

The Omaha Bee

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CORRESPONDENCE—Ad Communications relating to News and Editorial matters should be addressed to the Editor of The Bee.

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

The Gaitan nuisance is nearing the end. It has been a bore so long people have almost lost interest in it.

Every opponent of monopoly extortion and oppression is a dangerous character in the eyes of the corporation managers.

According to the St Paul Pioneer Press the first duty of the delegation from Dakota now in Washington is to strangle a governor and a delegate to congress.

The members of the Douglas county delegation to the legislature don't seem to take a very deep interest in the pavement problem.

If any member of the council desires to know whether his constituents favor the proposition to blockade Jackson street with Union Pacific tracks and give that corporation an absolute monopoly of all the approaches to our city, it will have no trouble of finding it out by making diligent inquiry.

The Hudson river disaster has freshened up the memories of members of congress to the fact that there is a bill before the house requiring axes to be carried in passenger cars.

PRESIDENT ARTHUR has announced himself as warmly in favor of a protective tariff, but also in favor of legislation by congress at its present session to rectify existing inequities in our tariff system.

THE COMMITTEE on claims in congress are compelled to deal with some curious demands, but certainly the most cheeky of all claims that has recently been presented is the petition of the widow of A. O. P. Nicholson, of Tennessee, for three months' salary due him when he was expelled, with other southern senators in July, 1861.

THE WAR against the bob-tail car in Brooklyn is progressing to the satisfaction of the anti-bob-tail car association who refuse to pay fares for other passengers, and persist in laying their own fares down on the seat. They say with reason that there is no law which compels them to save the companies the salary of a conductor who is greatly needed on all lines to protect passengers from roughs and prevent over crowding.

THE PAVING PROBLEM. Omaha must pave her principal streets in the near future and every effort to that end has had our cordial support.

THE MORE the Manhattan elevated railroad scandal is stirred up the worse it smells of official and judicial rotteness and the more grounds the American people have to question whether there are any bounds to the corruption of the railroad stock jobbing kings.

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FUNDING SCHEMES IN CONGRESS.

Three plans for further funding of the public debt are now under discussion in congress. The first is comprised in the bill introduced in the senate by Senator John Sherman.

A number of grave objections are urged against Mr. Sherman's plan. At the last session of congress he was foremost in declaring the plan impracticable, and the stress he has since laid upon Mr. Carlisle's amendment which forced the banks to guarantee their circulation by the new bonds, was by no means then the foremost ground of his objection to the measure.

The main point at issue is, however, the bond question. We must not merely provide a long time paving bond and pay the proportion of cost levied on the whole city, but we must issue a short time bond for say three to five years, redeemable from the assessment property butting such streets.

THE FEAR that we shall overload in bonding the city for public improvements is groundless. Every dollar honestly spent for such improvements is well invested. It would be folly and ruin to attempt pavements on a large scale by direct taxation on property.

OMAHA can well afford to go into debt for the most durable pavement on the most extensive scale. It will be the most substantial proof that we are to have a city worthy of the name.

THE COMING STRUGGLE. And now the general passenger agents of the several railroads have formed an association to take into consideration the newspaper press and determine what papers they will extend advertising favors to.

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THE railway men to charge the American people with unreasonable hostility to the railroads is not only wildly absurd but the basest ingratitude. The people, through their legislatures and through congress, have displayed the most extraordinary generosity towards the railroads ever since the first one was built in this country.

PEOPLE who believe in imposing such checks are not to be ranked as anti-railroad men. They are no more in truth not so much—anti-railroad as the great railway kings whose administration of these vast interests has kindled the feeling that promises readjust by suitable legislation the relations between the people and the railroads.

OMAHA can never become a great commercial metropolis as long as every railroad that desires to compete for her traffic cannot do so on an equal footing as regards side track facilities with the Union Pacific.

PERSONALITIES.

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