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 TERMS POST PAID:—

One Year.....	$2.00	Three Months..	50
Six Months....	1.00	One ..	20

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OMAHA PUBLISHING CO., Prop'rs

E. ROSEWATER, Editor.

WHEN we pave we must pave substantially.

GUITEAU got cold comfort from Judge Cox's rulings on the law points of the great trial.

OHIO never will be out of office. Even Jim Wilson hails from that highly favored section.

EVERY time Jay Gould or Sidney Dillon take snuff the editor of the Herald sneezes long and violently.

JUDGE COX'S view of insanity will meet with the approval of every one but the assassin and his counsel.

"FARMERS' associations" never flourish in the back rooms of saloons. The climate is too moist for good crops.

BROOKLYN is the city of churches, a whith elephant of a bridge and an enormous debt amounting to over $42,000,000.

EVEN queens are not always in luck. At a late agricultural show in England some of Victoria's calves were awarded only third prizes. There is no royal road through the cattle show premium list.

GOVERNOR GEAR, in his annual message, pleads for congressional regulation of railroads in order to supplement and render thoroughly effective the work of state railroad commissions. It is sure to come in time.

WITHIN a few weeks lively dodging on the tariff question will be the order of the day in Washington. A democratic member recently remarked "Free trade sounds well in a platform but what in thunder has that to do with my district?"

BARNEY SHANNON says he ought not to be molested for keeping bar for his wife on Sunday when eighteen other fellows who are not getting $500 a year and bed and board, kept open at the same time. Barney evidently took his cue from the late license inquiry.

MR. WASHBURN has introduced a bill into the house looking to the abolition of the pre-emption land law. This bill does not include the homestead law, and is intended to hit the speculator who secures land without improving it and holds for a rise in prices.

EX-PRESIDENT HAYES will return from Europe in time to speak at the next re-union of the Grand Army of the Republic next January. He will respond to the toast, "The Rebels; We Measure Their Value and Sincerity as Friends by Their Departed Valor as Enemies." Some personal reminiscence of Judge Key would be in order.

FRED NYE, of the Union Pacific railroad company's literary bureau, has been appointed political observer of the Omaha Republican, at Washington, D. C. The appointment was confirmed by Thos. L. Kimball, and Fred has torn himself away from the Brooks' side and set out for Valentine's headquarters. Oh Freddie, what a vacancy you have left behind. —Kearney Press.

Perhaps the writer of the above is slightly prejudiced. Fred held the Union Pacific mortgage on the Kearney Press and tried to foreclose when he found that it didn't pay political dividends.

NOW we shall see of what great crime August Arndt is guilty. The government of the United States has been put to the expense of importing a judge from Kansas to try this terrible man for an alleged threat against Judge Dundy. Arndt has already been in prison fully one month and justice is bound to have her pound of flesh. If Arndt is convicted we presume that he will be sentenced to a term of imprisonment. But when that term is up what protection will such treatment guarantee to Judge Dundy if he really believes that Arndt is disposed to do him bodily harm? The only true remedy would seem to be to have this "howling nihilist, communist and socialist" incarcerated during the remainder of Judge Dundy's life, or else to have him executed at once and be done with it. It will be Nebraska justice, of course.

JAMES F. WILSON.

The republican caucus of the Iowa legislature have nominated Hon. Jas. F. Wilson for senator for the long term, beginning March 4, 1883. A republican caucus nomination in Iowa is practically an election and the balloting next week will be merely a ratification of the action of the caucus.

Mr. Wilson is a man of eminent ability, perhaps the ablest man that has ever represented Iowa in the national legislature. Viewed from our standpoint ability is not the only requisite for an efficient and faithful United States senator. Rigid integrity and a high moral sense of the responsibilities that devolve upon a true representative of the people are in our opinion fully as essential. Measured by the standard established by his own public record, Mr. Wilson falls short of our conception of the kind of senator that should represent the great agricultural state of Iowa in the national council. During almost a lifetime Mr. Wilson, in and out of congress, has been a corporation attorney or lobbyist and this fact was the argument that this paper has always used against his candidacy. Had the opposition in Iowa stood upon that platform Mr. Wilson never would have been nominated. But his competitors were simply trying to head him off on a personal canvass with no principle at the bottom and in such a contest Mr. Wilson, being the ablest politician, outgeneralled them all.

Mr. Wilson now goes into the senate as an avowed out and out anti-monopolist. His conversion from the railroad ranks was so sudden and so complete that we have refused to believe in his sincerity. In this opinion the railroad managers appear to be with us for once, for they did not lay a straw in his way and seem to have cheerfully taken the risk of being ruined by Mr. Wilson, who has proclaimed that the railroads do not own anything more than a right-of-way.

For the good of the country and of the state of Iowa we hope that we have been mistaken also. We hope that there will be no backsliding from the anti-monopoly platform into the railroad camp.

James F. Wilson was born in Newark, Ohio, received a good education, and studied law. In 1853 he removed to Iowa, and rapidly rose to prominence, being elected in 1856 as a member of the Iowa constitutional convention. He was subsequently elected to both branches of the legislature, and in 1861 presided over the Iowa senate. At the outbreak of the war he was elected to congress and served four terms. During this period he held positions on various prominent committees, being chairman of the judiciary committee of the house. In 1868 he was one of the managers of the impeachment of Andrew Johnson. In 1869, after his retirement from congress, he was appointed government director of the Union Pacific railroad, which office he held until March, 1878.

ANOTHER OUTRAGE.

And now comes Doctor Miller fresh from Jay Gould's mansion in New York and calls upon the Omaha board of trade to appoint a committee to confer with the railroads upon the paving question. The Doctor says:

"It is hoped that the board of trade, at any meeting that may be held for the purpose of discussing the pavement question, will appoint a strong committee to confer with the Union Pacific railroad company, the Burlington & Missouri, the Missouri Pacific, and the Omaha & St. Paul, to see what they will do to help us pave our streets. This would be practically carrying out Mr. Sidney Dillon's suggestion, who seconded the assent of Manager Kimball to the idea that the Union Pacific would do its full share in the matter. These corporations have an important stake in the proper, permanent and immediate pavement of every one of our main business streets."

The suggestion did not originate with Mr. Sidney Dillon. It originate right here in Omaha, at a meeting of the board of trade, to consider the paving question, and was made by the editor of THE BEE, in language that was somewhat plain and emphatic. The suggestion was vigorously denounced as an outrage by the Omaha Republican, which could not comprehend by what malign inspiration this man Rosewater coupled the paving question with the Union Pacific railroad. So we take it that it is an outrage that Dr. Miller should second our motion in this matter, as he does on the granite question, and go us one better by urging that the assistance of the railroads should extend not only to Tenth street, but also to our principal business streets. For both of these outrages we cordially forgive him.

Our original suggestion was that the railroads who blockade Tenth street with their tracks should pave the roadway leading to their depots. Under our system of jug-handle law the depot and depot grounds are included in the roadway, and are exempt from taxation, and we thought, considering the fact that Omaha has given these grounds to the the road and paid $200,000 for the grounds besides donating a trifle over half a million on bonds and other lands to Mr. Dillons company, that it would not be unreasonable to ask them to pave the principal thoroughfare that leads to their Omaha depot.

If they desire to assist the paving of our streets by carrying paving materials free of charge or at very low rates we shall cheerfully join Dr. Miller in commending them for such aid although we have not had the pleasure of admiring Jay Gould's pictures and treading on his Axminster carpet.

ROOM FOR REFORM.

We have heard a good deal of late about good government in Omaha, and our mayor has complimented the marshal and the police upon the excellent manner in which they perform their duties. We have been told also that two detectives were here from abroad, probably graduates from some penal institution, who had never seen a city as well governed and where the laws were so generally enforced. But there is still a good deal of room for reform for all that. Barring the differences on the manner of enforcing the Slocumb law which has caused so much commotion here of late, there are still little incidents of frequent occurrence that would indicate a rather loose state of affairs in this law-abiding, well governed and quiet city. Our former observations on this score have been denounced as malicious, and officials and those high in authority have pronounced our charges concerning the deplorable state of public morals in Omaha as d—d lies. It seems, however, that other people in these parts entertain opinions not at all complimentary to the police system of Omaha, which may be gleaned from the following editorial translated from Saturday's number of the Omaha Post (German):

WHERE ARE OUR POLICE?

This is a question we must ask when the papers are compelled every day to chronicle nightly assaults, burglaries and robberies. A band of burglars, thugs and vagabonds are revelling in disorder and crime in this city as if to mock our gallant police puppets. These rogues know very well whom they deal with when they defy our magnificent police corps. If law-abiding and peaceable citizens, who after a days hard labor sit down to partake of a glass of beer, to chat and amuse themselves in a circle of friends in some respectable resort are not through before the clock strikes twelve then some of these high and mighty ones are on hand to impose their authority. When, however, nightly orgies are carried on until early dawn in houses of ill-fame, gambling hells and other disorderly dens, the police pass them by unnoticed and turn the corners like so many sneaks. It is about time that the city marshal should wake out of his badger like sleep to rid the city of a dangerous element which at this time is becoming a menace to our citizens. Last Thursday night these desperadoes were in their element. Mr. Gus Phlemmer, who resides on the north side, was followed on his way home by two roughs. In the neighborhood of the military bridge on Cuming street he was overtaken by these garrotters and struck upon the head with a sand bag or some other instrument. Fortunately the blow did not prostrate him, although he saw stars for a few moments. He set his legs in chain lightning motion and got away from the scoundrels. On the same night a house on Hickory street was broken into and a number of valuables carried off. On Thirteenth street Sam Rommer's family left their washing to dry on the line and that night it was carried off by thieves. Lastly a lady of Long Pine station that arrived here that evening was relieved at the depot by pickpockets of her pocket book. The gang of scoundrels furnished ample evidence that they are competent to conduct every branch of thievery and all these things happen under the very eyes of our police. We would call the attention of the marshal to the fact that this class of individuals have no license and ought to be attended to.

THE BEE speaks about the paving of the Omaha streets in connection with a proclamation of the governor, which it assumes will soon be issued. Now this is a matter of a local nature of much importance, to be sure, and which should be attended to, but we are surprised that THE BEE overlooks a matter of state importance—fully as essential as the paving of the Omaha streets. We refer to the completion of our state capitol. The east wing will be completed by the first of September, and the sooner the appropriation for the central part is secured, the sooner will the building be completed. We suggest to THE BEE that it mention this particular item of legislation.—[Lincoln Democrat.

There is a slight difference between the proposition to authorize Omaha to pave her streets and a proposition to appropriate money for completing the state capitol. In the one case the state isn't asked to contribute a dime; in the other the state is expected to add $200,000 to its tax, of which Omaha would have to pay at least $20,000. But even in this case if the state absolutely needed the central section of the capitol before the regular session of the legislature the OMAHA BEE would raise no objection to it. It has been the habit of the Lincoln papers at all times to keep up a spirit of antagonism between the two cities and to make believe that Lincoln is a rival of Omaha, and Omaha is jealous of the growth of Lincoln when in fact there is no more rivalry between these cities than there is between the OMAHA BEE and the Lincoln Democrat.

THE Chicago Tribune raises the cry of nepotism against Postmaster General Howe because he appointed his son to a position under him. His predecessor, Mr. James, appointed his son-in-law to succeed him as postmaster of New York—but there was no nepotism about that.—Globe-Democrat.

Assistant Postmaster Pearson, of New York, was appointed Mr. James' succesor solely on account of his fitness for the position, and in response to the petitions of hundreds of New York merchants. The fact that for five years he had filled the position of assistant postmaster in the largest office in the country made his promotion directly in the line of civil service reform. It is safe to say that it would have followed just as surely if Mr. Pearson had never married Thomas L. James' daughter.

JOHN KELLY may or may not be a "bogus anti-monopolist," as charged by some of the New York journals, but his announcement that his friends will not vote in the organization of the New York legislature for any member who is known to be under the control of the monopolies has very much of the genuine ring about it. A few such "bogus monopolists" are needed in every legislature throughout the country.

STATE JOTTINGS.

Nebraska City is vaccinating.

Blue Springs built thirty-one houses last year, costing $19,295

North Platte possesses a live emblem of liberty carefully caged.

The population of Waterloo has doubled during the last two years.

West Point claims improvements last year to the amount of $65,000.

Horse thieves and burglars are improving the dark and silent hours in Lincoln.

Superior claims $50,000 worth of improvements erected during the past year.

Fairmont business men are about to begin the erection of a brick block of 66 feet front.

George Kaxwell has perfected arrangements for the erection of a new foundry building in Fremont.

The Blair barber captured his assistant, last week, while on his was to Omaha, with all the tools of the shop.

Mrs. Bittenbender, the most brilliant beacon in the path ay of suffragists, won her first case in a Polk county court last week.

Nothing in the line of Hebron improvement is more marked than the appearance of the stores one year ago and at the present time.

The board of trade committee of Kearney have decided to open subscription books to receive $10,000 toward starting the canal scheme.

Nellie Davis, of North Platte, the unfortunate woman who received a pistol shot wound in the head, some four or five weeks ago, died last week.

The new ice bridge across the Missouri, at Blair, was damaged considerably by the formation of an ice gorge above it, which threw the bridge out of line about eight inches.

Dr. H. A. Krick, of Grand Island, died so suddenly the other night that his corpse remained in a sitting posture on a hand-car. He was popular and his death is universally regretted.

F. F. Vogel, of Osceola, has filed in the office of the county clerk the articles of incorporation of the Alliance Publishing company. The capital stock of the company is to be $500. The shares are offered at $2.50 each.

The new brick court house at Osceola is completed on the outside, and the inside work is progressing as rapidly as circumstances will permit. When completed it will be one of the finest county court houses in the state.

The Polk county agricultural association met the 7th inst. and elected H. C. Bittenbender, delegate to state agricultural association; J. W. Snider, president; W. McLaughlin, vice-president; W. J. Masshoder, secretary; Mrs. H. C. Bittenbender, treasurer.

A man named Rockwell, a farmer residing between Weeping Water and Louisville, attempted to get off a train near Plattsmouth last week, and was thrown to the ground, falling between the cars in such a manner that the rear car ran over his right leg near the knee, crushing and mangling it in a horrible manner.

During the decade ending March, 1879, the increase of population in Gage county was from 7,486 to 10,226, and the increase in the number of acres listed for taxation was from 200,000 to 415,000. At present the number of population is upwards of 12,000, and of acres subject to taxation about 50[illegible],000, the real valuation of which cannot be under $6,000,000.

Whitelaw Reid's Stolen Letter.

National Associated Press.

NEW YORK, January 11.—Whitelaw Reid to-day prints a personal editorial, showing that the recent alleged letter of advice to Garfield on the situation of politics in New York, printed in the Herald under the claim of the Herald's contributor that Garfield, being a personal friend, allowed him to make a copy of it, which he furnished the Herald, was not written to Garfield at all but to John Hay, of Cleveland, and was never seen by Garfield nor never in his possession one instant. It was never intended for him, but was written to guide Hay in his conversation with the president Hay furnished a certificate that the original never left his hands, is still in his possession and has been locked up in his desk ever since its reception. Reid says the letter as published in the Herald is garbled, and that it was stolen from the telegraph wire, and appeals to Bennett to make known the name of the contributor who can be punished, Reid claiming that he imposed on the public by printing a stolen copy from the wires of a private communication to another which he palmed off as a letter to the president, and that the latter allowed him to copy it for the purpose of making it appear that Garfield was weak and acted under advice. Reid also says that instead of accepting the alleged advice when friends reminded him of the trouble Robertson's nomination was making and talked about withdrawal, Garfield's reply was: "They may take him out of the senate head first or feet first; I will never withdraw him."

Small-Pox

National Associated Press

SAN FRANCISCO, January 11.—Two immigrant cars were quarantined at Truckee yesterday, on account of one case of small-pox, and will remain in quarantine ten days. Forty passengers are aboard.

TOPEKA, January 11.—One slight case of small-pox was reported here to-day. L. Hiatt, 137 Jefferson street, a brakeman on the Atchison, Topeka & Santa Fee road. He says he thinks he caught it sitting in emigrant cars.

GEAR'S MESSAGE.

The Concluding Paragraphs of a Voluminous Document.

The Railway Commission and Its Work—Waterways, Highway and State Institutions.

The following paragraphs from the message of Gov. Gear to the Iowa assembly, were unavoidably crowded out of yesterday's BEE:

THE NEW CAPITOL.

The report of the capitol commissioners shows that there has been expended, during the past two years, $258,145 38; up to this time, $1,834,533.88. Accompanying the report are the detailed estimates of the commissioners as to the amount necessary to complete the building. These estimates aggregate $649,446.34; but it should be borne in mind they do not include the amount necessary to furnish the building.

Believing a partial completion of the building to be not only practicable but necessary, I called on the commissioners for a supplemental estimate, which will be found with the report. This estimate shows that the building can be made ready for partial occupancy by January 1, 1884. To do this will require an expenditure of $523,282.44, aside from the amount required for furniture. There is available for this work, the present year, $125,000 of the appropriation of 1872. By an additional allowance of $100,000 for 1882, of $200,000 (to include the remainder of the appropriation of 1872) for 1883, and $200,000 for 1884, aggregating $625,000, the building can be partially completed, and the finished portion furnished, in time for the convening of the twentieth general assembly. The cost of supervision, the large sum already expended, the danger to the archives of the state and her library, in the present building, and the crowded and uncomfortable condition of the latter, demand the prompt appropriation of sufficient funds to complete the work. In my judgment the healthy condition of the state's finances will warrant the appropriation without risk of embarrassment.

SUPPORT OF STATE INSTITUTIONS.

It is clearly evident that the recent heavy advance in provisions, clothing, fuel and other necessaries of life will render the support of the state institutions impossible on the present statutory allowances should the high prices continue during the current biennial period. As a reduction in prices may occur during the period, I would not consider it advisable to increase the present monthly or quarterly allowance.

I would, however, suggest that whenever the trustees of any of the state institutions, or the wardens of the respective penitentiaries, are satisfied that the institutions under their charge respectively cannot be supported within the limit allowed by the law, the executive council be authorized, in its discretion, and upon proper showing, to increase the allowance to such institution, for such time as may be necessary, at a rate of not exceeding two dollars per month for each of the inmates thereof. If this policy were adopted, the increased allowance could be discontinued whenever the council should become of the opinion that the necessity therefor had ceased. Section 1 of chapter 67, act of the Seventeenth general assembly, makes it unlawful for any state institution to incur a debt for support purposes without first obtaining the written consent of the executive council. It will be difficult, in case the necessity arises for the creation of a debt of a considerable amount, in such emergencies as are provided for in this section, to find persons who are willing, and financially able, to carry a debt against the institution for any length of time. I therefore suggest that this clause be repealed, and the power to increase the allowance be left to the council, as I have suggested.

TREASURERS OF STATE INSTITUTIONS.

If the office of treasurer of the several eleemosynary institutions were abolished and the superintendent made the custodian of all funds, the keeping of books would be much simplified. As it is now there are two sets of accounts kept for each institution, when one is sufficient. As the bills are all audited by the boards of trustees, the public funds would be fully as secure, and their disbursement as carefully guarded, as under the present system.

CONFERENCE OF CHARITIES.

Considering it of importance that the state should be represented at the meeting of the National Conference of Charities I appointed Miss Margaret A. Cleaves, M. D., of Davenport, as a delegate to that body. Her report will be found printed with the state documents.

It is of much interest and value, and is a strong argument in favor of the establishment by the state at an early day of a state board of charities and corrections, whose duty shall be to supervise the management of our eleemosynary and penal institutions. The powers of such a board should be comprehensive in their scope, so as to embrace a full supervisory power over poor-houses and jails as well as the charitable and penal institutions of the state. There are, in the poor-houses of the state, or receiving aid in counties without poor-houses, 1,304 persons. The statement of this fact, and the disclosures made regarding the management of poor-houses in many of the states, demonstrate that some supervision is necessary other than what is afforded under the present system.

AGRICULTURE.

The interest of Iowa being so largely agricultural, it seems to me that the creation of a bureau of agriculture having special charge of matters pertaining to this industry would be of great value. The chief of this bureau should be a state officer. It should have connected with it a department of entomology and veterinary science, and should be charged with the duty of examining into the causes and the best methods of prevention and treatment of the diseases incident to live stock of all kinds. It should also gather and disseminate information regarding the soils of the state, their adaptability to the production of grasses and grains, and whatever else is of importance to this, the dominant interest of the state. This bureau, if properly maintained, would be of great value to our people, and a fountain of knowledge to those seeking information as to the resources of the state. The agricultural products alone of Iowa, during the past biennial period, aggregate the vast sum of $500,000,000. Surely the cost of maintaining a bureau of agriculture would be but a trifle as compared with the benefits to accrue to the state through interests of such magnitude.

STATE AGRICULTURAL SOCIETY.

The tables in this society's report, giving the amount and value of the products of the soil, and the live stock raised, show a gratifying increase as compared with former years. The crop returns made to the society, embracing as they do all the counties in the state save one, have been gathered through the co-operation of over 500 farmers. The expense connected therewith is quite large and has been defrayed by the society, which is illy prepared to bear it. In order to make this portion of the work of the society a permanent feature, an appropriation of $2,000 is asked for. The value to the general public of this feature of the report would seem to warrant such appropriation. The papers on various topics connected with agriculture, contributed by our leading agriculturists, embodying, as they do, a variety of personal experience in the practical affairs of farm life are of much interest and well worthy a careful perusal, and I trust they may convey to you valuable hints as to needed legislation for the fostering of that interest which, more than all others combined, augments the prosperity of our state.

RAILWAYS.

Your attention is called to the report of the railroad commissioners as being of much interest and value, especially as there is at this time so much discussion of the transportation question. The construction of railways is rapidly increasing in Iowa and throughout the country. At present there is a mileage in the state of nearly 5,500, and there is in process of construction and partially completed fully 3,000 miles more. All of the counties in the state save two have railway facilities and these will be reached by lines now in process of construction early in the spring of 1882. The business of the railways has increased enormously, which increase is a gratifying evidence of the growth of the state. The tables regarding the rates charged for the transportation of freight and passengers on the great lines of the country show that for several years past there has been a steady and gradual decrease therein, and that in this general reduction it is found some of our Iowa roads most largely participated. The tables of transportation charges on our Iowa roads on both local and interstate traffic are elaborate, covering as they do many years of traffic, and these also show a gradual reduction in the charges year by year. Especially is this case on traffic from the interior points in Iowa to the Chicago market. It is a fact—though not shown in the report—that at this time the rates on dairy products from competing and non-competing points in this State to the seaboard markets are as low as they are on the same products from Central New York to the same markets. This is, of course, a direct benefit to the Iowa producer, as it renders his land, though over a thousand miles from market, as valuable for dairy purposes as if it were much nearer.

The opinion is freely expressed by prominent railway men that with reductions of grade and curvature on the through lines already built and in course of construction, with the more economical methods of operation which are being elaborated and applied, and with the usual results of free competition, the day is not far distant when still lower rates will be the rule.

It will also be seen by reference to the report that, while there have been large reductions in freight charges, the rates on freight from points in the interior of the state to points on the Mississippi river are much higher, relatively, than the rates to Chicago. Competition, the completion of new lines in harmony with river transportation, the inexorable laws of trade, and a due regard on the part of the railways to the just demands of their customers will, it is hoped, do much towards remedying the existing disparity in rates, at an early day. The report is accompanied by a map of the state, showing the railroads built and in course of construction. Another interesting feature will be found in the profiles of the grade of the leading lines crossing the state from east to west and north to south, the value thereof consisting in the means furnished for determining the relative cost of hauling freight over the different lines of road. The study of this subject will be useful to all having business relations with the roads, and may aid materially in arriving at correct conclusions as to the value of railway service.

All these facts are of great interest, and are important factors in the solution of the vexed question which is exciting so much discussion, the "transportation problem."

In view of the current discussion by the press and on the forum regarding the legal status of railway corporations, and their public and private rights, the views of the commissioners will be found of great value to the people of Iowa, who have so large an interest in the proper determination of these questions.

That part of the report that treats of the causes producing the "coal famine" which prevailed last winter, and the possibility of the same state of affairs recurring this winter, their conclusions concerning it, and the injunctions laid laid upon the railways in relation to a proper supply of cars will be found of interest

During the year just closed the commissioners have decided upon fifty-six complaints which have been made to them. In every case the decision of the commissioners has been accepted by both the corporations and the people as an absolute settlement of the question at issue. In addition, many informal complaints, embracing minor grievances, have been satisfactorily adjusted by the board simply through their calling the attention of the companies to the facts. These things show clearly that the commissionership system, although it is not yet four years since its adoption, is growing in the confidence of the people, and is relied upon them for protection against the encroachment of the railway corporations. It is fast becoming a settled conviction in the public mind, not only of the people of Iowa but of other states, that the commission, acting as it does in the capacity of a board of arbitration, before which complaint may be made, evidence taken, and matters of difference promptly adjusted, and whose decisions when rendered have all the moral weight of judicial decress, with the great saving of time and expense attendant, gives much better results that can be derived from the more tedious and expensive processes of the courts. That this is the case is evidenced in the adoption by other states of the commissionership system. Maine, New Hampshire, Vermont, Virginia, South Carolina, Georgia, Alabama, Kentucky, Ohio, Michigan, Illinois, Iowa, Wisconsin, Minnesota and California—eighteen states—now have railway commissions, while New York has a state engineer, and Pennsylvania a secretary of internal affairs, each of whom performs many of the duties of railway commissioners in other states. Great Britain and several of the continental states have like boards, and Australia has adopted the system within the past year. This method of public control is so thoroughly demonstrating its efficiency that at the present ratio of its adoption it will soon be found on the statute books of every state in the union. Furthermore, no state or people, after adopting this system of public control of railways has yet abandoned it, so that I am forced to the conclusion that a proper control of inter-state commerce will necessitate a national board of commissioners.

I am aware that there are many who think that the powers of the commissioners should be enlarged, or in other words that they should be invested with judicial powers. From this view I dissent. The only boards of commissioners having judicial powers that I am aware of are those of Georgia, California and Great Britain. To what extent these powers have been exercised by the boards of the two first named I am not informed, but in Great Britain, where the supervision embraces more than three times the mileage of Iowa, the powers of the commissioners have been invoked only 101 times during seven years, and a large number of the cases were not judicial, but related to the approval of rates; while during less than four years the Iowa commission has decided 105 cases, many of them of great importance to the people, and every decision has been obeyed by the corporations and has been accepted by the people. Furthermore: since the organization of the Iowa commission not a suit has been brought in any of the courts of the state—so far as I am informed—involving questions of charges of extortion, while under the law which was in operation from 1874 to 1878 hundreds of such suits were instituted, many of which are still pending. Thus is the great economy of the system demonstrated. These results have been achieved because of the knowledge, on the part of the corporations, that behind the board of commissioners, there was a vast moral force, in the shape of an immense volume of popular sentiment in favor of a just and proper control of corporations, which sentiment would resent any refusal on the part of the corporations to accept the determinations of the board as an encroachment on the rights of the people, and a practical denial of the power of control so strenuously insisted upon by them.

WATERWAYS.

The rapid increase in the amount of the products of the west, the constantly growing demand for these products, the necessity for the lowest rates of transportation attainable, whereby the interests of both producer and consumer may be advanced, have stimulated the people of the Mississippi valley to look to other and cheaper routes to the seaboard and foreign markets than those already open. Of the routes attracting attention at the present time one is to be found in the natural highway of the Mississippi river, the improvement of which is impesatively demanded. The other may be obtained by a canal to connect the waters of that river with the chain of lakes, the Erie canal, and the St. Lawrence river. Both of these routes are feasible. The plans for the improvement of the one and the construction of the other show that the cost will not be excessive, and when completed these routes will have an important bearing on the question of cheap transportation; for it is easy to see that western products will as a consequence be carried to market at the minimum rate of charges attainable whether by railway or water. The opening of these routes will also be a great factor in the solution of the problem of inter-state commerce. Both of these enterprises tend to the same results, and the friends of both should work in entire harmony. As the benefits to be obtained are rational in character, it is to congress that the people must look for the needed funds with which to realize those benefits. I therefore suggest that you memorialize congress for an immediate appropriation for the furtherance of these great enterprises.

PUBLIC HIGHWAYS.

The condition of our roads is such at times as almost to forbid travel, and thus bring nearly to a standstill the large amount of business transacted upon the highways. This subject needs your attention. The present system of working the roads by a headless and almost aimless army of over ten thousand supervisors is radically unsound. The infinitesimal road districts, with their attendant dissipation of responsibility and utter want of system, along with the practice of paying taxes with what is called labor on the roads, ought to be resorselessly annihilated. Of the half million dollars collected for road purposes throughout the state a far larger proportion it may, I think be safely said, is wasted than of any other amount of money collected in this state for any purpose whatever. The payment of all taxes in money and the consolidation and systematization of the work on the roads under intelligent management would be as productive of good results here as it has been in other states.

CORPORATIONS.

The foreign insurance companies doing business in this state derive their authority from certain statutes which require them to make a showing of their fiscal condition to the auditor of the state. The law in this regard being complied with, the auditor issues to a company a general license to transact business in the state. In case of loss occurring to the company, the payment of which is contested at law, it is the almost universal custom, when the loss exceeds $500, for the company to transfer the cause to the federal courts. Owing to the delays incident to these courts, much injustice is, in many instances, done the person bringing the suit against the company, and he is often greatly hindered in obtaining his rights. This requires a remedy at the hands of the law making power through the passage of an act requiring all foreign insurance companies to waive all rights to transfer their actions to the federal courts; or, in other words, to make it a condition of their right to transact business in this state that they agree to try all actions brought against them in the courts of Iowa. That the state has the right to regulate foreign insurance companies by a law of this character has been affirmed by the supreme court of the United States. It may well be considered whether some such legislation would not also be advisable in reference to railway, express, telegraph, and all other corporations organized under the provisions of law in other states but doing business here.

COMPENSATION OF PUBLIC OFFICERS.

The governor urges a more equitable grading of the salaries of sheriffs so that officers in sparcely settled counties may secure a sufficient salary to enable them to devote his entire attention to the duties of the office. He also urges an increase in the salaries of deputy treasurers and clerks of counties. The salaries of executive, auditor, secretary of state and treasurer of the state are lower than those of surrounding states and should be correspondingly increased to enable the incumbents to maintain their position with credit to the state.

GENERAL ELECTION.

The governor recommends that the day of election be changed from October to November, to correspond with the time fixed for national elections.

VACANCIES IN OFFICE.

The governor reports having appointed to fill vacancies in the management of the asylum for the feeble minded, viz: Ebenezer R. S. Woodrow, of Mills county, Seneca B. Thrall, of Wapello county, and Fred. O'Donnell, of Dubuque county.

On the 14th of July last, he appointed Clinton Orcutt, of the county of Cedar a trustee of the Soldiers' Orphans' Home, in the room of Charles M. Horton, removed from the state. On the 14th day of October, Charles C. Horton, a trustee of the same institution, resigned. His place was supplied by John Merrigh, of the county of Howard.

DEATH OF THE PRESIDENT.

I cannot close this message without an allusion to the calamitous event which so lately shocked and humiliate our countrymen everywhere. For a second time an American president has fallen by the hand of an assassin; and again the nation mourns the loss of a chief magistrate who had endeared himself to the hearts of the people. Indeed, it would almost seem as if the illustrious patriot's hold on the popular affections had the more excited the murderous hate which removed him from earth. While we remember with grief and shame his tragic fate, we cannot but feel a sense of pride as Americans in the life and character of the man, and the firmness of purpose, the inflexible integrity, and the fidelity to duty, which so eminently distinguished the career of James A. Garfield.

CONCLUSION.

The fact that there are over thirty reports to review and that many of these will not be in print until near the middle of the session, and the necessity existing that your honorable body should be advised as to the exact condition of the state and her institutions, constitute my only apology for the length of this message.

The time has now arrived for me to lay aside the official position I have been honored with by the people.

In retiring to private life, I give my thanks to every member of the executive council who has contributed, by advice and co-operation, toward whatever measure of success my administration of public affairs has attained. The people of the state I shall ever bear in remembrance for the confidence placed in me, and they have my gratitude therefor, coupled with my hearty good wishes for the greatest prosperity of that Iowa, which, as territory and state has been my home since before its name began to designate a political division of the earth.

JOHN H. GEAR.

ALMOST CRAZY.

How often do we see the hard-working father straining every nerve and muscle, and doing his utmost to support his family. Imagine his feelings when returning home from a hard day's labor, to find his family prostrate with disease, conscious of unpaid doctors' bills and debts on every hand. It must be enough to drive one almost crazy. All this unhappiness could be avoided by using Electric Bitters, which expel every disease from the system, bringing joy and happiness to thousands. Sold at fifty cents a bottle. Ish & McMahon. (8)

"ROUGH ON RATS."

The thing desired found at last. Ask druggist for "Rough on Rats." It clears out rats, mice, roaches, flies, bed bugs; 15c boxes. (1)