

The Omaha Bee.

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The BEE PUBLISHING CO., Props. E. ROSEWATER, Editor.

It is safe to presume that Filley will follow the Millard mare.

For some of the effects of the late cyclone see the president's message.

A DISPATCH states that members of congress indulged in much laughing bunter over the results of the late elections. The laughing probably came from the wrong side of the mouths of defeated candidates.

The same well-worn carpet which did service at the last session decorates the floor of the house of representatives. The carpet in the lobby will be even worse worn before the end of the present session.

PASSES fly very low about this time of year in the vicinity of the homes of members of the legislature. The wisest marksmen will let them severally alone.

THIRTEEN seats will be contested in the coming legislature, five in the senate and eight in the house. In the senate the seats of Schonheit, republican, Canfield, democrat, Baumgardner, republican, Filley, republican, and Kinkaid, republican, are contested; in the house the seats of Johnson and Hoarmer, republicans; McGavock, democrat, Castle, republican, and Chambers, Taylor, Cooke and Walpole, republicans, are also contested.

THE BEE gives up a large portion of its space this morning to the president's message. It is a forcible and business-like document which treats exhaustively the various living issues of the hour. For the first time in the political history of the country the president's message contains an earnest appeal for anti-monopoly legislation and calls attention to the evasion of local taxation by the land grant roads. The country will applaud the sentiments of the chief executive as to the necessity of an immediate reduction in the national revenues and a prompt readjustment of the tariff with a view to equalize its burdens. The tariff is a tax, and its benefits are far too partially divided. In his suggestions regarding civil service reform, President Arthur offers few new ideas. He seems to appreciate the difficulty of securing any reform which would meet all the demands of the extreme wing of the civil service reformers and contents himself by urging the adoption of a measure which will provide for fixity of term and security in tenure. This is probably the only remedy practicable at present. One of the most important recommendations of the president is the adoption of a constitutional amendment permitting the chief executive to veto any item in an appropriation bill. Such an amendment long since became a necessity to prevent the omnibus legislation with which every session of congress has been cursed.

An Item of Truth. Whatever may be the result of the election in Nebraska, the self-constituted leaders of the republican party must surely have found in the events of the campaign material for a decided practical lesson. The spirit of independence manifested is without a parallel in the political history of the state. Men whose attachment to the principles of the republican party is beyond the possibility of question, have faltered in their allegiance and for the first time in twenty years voted against the party candidates. Scores of others have been held to a like warm acquaintance by the circumstance of local interests or a reluctance to abandon a bad matter for a worse. This is a weak and dangerous position for any political party to occupy, even though that party boasts of thirty thousand majority. And the end is not yet. Any one who imagines that this agitation and assertion of independence is peculiar to the present year, is too limited in comprehension to draw conclusions from facts. So long as there exists good reasons why it should, this agitation will continue, and the revolt against bossism and railroad dictation will grow until the political history of Pennsylvania finds its parallel in Nebraska. It has been asserted, and with no small degree of truth, that ten men and the railroads exercise practical control of the republican party in Nebraska; and two men in the railroads exercise absolute control of what little there is of the democratic party in the state. Is it surprising then that men grow weary of this political serfdom—that the party war whom fails to evoke the old time enthusiasm, and that there is a milder response to the crack of the

party crash? The spread eagle oratory and stereotyped figures of speech have become old and threadbare. The patriot and grandeur of Abraham Lincoln supply no good reason why there should be a dishonest distinction in the assessment of corporate property and that of the humble citizen. The liberation of four million human beings from the degradation of slavery was a magnificent achievement, but it does not argue that willing tools should be elevated to high positions of trust. The strain upon patriotism becomes too great when one is compelled to wear a lag to keep within the lines of "the grand old party." Unless a party can be the result of intelligent thought and honest conviction it isn't worth preserving—when the honest voter holds his nose as he walks to the ballot box it is time to bury the corpse. And this is not an overdrawn picture—it is the sentiment of nine-tenths of the rank and file of the republican party. Men are not weary of republicanism, but they are heartily tired of many of the men and methods that govern. Faithful honest leadership into the republican party of this state and it is inevitable, but let it follow in the line of its recent policy and division and disruption will follow just as death succeeds disease.

PERSONALITIES.

Mr. P. de D. Vanderbilt they now call him.

Thurloe Weed had one of the largest farms in the country.

Mrs. Winnie Ream Hoxie has six ring doves as favorite pets.

It is said that Joaquin Miller has not written four poems since marrying a rich widow.

Gen. Robert Toombs impresses Washingtonians as "brilliant, hale and unrepentant."

Jay Gould's latest purchase was a acre in Woodlawn cemetery, covering an entire hill, for \$40,000.

There is no truth in the story that Commodore Vanderbilt is going to marry Gen. Beauregard.

A New York clairvoyant claims to be the daughter of Lola Montez and the late King Louis of Bavaria.

Mrs. Langtry knows how to milk cows. Just now her milking is at the expense of American calves.

With Mrs. Melville and Dr. Collins both hammering at him, the Arctic engineer will be kept wide awake this winter.

The death is reported of Dr. John J. Brown, the old apothecary in Boston. He was 92 years old, and was actively engaged in his profession for nearly sixty-five years.

Bishop Hennessy, of the Catholic church of Dubuque, Iowa, is not suffering from poverty. He pays over \$1,200 in yearly city tax. The heaviest tax-payer in the city pays less than \$2,000.

A New York letter says George Gould, son of Jay Gould, is now seen in public a good deal. His object is said to be to represent the family in a social way. His father hardly ever shows himself outside of Wall street.

Miss Susan B. Anthony, who is sixty-two years of age, is hale and vigorous, and capable of doing any amount of work. She will soon go to Boston to see about the \$30,000 offered her by a wealthy lady of the Hub, lately deceased.

The death is announced from the western coast of Africa of King Omara. He leaves 700 widows. Of his ninety-five children only seven are still alive. His eldest son has 400 wives.

Governor Blackburn, of Kentucky, is described as "a dashing-looking gentleman with his broad-brimmed hat turned up on one side like a Spanish bull-fighter, and his moustache curled out to a most prodigious length."

Mr. Jack Valentine, of Bowling Green, Ky., went into Mr. E. O. Glenn's store and began leaving stones at the proprietor, whereupon Mr. Glenn produced a pistol and perforated Mr. Valentine in several places. The dispatch which relates these particulars states that "Valentine is a dangerous man."

Some of the old adages are constantly being knocked in the head and exploded. For instance, it used to be a theory that ministers do not never amount to anything. Governor-elect Cleveland, of New York, and Pattison, of Pennsylvania, are ministers' sons, and so is President Arthur.

Mr. Peter Cooper, although within three months of his ninety years of age, is quite gallant. A few days ago he called on Miss Clara Louise Kellogg, and sang for her a verse from an old ballad called "The Forlorn Shell Cat." In one so old this is really an extraordinary procedure, especially as there are so many younger men basking in the sunshine of Miss Kellogg's smile.

RAILROAD NOTES.

Special Dispatches to THE BEE.

A DEPOSIT SITE. CHICAGO, December 4.—At the city council meeting to-night Mayor Harrison was instructed to negotiate with the Michigan Central railroad for the sale of three blocks on the lake front, north of Monroe street, for not less than \$800,000. This is considered equivalent to the sale of this long disputed property, as the road mentioned has offered to take it by its metes and bounds at the figure named.

CUTTING RATES TO OMAHA. The statement will be published here in the morning that the Illinois Central railroad will make the freight rate fifteen cents per 100 pounds, regardless of classification, from Chicago to Omaha to correspond with the rate from Omaha to Chicago, unless the warring roads in the northwest at once restore rates between Chicago and Sioux City. That they will do this is considered improbable. The proposed cut by the Illinois Central would involve the Iowa pool lines, generally.

A CARRIER SKIPPED. BUFFALO, December 4.—The auditor of the Lake Shore railroad is busy engaged examining the accounts of S. Wright Gilbert, absconding cashier of the Buffalo division. The amount of peculation already discovered is \$40,000, and it is feared a much larger sum has been appropriated, as Gilbert has been a heavy speculator in grain and oil and met with very large losses.

THE GOULD ROADS. St. Louis, December 4.—The dispatch sent from here last night, noting reductions in freight rates by the Gould roads to points in Texas and Louisiana, was based on an article prepared for and published in the Globe-Democrat this morning. That paper will to-morrow print the following on the same subject: "J. J. Rogers, assistant general freight agent of the Missouri Pacific and Iron Mountain railway, says the only changes made on the Texas and Louisiana business was to include the bridge tolls through and local business so as to compete with the Mallory line of steamers from New York. The action was, however, superinduced by the aggressive policy of the Cairo Short Line, which offered shippers the same terms by their revised circulars issued about fifteen days ago.

A GREAT WATER WAY.

Known in Song and Story as the Mad Missouri.

Exhibits of the Freightage This Season.

Greater Tonnage Than Ever Before—Good Government Work.

St. Paul Pioneer-Press.

This season of steambating on the Missouri river above Bismarck, recently closed, has been a greater success than ever before, so far as trips and tonnage are concerned, but the owners of boats again claim a balance on the wrong side of the ledger, and scan the figures with anything but a satisfactory air. It is an open secret that rates have been low. The differ ent lines have been willing to give rates which were as far as possible from "living" ones if only they could beat a rival line, and a war of very respectable proportions has been on the tapis throughout the season. Of course shippers have profited, and the hearts of the far-off traders are glad within them. It was predicted last year that the completion of the Northern Pacific to Glendive and beyond would be a disastrous if not fatal blow to steambating on the Missouri, and would run every boat out of the Yellowstone. As to the first river, the appended figures show the prediction to have been unfulfilled. As to the latter it was largely true, but this is due in some measure to natural rather than constructive causes. The Yellowstone has never been a safe stream to count upon. Like its tributary, the Big Horn, when the melting snows in the mighty canons of Montana and Wyoming swell its floods, it is deep enough and wide enough to float a cavy, but the very current, which renders all the power a boat has necessary for its crossing, drops its load, and soon that a boat may go up on unbounded water and ground on her own nose on the return trip. Government work has helped the navigability in a measure, but it would be hard to find an experienced captain or pilot who would class the Yellowstone among the great transportation arteries beneficially ordained to keep down rates of transportation by competing with a railway.

AT A DIFFERENT RIVER.

With the Missouri it is different, and the work by government engineers has resulted in such positive good that the most cautious are forced to acknowledge it. The river has never been as low as last season. The low water mark was sunk four inches below that of any previous year since the stream has been navigable, and notwithstanding this the trips have been more frequent for the number of boats engaged, greater tonnage to the vessel has been possible, and far off Fort Benton has been reached oftener than ever before. Posted river men ascribe these results largely to the governmental work done between Cow Island and Fort Claggett, where the stream is little better than a succession of rapids which, at low water, was formerly next to impassable. The June rise came as usual, of course, but it was neither as heavy nor as long continued as usual, and by the middle of August the huge spars and the creaking nigger engine were again in constant requisition. The fuel supply has been excellent in quality and quantity and the price has been low enough to suit even a clerk on a single steamer. The way traffic not included in the figures given below has grown into dimensions which astonish passengers of a few years ago, when a shaft in the course of a day's run and a solitary post every few hundred miles were the only signs of white inhabitants, though of red rapiers there was no lack, and bullet holes in a pilot house were then as plenty as the eight of a Sioux along the banks is, nowadays, rare.

ARRIVALS AND DEPARTURES.

Bismarck and Mandan, opposite, are now points of departure in the spring, so that the first boat is sent out on or about the same date every year, and not, as formerly, after it had finished the hundreds of miles between those points and St. Louis or Pittsburg. The season of 1882 saw a fleet of twenty-two steamers ready for the Missouri and the Yellowstone in river traffic, the latter, as before stated, scarcely counting, so slight was it as compared with the aggregate. The Eclipse was the first boat of the season to pull out for up river, which she did April 10, a number following in the days immediately succeeding. The closing of navigation is usually from the 1st to the 15th of November, and this year the boats arrived from above and went into winter quarters Nov. 10, the latest until 1883. During the season there were eighty-six departures and eighty-five arrivals from and at Bismarck, and only two trips all told were made on the Yellowstone. At Fort Benton, the head of navigation and more than 1,300 miles above Bismarck, there were forty arrivals during the season—an unusual number, and fully attesting the excellent effect of the government work. The Benton boats, too, notwithstanding the generally low water, were able to take much heavier freights than usual, and this ability, as may easily be imagined, is an important factor in transportation covering so long and tortuous a course. Only one boat came to grief, but this was the Red Cloud, one of the largest and handsomest, which struck a submerged stump near Bouche's grave, about sixty miles from Fort Peck, and sunk almost instantly. The boat was a total loss. A large part of the cargo was saved. The total value of the twenty-two boats was \$433,000, and the aggregate tonnage 8,400, custom house measurements.

Freight on Stream.

The following table of freightage carried up stream from Bismarck may be relied upon as absolutely correct, and it is the first one of the kind ever published so soon after the close of navigation:

Table with 4 columns: Boat, Priv. Frt., Gov. Frt., Total. Rows include Benton Line, Fort Union, Peck Line, Yellowstone Line, and U. S. Steamer.

The Benton line had the govern-

ment contract, of course, which accounts for the large preponderance of that class of freight. The steamer Sherman, since sold at St. Louis, was owned by the government and operated, under the direction of Capt. E. B. Kirk, assistant quartermaster, U. S. A. The valuations of the freight were: Private freight, \$3,000,000; Government freight, 510,000; Total, \$3,510,000. It is impossible to figure accurately the amount of freightage paid on the above amount, but it is over \$250,000 on private freight alone. The passenger traffic was more or less hurt by the railway, but a good many people traveled by river. The books show: Passengers up stream, 1,750; Passengers down stream, 750; Troops transported, 1,200; Total, 3,700. This, of course, does not include way passengers, who would probably swell the total to more than 5,000.

PRODUCTS FROM ABOVE.

A very interesting exhibit is made of products brought by the boats from Fort Benton in particular and Montana in general. The return freights to Bismarck are summed as follows: Product Amounts. Value. Wool, lbs., 520,000 \$225,000; Cotton, 1,000 40,000; Bullion, 125,400 63,000; Beef hides, 7,600 34,000; Buffalo hides, 28,000 112,000; Bison skins, 1,250 31,000; Bison robes, 8,000 34,000; Merchandise, 44,631 893; Total valuation, \$330,092. The so-called bullion is worth about \$1,000 a ton, and must not be confused with the silver bricks, since silver is not eliminated until after the shipment east. A notable feature is the shipment (28,000) of Buffalo hides, and it shows conclusively where the large herds roamed during the season. The banks of the Upper Missouri were their favorite stamping grounds, and the hide-hunter found that the river was right to his hand, and shipped accordingly. The total weight of south-coast pound freight was 3,000,000 pounds, a far greater number than ever shipped before.

WHERE THE FREIGHT COMES FROM.

One point in regard to the freight shipped north and west from Bismarck as a port of river departure, is whence it comes. River men say that the total of nearly 28,000,000 pounds, only 2,500,000 pounds came up stream from St. Louis, and all the rest came from the east and by rail. The east means, largely, St. Paul, but the vessel owners argue that St. Paul got its freight from New York and other Atlantic-board cities, whence comes the greatest howl concerning appropriations for the improvement of western rivers. They go on to point out how rapidly the valley of the Missouri and those of closely tributary streams are settling up now, and what a tide will pour therein when the Indians are settled on smaller reservations. They further argue that for many years these people will be largely dependent upon steamboats for transportation facilities, and the greater the facilities the greater the transportation and the larger the amount of eastern product to be shipped into the country. Ergo, they conclude it is a mark of folly in eastern men to oppose appropriations which, honestly and carefully expended, render the navigation of a mighty river, throughout the entire season, profitable.

It may be noted, in conclusion, that though the boat owners all aver they have carried a big but losing business, none of them show any symptoms of withdrawing themselves from the trade next year, and a season even more prosperous than that of 1882 may be confidently expected in 1883.

RAILROAD TERRITORY.

CHICAGO, December 4.—A number of railroad managers were interviewed on the position President Parker, of the Omaha line, that the question of territory belonging to the various roads and not to be built into by others, must be decided, are about evenly divided, half agreeing and the other half disagreeing with him.

Devoy in the Tombs.

New York, December 4.—John T. Devoy was sent to the toms for thirty days for contempt of court in refusing to answer who was the chief of the revolutionary party that appointed him to take charge of the Irish fund monies.

A Story of Abuse and Murder.

CHICAGO, December 4.—Quite a dramatic and startling scene occurred in the Sturza-Stiles murder case to-day. The defendant went on the stand long after opening of the court, and began the story of her relations with the man she had killed. It was a long and uncomfortable recital of abuse and brutalities at the hands of the dead man, and occupied nearly five hours in telling. As she approached the date of the tragedy the long and wearisome strain and recollections overcame her calm demeanor, and she began to grow nervous and incoherent. When she came to a description of the walk into the city through the rain from Sunnyside, on the night before the murder, she suddenly threw up her hands and fell forward from the witness chair in hysterical convulsions, which required a half dozen strong men to restrain. With her shrieks ringing through the room, she was removed, and the court adjourned. Physicians think she will be able to complete the story to-morrow.

Spent Fifty Dollars.

In doctoring for rheumatism before I tried Thomas' Electric Oil. Used a 50-cent bottle of this medicine and got out in one week. For Burns and sprains it is excellent." Jas. Durham, East Pembroke, N. Y.

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