

The Omaha Bee

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The BEE PUBLISHING CO., Props. F. S. EWATER, Editor.

THE ANTI-MONOPOLY LEAGUE

The State Anti-Monopoly League will meet at Hastings, September 27, 1882, in connection with the State Farmers' alliance...

By order of the executive committee. H. C. OSTERHOFF, Pres. State Anti-Monopoly League.

The campaign has opened.

The longest pole reached the pinnacles in the First district.

In politics more than anywhere else, those laugh best who laugh last.

GENERAL WOLSELEY still waits for Arabi to knock that chip off his shoulder.

OMAHA can boast of the worst sidewalks and street crossings of any metropolis in this country.

Three hundred and sixty-five candidates were disposed of by yesterday's conventions, one for every day in the year.

One by one the Douglas county republican candidates haul in their boots. Hon. J. L. Webster was the latest to retire from the congressional race.

BILL NYE now wishes he hadn't written that funny letter accepting the postmastership at Laramie. He has received one of Jay Hubbell's circulars.

MAYOR BOYD has reorganized the police force but it's head remains as disorganized as ever. An incompetent marshal can undo the work of forty policemen.

Half the manufacturers who are appearing before their tariff commission and howling for further protection for American industry, speak two words for themselves and one for American industry.

The tired and worn out preachers are returning from their summer vacation. Most of their tired and worn out parishioners have been grinding at their desks during the entire summer without any vacation.

BOB INGERSOLL, in his closing speech, clutched his hat and called upon the heavens to witness the innocence of his unfortunate star route clients. The assurance of a good fat fee probably accounts for Bob's conversion to the belief in a hereafter.

WHILE the corporations are riding rough-shod over the outraged people of this state, they should bear in mind that the time is coming when they will be begging at the feet of the voters whom they are now bulldozing. Threats, like chickens, often come home to roost.

The Buffalo Express declares that "the star route trial, in fact, raises the whole question as to whether our methods of judicial proceedings do not give too great license to rich defendants and bullying lawyers—whether the purpose to give fair play has not been perverted until justice means one thing for the rich and another for the poor."

FAIR weather is all that the managers ask on behalf of the state fair. The exhibits will be more numerous than ever before; the attractions will be greater; and the attendance will undoubtedly be larger. Omaha, with two new and commodious hotels, in addition to her other public houses, guarantees excellent accommodations to all visitors, and the coming week promises to be a gala week for all concerned.

VAL's biography has been written by his faithful clerk, who praises his patron as a man with cheerful docility for the \$6 a day which he draws from the treasury department. According to this interesting view of Valentino's life, the chief point in his favor is that he insisted on recovering from an attack of consumption when given up by the doctors. Why Val was miraculously saved from an attack of consumption for attacks upon Nebraska homesteaders will always remain one of those inscrutable mysteries of Providence which it would be vain to attempt to unravel.

THE IMMIGRATION PROBLEM

During the fiscal year ending with last June the immigration to the United States amounted to 789,000 nearly eight hundred thousand. About 120,000 more immigrants arrived last year than in 1880. For the three years 1880, 1881 and 1882, the people landing and settling in this country from foreign lands numbered 1,915,598 or only about eighty-four thousand short of two millions. Germany and Austria sent about one-third of last year's immigrants. The immigration from England exceeded that from Ireland by between eight and nine thousand. Nearly one hundred thousand came from Canada, a portion of whom, however, merely came through Canada from Europe on their way to the United States.

The few figures given above are full of significance and importance. They show how powerful is the current setting in towards this country from other lands, and no doubt to some degree explain changes in American political and social life. About four per cent. of our fifty millions of people have landed in this country from Europe within three years. A large proportion of the men among these people are now voters. Nearly all of them are laborers. Thus at once they touch American society at two vital points, the ballot box and the labor market. The same percentage of foreign influence thrown into almost any other country in the world, in the same space of time, and invested with powers in any sense comparable with those conferred by our laws and institutions, would probably precipitate a revolution. But thus far, while it cannot be claimed that America has not felt the strain as well as derived, on the other hand, benefit from this stream of fresh life poured into it, our vast territorial area, much of it yet unoccupied, and the peculiar elasticity of our institutions, and of the temper of our people have combined to protect the country from the evils that without such conditions might have ensued.

It does not follow that the flood of immigration will continue for a number of years as great as it has during the past three years, but the indications now favor the appearance of as large, if not larger number this year than came over in 1881-82. The most of them are at once attracted to our western states, and sooner or later disappear from the east to settle on the cheap lands, awaiting settlement and tillage. The day has gone by when fear of the capture of our country by the foreign element was used as a political bugbear. Communities of new settlers thus organized are quickly invaded by the school house, the newspaper and the church, those three powerful agents of American civilization, and at the expiration of a few years at the furthest the strangers with their children are assimilated into the body politic and become loyal, intelligent and capable American citizens.

THE CALIFORNIA PLATFORM. The republicans of California have formulated the position of the people of that state regarding the legal status of the corporations and the demands of every class of citizens on the Pacific coast for laws regulating and restricting the monopolies. No less than seven planks in the party platform are taken up with the discussion of anti-monopoly subjects, as follows: Sixth—Corporations are creatures of law and subject to law, and all legal means should be taken to render it impossible for aggregations of capital to become oppressive.

Seventh—While we recognize the fact that the building of railroads has provided one of the most potent agencies in the development and progress of the country, we at the same time remember that the great power which authorized such roads to be built, including the sovereign right to eminent domain, was granted to the railroad companies by the people, for the people, and on the sole ground that the building of railroads is a public use and such railroads public highways. We declare that railroad companies, the same as individuals, should be dealt with in fairness and without injustice, but by reason of their relation to the people they must be kept subordinate to the interest of the people within governmental control. The people should be protected by law from any abuse or unjust exactions. Unjust discrimination against individuals or localities should be prohibited. Equal service upon equal terms to all persons should be enforced. Charges for transporting persons and property should be limited to what is required to pay the legitimate expenses of operating such railroads, their maintenance in good repair and a fair interest on their actual value. Such value should bear the same relation to their assessed value as the value of other property does to its assessed value. Changes in excess of this are in violation of the fundamental law of public use which allows railroads to be built, and we hereby pledge our nominees for railroad commissioners to the enforcement of these principles by such a material and substantial reduction of fares and freights as will secure that result, the bases being cost of service with reasonable allowance for interest and repairs, as above indicated, instead of the arbitrary rates of all the traffic will bear.

Eighth—That the proper public authorities should not refuse to act in regulating freights and fares by reason of lack of exact information in any particular, if such information could be given but is refused by the railroad corporation; but in such case these authorities should act as near correctly as possible, taking care, however, that the public interest should not suffer, and holding themselves in readiness to correct any error, if error there should be, upon the corporation giving the necessary information to enable such error to be corrected.

Ninth—We denounce the railroad contract system as a deliberate attempt to enslave the commerce and trade of the whole Pacific Coast, and subordinate them to the control and caprice of the railroad companies. It is against public policy, because it seeks to make use of the national bounty to break down healthful competition which it is the policy of the nation to encourage. It is unjust and oppressive, because it discriminates in favor of the strong at the expense of the weak, and offers bribes to the rich which it collects back from the poor. It is arbitrary and tyrannical, because it arrogantly interferes with the freedom of trade and proposes to prohibit those who make use of its transportation facilities from doing business with any one who refuses to submit to its dictation. Its existence is a threat and its abolition a necessity. The republican party pledges itself to prohibit the making of such contracts by proper legislation to the extent, if necessary, of making the same a public offense.

Tenth—We demand of congress legislation governing the carrying trade between the states and territories. The rates of freights and fares of all railroads engaged in such trade should be justly regulated and restricted, and any unjust discrimination should be absolutely prohibited. Eleventh—And we are opposed to granting any further subsidies to companies or corporations, and in favor of the immediate revocation of all land grants and subsidies forfeited by non-fulfillment of the conditions of such grants, and the restoration of such lands to the public domain, to be held exclusively for actual settlers. Twelfth—All property should pay its just share of taxation. The property of corporations, like other property, should be assessed at its actual cash value, and the corporations and individuals should be compelled to pay their just taxes without abatement, diminution or compromise.

THE BEE commends the action of the California republicans to members of the party in this state. The seven planks published above are worthy to be transferred into the platform of the republican party in Nebraska. They deal in no half-hearted way with the question of the hour. They leave no ground for trimming or evasion on the part of candidates. Every aspirant for any public office on such a platform would be pledged to active work in the interests of the people as against monopoly exactions and could be held strictly to his record. There has been too much wriggling on this question in other states and the California republican convention may be congratulated on the backbone they have shown in meeting the issue squarely and planting their party firmly on such a ringing platform, which is drawn in accordance with the sentiments of the people whom they represented.

Bradstreet's thinks that business men who are interested in the procurement of a new bankruptcy law should not intermit their efforts during the congressional recess to secure the passage of such an act. Congress will meet again in December, and the matter is likely to come up early in the session. There are two bills pending in the senate respectively known as the Equity and Lowell plans. The former is on the calendar, and is in charge of Senator Legalla. The Lowell bill, for reasons already explained in these columns, is greatly preferred by the business men of the country, and Senator Hoar will make a special effort to have it passed in lieu for the equity bill. Bradstreet's believes that if the friends of the Lowell plan are in earnest they may get some kind of a bankruptcy act through the senate before the Christmas holidays. This done, a determined effort might secure its passage through the house, where the judiciary committee is ready with a bill which, in its main features, closely resembles the Lowell bill. It will be borne in mind that the term of the present congress expires on the 4th of March next, and that the friends of a bankruptcy law have, deducting the usual holiday recess, less than three months in which to secure its enactment.

During the past week 110 failures in this country were reported to Bradstreet's. The figures show a decrease of 22 from the preceding week and 6 more than the corresponding week of last year. The New England States had 20, an increase of 5; the Middle States 24, a decrease of 1; the Western States 28, a decrease of 11; California and the territories 20, a decrease of 14. The following were the principal trades represented: Grocers 21, liquor 14, general trades 12, meat 9, shoes 5, furniture 4, cal 3, dry goods 3, commission 2, banks and bankers 2, confectioners 2, butchers 2, hardware 2, tobacco and cigars 2, clothing 1, fancy goods 1, hats 1, millinery 1, and drugs 1.

The government is fitting out eight expeditions to observe the transit of Venus in New Zealand. If our city authorities had their eyes open they would observe more closely the frequent transits of Venus on Farnam street, which are disgracefully open and call for police interference.

no reformer. This settles the question. Dorsey's long association with reformers enables him to detect the bogus article at a glance.

LITERARY NOTES.

With the September number, that valuable periodical, The International Review, appears under somewhat changed auspices. The ownership is now vested in "The Industrial Review Publishing Company," of Philadelphia, Boston and Atlanta, and Mr. Robert P. Porter, secretary of the United States commission for the revision of the tariff, is the sole editor. There is no consolidation of The International Review with The Industrial Review, but the opportunities of each, in its peculiar field, are enlarged by a larger amount of capital and credit to that of any publication in this country including Henry W. Grady, editor of The Atlanta Constitution; Moses P. Handy, managing editor of The Philadelphia Press; Charles R. Miller, editorial staff of The New York Times; John W. Ryeknes, secretary of the Atlanta exposition; H. H. H. compiler of "Uses, Mining and Mining Interests;" Peter M. Wilson, secretary department of agriculture, North Carolina; and Robert F. Straine, proprietor of The Economist, Boston. The International Review will be devoted, in a larger and more liberal sense than ever, to the discussion of vital topics by the ablest pens, covering the broad range of literature, philosophy, art and science; while The Industrial Review will claim consideration as the leading magazine of American industrial interests. The September number presents a notable array of contributions, viz: "Charles Gohorn's Paces in Anti-Slavery History," by Oliver Johnson; "The Proper Function of the Federal Government," by Frederick Adams; "Recent Studies in Pre-Historic Archeology," by Henry W. Hynes; "Political Recollections and Notes," by George W. Julian; "A Formula for Calculating the Economic Effects of Our Tariff," by Frederick B. Hawley; "The Progress of Civil Service Reform," by Gamaliel Bradford; "The Chemical Industry of the United States," by Henry Howe; "American Shipping and Shipbuilding," by Henry Hall. The business office of The International Review is 806 Walnut street, Philadelphia.

The next number of The North American Review, to be published September 15, will contain a significant article by H. M. Hyndman, the English radical leader, on "The Coming Revolution in Russia," also an interesting account by Dr. Henry Schliemann of his recent important discoveries in Ancient Troy.

Passengers Vs. Conductors. In view of the tendency of courts, only recently manifested, to interpret contracts between railroad companies and passengers by the same rules which govern ordinary contracts, it behooves passengers to read their tickets and note well the conditions they are making, as well as the representations made to them by the companies' officers. A short time ago a passenger was told that a ticket was good until used, and good for a ride between the points named, in either direction, at the option of the purchaser. But this can no longer be considered good law. In a recent Connecticut case, against the New York and New England railroad, it was decided that a limited ticket is worthless except for the trip specified on its face. Here the question of time does not seem to have been involved, but the ticket read "Good only for one continuous trip; no stop over allowed."

The plaintiff took the liberty, notwithstanding, of stopping over at an intermediate point, and his partially used ticket was refused when he attempted to continue his trip, and he was ejected. He promptly brought suit for damages, but the case finally went against him. There are other recent decisions that a passenger forfeits his right to proceed on the original ticket by stopping at a way-station without a "stop over" ticket.

A passenger on the Delaware, Lackawanna & Western road had purchased an excursion ticket from Montclair, N. J., to New York and return. On the trip to New York the conductor tore off a portion of the excursion ticket and handed the passenger the remainder, which he pocketed without looking at it. On his return in the evening he presented this ticket, but the conductor refused to receive it, as it was not a ticket for New York. The plaintiff, instead of paying for the return, declining to pay, the brakeman was summoned, but while in the act of being ejected, and being still on the car, the passenger offered to pay; but the conductor's blood was up, and the passenger was landed on the platform of a way station. For this he recovered \$3,000 damages, not because the ticket was good, but because the conductor had no right to refuse his fare when he tendered it on the train.

On the question of limited or excursion tickets, the time of which expires while the owner is still traveling, there are several decisions. These all assume that the contract as to time is a good one and must be observed by the passenger, but should be construed liberally in his favor. The New York court of appeals has decided that if a ticket is punched by the conductor on the return trip before the time is expired, it is "used" within the meaning of the contract. A St. Louis case goes further, the court saying that if the ticket is presented for a passage within the period of limitation, such presentation was a using of the ticket, and entitles the passenger to be carried to his destination without regard to the subsequent expiration of the day of limitation of the ticket while en route. In another case the plaintiff had purchased from the Pennsylvania company from Toledo to Washington and return, limited to expire on March 10. He left Washington, on his way back, at an hour which by the railroad time-table should have brought him to Toledo at 10:40 p. m. on March 10. By the time of travel he did not reach Pittsburg till March 12, and the conductor on the train from Pittsburg to Toledo refused to receive his ticket on the ground of limitation, and the passenger was ejected. The coupon presented was unpunched, and the

contract was wholly with the Pennsylvania company, which had stipulated for his transportation within that time without regard to connecting roads which were either its partners or agents. That he did not complete the trip within the time expressed on the ticket was no fault of his. The court and jury taking a similar view of the case, the result was a verdict and judgment for the plaintiff.

A Higher Vocation.

The New York Sun declines on behalf of its editor a nomination for governor of the state of New York, with the remark: "We make governors here." This might be true, and there would still be a better reason for declining such a nomination, in the fact that the editor of the Sun can say with truth and in the widest sense: "We make a newspaper here." That is a higher vocation and a more important calling than making governors, a part and only a small part of the business of making a newspaper, in which the editor of the Sun has achieved success.

Hubbell's Sentiments.

Hubbell invariably declines to be interviewed. His political sentiments, however, are well known to be two per centiments.

Don't be Alarmed.

at Bright's Disease, Diabetes, or any disease of the kidneys, liver or any of the urinary organs, as Hop Bitters will certainly and lastingly cure you, and it is the only thing that will.

The most brilliant shades possible.

on all fabrics, are made by the Diamond Dyes. Unequalled for brilliancy and durability; 10 cents.

Johnny Shea, Ex-Millionaire.

Johnny Shea has almost dropped out of mind since he parted with the \$150,000 that he made on the Conestock and squandered in various places, and the world had almost forgotten him when the San Francisco newspapers a few months ago published with glowing headlines the fact that he had been arrested as a common drunkard, and dwelt on the fictitious belief that he was revealing in poverty and rage since that digging up of his wonderful career nothing has been said of him, and few know where he is.

The other day San Jose, California, gentlemen who was rusticated in Pine Ridge, in the mountain east of the Eighteen-Mile house, took a tramp, and when six miles from the camp came to a beautiful little valley nesting in the mountains. The locality is known as Soda Springs, and it is the haunt of a few who know the whereabouts and beauty of the place. The scenery is wild and grand, with an endless succession of boulders and precipices frowning down upon the snug little valley beneath. In this little valley, in a sea of green grass and wild flowers, several rude cottages nestle, and in one of these are the person and family of Johnny Shea.

Appearance does not indicate that they are in the full enjoyment of abject poverty. On the other hand Mrs. Shea's comely person is adorned with some handsome diamonds, two of them being as large as the end of a coal heaver's finger, to say nothing of a comfortable assortment of comely clothes. Nor does starvation stare them in the face, judging from the well-stocked larder that is always at the disposal of the hungry warfarer. Of course, it is generally known that he netted \$100,000 on her before the crash came; and that, together with some \$50,000 in sundry trinkets, is sufficient to keep the wolf from the door a short while longer.

Small Comfort.

When you are continually coughing, night and day, annoying everybody around you, and hoping it will go away of its own accord, you are running a dangerous risk—use Dr. THOMAS' ELECTRIC OIL, an unfailing remedy in all such cases.

Must Pay or Drop.

A justice of the peace in the interior of Michigan had a case before him some days ago in which the defendant, who had been arrested as a suspicious character, and pleaded guilty to vagrancy, was sent to the Detroit house of correction for six months. A constable took him in charge to deliver him here, and as the man seemed rather pleased at the idea of securing board and lodging for six months he was not handcuffed. As the train was about ready to go the constable moved across the aisle to talk politics with a friend, and pretty soon they were having it hot and heavy. When the conductor came in for tickets he held out his hand to the prisoner, and the latter shook his head and replied: "I don't pay fare."

The Best in the Market.

FOR DE LAC, Wis., Aug. 3, 1881. H. H. WARNER & Co.: Sirs—I regard your Safe Kidney and Liver Cure the best remedy in the market for kidney and liver disease.

Minden Matters.

MINDEN, Neb., Sept. 4, 1882. To the Editor of The Bee. The republican county convention held at this place last Saturday, Sept. 2nd, was quite satisfied. Yet it terminated very satisfactorily in nominating delegates to the different conventions who will look after the best interests of the people.

Grand Art Opening.

A. Hospe's exhibition of Fine Paintings, Engravings, Etc., commences Monday, September 11th. sep-7-2t A. Hospe, 1519 Dodge.

THE IOWA POOL.

Overtures to the Milwaukee Road to Join the Present Quartette.

What a Few Passes Judiciously Distributed Will Do.

Concerning the Iowa pool trouble the Chicago Tribune says:

The general managers of the various roads leading from this city to Council Bluffs held a meeting yesterday at the Grand Pacific hotel for the purpose of taking some action regarding the admission of the Milwaukee & St. Paul into the Iowa pool. Ever since the completion of the Chicago, Milwaukee & St. Paul's Council Bluffs extension it has been rumored that this road would refuse to join the pool, and that it would make war upon the other Iowa lines. There was no truth in these rumors. The Milwaukee & St. Paul since the opening of its new line has not been detected in taking business less than the regular rates charged by the other lines, and the only thing that could be justly charged against the road was that it had given annual passes to a number of prominent shippers at Council Bluffs and Omaha. This, of course, cannot be considered a great crime, since nearly every new road opening up for business makes special efforts to gain the good will of shippers. Yesterday was the first time that a regular effort was made to get the Milwaukee & St. Paul to join the pool, and, while this was not accomplished at this meeting, there is no doubt that the road will join as soon as some side issues have been adjusted, the manager of the St. Paul making this a condition before his road would join the Iowa pool on the terms proposed, which is the same proportion of the business as the other lines are now receiving. There were present at yesterday's meeting of prominent shippers at Council Bluffs and Omaha. This, of course, cannot be considered a great crime, since nearly every new road opening up for business makes special efforts to gain the good will of shippers. 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