THE DAILY BEE

OMAHA PUBLISHING CO., PROPRIETORS.

918 Farnham, bet. 9th and 10th Streets.

TERMS OF SUBSCRIPTION.

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RAILWAY TIME TABLE.

THE CARD CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILROAD.

Leave Omaha—Passenger No. 2, 8:30 a. m. Accommodation No. 4, 1:0 (p. m

Arrive Omaha—Passenger No. 1, 8:20 p. m. Accommodation No. 3, 10:50 a. m.

LEAVING OMAHA EAST OR SOUTH BOUND.

C., B. & Q. 7:40 a. m.—3:40 p. m.
C. & N. W., 7:40 a. m.—3:40 p. m.
C., R. I. & P., 7:40 a. m.—3:40 p. m.
St. C., St. J. & C. B., leaves at 8 a. m. and 6:30 m. Arrives at St. Louis at 6:30 a. m. and 5:52 m.
W., St. L. & P., leaves at 8 a. m. and 3:40 p. Arrives a St. Louis at 6:40 a. m. and 7:30 m

WEST OR SOUTHWESTS.

B. & M. in Neb., Through Express, 8:30 a. m.
B. & M. Lincoln Express—6:20 p. m.
U. P. Overland Express, 12:15 p. m.
O. & R. V. for Lincoln, 11:45 a. m.
O. & R. V. for Osceola, 9:40 a. m.
U. P freight No. 5, 5:30 a. m.
U. P freight No. 9, 8:20 a. m.
U. P. freight No. 13, 2:50 p. m.
U. P. freight No. 7, 6:10 p. m.—emigrant.
U. P. Denver express, 7:35 p. m.
U. P. freight No 11, 11:30 p. m.
U. P. Denver freight, 8:25 p. m.

ARRIVING—FROM EAST AND SOUTH.

C. B. & Q. 5:00 a. m.—7:25 p. m.
C. & N. W., 9:45 a. m.—7:25 p. m.
C. R. I. & P., 9:45 a. m.—9:05 p. m.
C., St. Joe & C. B., 7:40 a. m.—6:15 p. m

ARRIVING FROM THE WEST AND SOUTHWEST.

O. & R. V. from Lincoln—1:05 p. m.
U. P. Pacific Express—3:25 p. m.
B. & M. in Neb., Through Express—4:15 p. m.
B. & M. Lincoln Express—9:40 a. m.
U. P. Denver express, 7:35 a. m.
U. P. Freight No. 14—2:50 p. m.
U. P. No. 6—5:20 a. m. Emig ant.
U. P. freight No. 14, 12:15 p. m.
U. P. No. 8—9:00 p. m.
U. P. No. 12—1:45 a. m.
U. P. Denver freight, 1:10 a. m.
O. & R. V. mixed, ar. 9:45 p. m.

SUMMY TRAINS BETWEEN OMAHA AND COUNCIL BLUFFS.

Leave Omaha at 8:00, 9:00, 10:00 and 11:00 m.; 1:0 2:00, 3:00, 4:00 and 5:00 p. m.
Leave Council Bluffs at 8:25, 9:25, 10:25 and 11:25 a. m.; 1:25, 2:25, 3:25, 4:25 and 5:25 p. m.
Sundays—The dummy leaves Omaha at 9:00 and 11:00 a. m.; 2:00, 4:00 and 5:00 p. m. Leaves Council Bluffs at 9:25 and 11:26 a. m.; 2:25, 4:25 and 5:25 p. m.

Through and local passenger trains between Omaha and Council Bluffs. Leave Omaha—6:15, 7:45, 8:50 a. m.; 3:40, 5:45, 6:00 p. m. Arrive Omaha—7:40, 11:35, 11:45 a. m.; 5:40, 7:05, 7:15, 10 p. m.

Opening and Closing of Mails.

ROUTE.	OPEN. a. m.	p. m.	CLOSE. a. m.	p. m.
Chicago & N. W.	11:00	9:00	5:30	2:40
Chicago, R. I. & Pacific.	11:00	9:00	5:30	2:40
Chicago, B. & Q.	11:00	9:00	5:30	2:40
Wabash		12:30	5:30	2:40
Sioux City and Pacific		9:00	5:30	2:40
Union Pacific		4:00	11:40	
Omaha & R. V.		4:00	11:40	
B. & M. in Neb.		4:00	8:10	
Omaha & Sioux City		6:00	7:30	
B. & M. Lincoln		10:30		6:00
U. P. Lincoln, Sunday		1:30	11:00	
J. P. Denver Exp.	9:00			6:30
O., Sioux City & St. P.	11:00			2:40

Local mails for State of Iowa leave but once a day, viz: 6:30 a. m.

Office open Sundays from 12 m. to 1 p. m.

THOS. F HALL P M.

OMAHA Business Directory.

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CATALPA SPECIOSA.

One of the Coming Trees for the West Missouri Region.

There are two species of catalpa, the southern and the northern. The southern is too tender for our latitude; the northern is quite hardy after the first two years and is, in Nebraska, a grand success. Eight years ago I planted quite a quantity of seeds and also some seedlings. The first winter being severe they were killed to the ground, but in no instance did the root kill. This is very large, soft and spongy, and will resist extreme degrees of heat and cold and drouth. This, in short, is one of the few trees you can rely upon. It is a thrifty grower—perhaps next to the cottonwood. Several years ago I visited Arthur Bryant, of Princeton, Ill. He is a brother of W. C. Bryant, the poet, and has himself published a valuable work on forest tree culture, which is a standard among horticulturists. Mr. Bryant, as we were walking through his grounds, showed me a stately catalpa in the center of his lawn which he had raised from the seed. It measured twenty-eight inches in diameter and was twenty-eight years old, making an inch a year. The tree gives a beautiful shade; it has a massive top, the leaves are large and broad—I have measured those from my own trees which were a foot across. One merit of this tree is, if it is cut off or broken down, like the chestnut it throws up straight and thrifty shoots from the root. My own trees from the seed might be described as follows: The first year they grew from six inches to two feet, killed back the first winter; next year they grew from eighteen inches to six feet; next winter they killed back slightly. After that they grew vigorously. At six years of age they were twelve to fifteen feet high and blossomed beautifully. One of the merits of this tree is its flowers. They are most delicately traced and dotted. White for the most part, they have a mingling of exquisite hue. A large tree in full bloom is one immense flower of itself. In the fall the boughs hang thick with the long, green seed pods. The catalpa is among the few trees which endure the extremes of the trying Nebraska climate. If the weather is very dry they draw in soil, and use what capital they have, and so endure without much set back or damage, and if the weather is favorable they push ahead and make the most of their opportunities. The winter of 1879-80 was one of the most trying ever known; the winter drouth was most severe. Evergreens, which grew two feet the previous summer, died before the terrible blast; other trees were damaged, but I do not think a single bud of the catalpha was damaged. The winter following was extremely cold—35 deg. below zero—yet they were not injured in the least, but grew grandly and blossomed gorgeously. Taken all in all, amid adverse and favorable circumstances, they are a success. They, with the Russian mulberry, make a fine reinforcement for our horticulture.

HOW TO RAISE A FOREST OF CATALPA.

It is well known that trees ought to be planted thick, for the reason that they soon take possession of the ground, and also because they grow straighter. The old rule of putting trees twelve feet apart was a bad one, because they grew scraggy—all limbs and a rough trunk. The new law of four feet apart each way was far better. On account of the immense demand, these new candidates for popular favor are somwhat expensive as compared with other seedlings. The York Nursery, Nebraska, sells them at $2 per 100. The best way to plant would be to set them eight feet apart each way, and then fill up with ash, honey locust or box elder, so the whole would be four feet each way. In five or six years cut out a row, leaving the trees four feet by eight. A few years later cut out a row the other way, leaving your catalpas eight feet apart each way, which will be the right distance for them to stand for some time. Eventually they can stand sixteen feet each way. The young trees cut out would make good wood or answer for poles for sheds or any other purpose for which they would be adapted. The catalpa should not be planted with white willow or cottonwood, for they being ranker growing trees would assume the ascendency and choke them down. Durability of the catalpa—E. E. Barney, a responsible horticulturist of Ohio, has taken pains to collate facts bearing on this question, and here are some of his conclusions: A gate-post set 46 years before showed, when dug up, no signs of decay. The old stockade at Vincennes, Indiana, was built mostly of these trees, and when removed 100 afterwards they were in a sound condition. C. M. Allen, of Vincennes, says that, having tested the timber for 30 years, he considers it the most durable of all woods. Catalpa posts set by General Harrison in 1808 were taken up a few years ago, and being sound, were reset. The early settlers of Knox county, Ind., found a log lying across a stream. It was used till the top was flattened by the wear of many footfalls. An old Indian was asked how long it had been there, and he replied that his grandfather had crossed it, making it 100 years old, lying in the most unfavorable position, where the sapwood would have been to decay in five years. Catalpas in East Missouri killed by the earthquake of 1811 are still standing in a sound condition. In short, this tree is considered equal to the black locust or even the red cedar, for durability. It is now extensively used for railroad ties. The wood is extremely light, and yet it seems to hold nails and spikes well, and on account of all these advantages, adaptation, thriftiness and enduring qualities it will be a great gain for our western prairies. The demand for it has been immense of late years, and with reason, railroad ties and fence posts can be had from them in twelve years. They transplant readily.

C. S. HARRISON.

Mrs. Ira Mulholland, Albany, N. Y., writes: "For several years I have suffered from oft-recurring bilious headaches, constipation, dyspepsia, and complaints peculiar to my sex. Since using your BURDOCK BLOOD BITTERS I am entirely relieved." Price $1.00, trial size 10c. mch7d1w

Agricultural Statistics.

Chicago Tribune.

The carelessness, if not reckless indifference to accuracy, is perhaps especially remarkable in some of the branches of the "Department of Agriculture" at Washington, This bureau is making desperate efforts to be raised to the dignity of a separate branch of the Government, with a chief established as a member of the Cabinet. Its latest fulmination in the way of information is "Special Report No. 41," in which the deparment professes to give information upon the production of cereals of the United States for the year 1881. Among other statistics published for the information and instruction of mankind are tables showing the production in bushels, the yield per acre, the number of acres in cultivation, and the price per bushel, with the aggregate value of the wheat, corn, oats, barley, rye, and buckwheat in each and all of the states of the United States in the year 1881. In this table we find the following figures as to prices per bushel in Illinois in 1881:

Corn, 58 cents; wheat $ .2?; oats, 43 cents

These are given as the prices paid to producers at the nearest railway station or other point of shipment, and of course include nothing for transportation. With an occasional exception and for a brief time for limited quantities, the prices of wheat, corn and oats have ruled higher in Chicago than in any other place in Illinois, and the prices here of necessity included the cost of transportation to this place from the points of production. The figures given by the department at Washington make no discrimination as to the grade or quality of either grain, but the prices stated are given as the average of the whole crop of the state. Now, it is known that the prices of wheat, corn, and oats vary according to quality, and the average prices paid in this city from August, 1881, to January, inclusive, for the standard or merchantable grain were about as follows, which we contrast with those furnished by the department as obtained for the whole crop taken together at the points of production:

PRICES.	WHEAT.	CORN.	OATS
Department	$1.22	.54	.43
At Chicago	1.29½	61½	.42

The prices at Chicago are those exclusively for the standard grades, and include the cost of an average transportation of 200 miles by rail with the cost of handling, while those given by the department profess to be the prices obtained by the shippers at the railway stations nearest to the place of production. When the prices paid for the inferior grades are averaged with those obtained from the prime qualities the inaccuracy of the department figures is rendered still more evident.

Making a fair allowance for the inferior qualities of the several kinds of grain and a proper allowance for the cost of transportation, etc., a fair statement of the probable maximum prices obtained at the places of production for the crop of Illinois in 1881 as compared with that given by the so-called guess work at the Department of Agriculture, may be thus given:

PRICES.	WHEAT.	CORN.	OATS.
By Department	$1.22	.58	.43
At Chicago	1.29½	.61½	.42
At Points of production	1.12½	.52½	.38

These figures, which are as liberal as the facts will permit, show that the department is out of the way 10 cents per bushel on wheat, six cents on corn and seven cents on oats, and as this error applies to 26,000,000 bushels of wheat, 176,000,000 bushels of corn, and 66,000,000 bushels of oats, it is a serious one, whether taken in detail or in gross. An error of this magnitude in an aggregate of 266,000,000 bushels amounts to about $18,000,000 in the crop of this state.

The same report, which professed to an authorized official statement by the National Government, states as the prices given in Iowa, wheat, $1.06, corn, 44 cents and oats, 34 cents per bushel. These are an approximation to the prices paid for wheat, corn and oats in Chicago, less the cost of transportation, and, as the surplus crops of Iowa find their way to Chicago, these figures confirm, so far as the figures of the department can confirm anything, those which we have given as the probable prices obtained for the grain at the places of growth in Illinois.

Inasmuch as the value of grain is governed by what is obtained for the surplus, and as all the surplus wheat, corn and oats of 1881 have not been sold, and part thereof remains to be sold, the attempt by the statistician of the department to fix the value per bushel, and of the aggregate production is a matter which would probably stagger a Cabinet Minister, an officer with which the Department of Agriculture has not yet been provided.

The Agricultural Bureau may render some public service by the collection and careful supervision of information as to the quantities and qualities of all the crops of the United States, but it had better let the subject of prices and profits alone. That is not agriculture. The prices and profits of agriculture are beyond the knowlede of the department, and any figures it may publish on this subject can only be misleading, and, therefore harmful.

Never Too Late to Mend.

Thos. J. Arden, William street, East Buffalo, writes: "Your SPRING BLOSSOM has worked on me splendid. I had no appetite; used to sleep badly and get up in the morning unrefreshed; my breath was very offensive and I suffered from severe headache; since using your Spring Blossom all these symptoms have vanished, and I feel quite well." Price 50 cents, trial bottles 10 cents. mar7-d1w

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