \$2,000.

No. 196, lot on California street, near Creighton college, \$425.

No. 195, acre lot, near the head of St. Mary's Avenue, \$1,000.

No. 194, about two acres, near the head of St. Mary's Avenue, \$1,000.

No. 193, lot on 18th street, near White Lead Works, \$525.

No. 192, sixteen lots, near shot tower on the Bellevue road, \$750 each.

No. 191, 12x15 1/2 feet (2 lots) on 18th street, near Poppleton's, \$1,000.

No. 190, thirty half-acre lots in Millard and Caldwell's additions on Sherman Avenue, Spring and Saratoga streets, near the end of green street car track, \$800 each.

No. 189, lot on Chicago, near 22d street, \$1,500.

No. 188, lot on Caldwell, near Saunders street, \$900.

No. 187, corner lot on Charles, near Saunders street, \$750.

No. 186, lot on Iard, near 21st, with two small houses, \$2,400.

No. 185, two lots on 19th, near Pierce street, \$1,600.

No. 184, three lots on Harney, near 10th street, \$2,000.

No. 183, 90x132 feet on 9th street, near Leavenworth, \$2,400.

No. 182, 60x132 feet, on Douglas street, near 10th, \$2,400.

No. 181, eighteen lots on 21st, 23d, 25d and Saunders streets, near Grace and Saunders street, \$400 each.

No. 180, one-fourth block (18x132 feet), near the corner of Four Chairs on Hamilton street, near the end of red street car track, \$850.

No. 179, lot on Marcy, near 9th street, \$1,500.

No. 178, lot on California, near 21st, \$1,500.

No. 177, lot on Cass, near 22d street, \$2,500.

No. 176, lot on Harney, near 10th street, \$2,000.

Lots in Harney's first and second additions, also in Parker's, Shinn's, Nelson's, Turner's, K. V. Smith's, Hook's, G. W. Lake's, and all other additions, at a price and terms.

302 lots in Hancock place, near Hancock Park; prices from \$500 to \$800 each.

One hundred and fifty beautiful residence lots, located on Hamilton street, half way between the turn table of the red street car line and the waterworks reservoir and addition, and just west of the corner of the Sisters Four Chair in Shinn's addition. Prices range from \$75 to \$100 each, and will be sold on easy terms.

Tracts of 5, 10, 15, 20, 40 or 80 acres, with ditches and other improvements, and adjoining buil city, at all prices.

500 of the best residence lots in the city of Omaha—any location you desire—north, east, south or west, and at bed-rock prices.

230 choice business lots in all the principal business streets of Omaha, varying from \$500 to \$7,000 each.

Two hundred houses and lots ranging from \$500 to \$15,000, and located in every part of the city.

Large number of excellent farms in Douglas, Barry, Saunders, Dodge, and Washington, Bart, and other good counties in Eastern Nebraska.

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