

The Omaha Bee.

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

Mr. FOLGER's report as secretary of the treasury was longer, if not more impressive, than Grover Cleveland's majority.

The Louisville Commercial is writing on "The Democratic Ideals." The democratic ideal is a full treasury and a white man's chance at the office.

NEBRASKA'S winter is a bonanza in cattle feeding. There is more money for our farmers in corn on the hoof than in any other way of marketing their produce.

Since his defeat in Kansas, St. John has taken to lecturing, and the democratic newspapers are heading reports of his performances, "Another Good Man Gone Wrong."

Even the railroad organs are beginning to admit that there is something more than demagogism in that anti-monopoly issue. They all want to "catch on" nowadays.

The cheerfulness with which congress received the report that no river and harbor bill would be offered at the present session shows that the survivors of the last explosion are not yearning to fool with another unloaded gun.

CHIEF JUSTICE DALY, of New York, and several other eminent Americans, have been working with a vexed question before the American Geographical Society. That learned body is in doubt, which, if any, of the numerous portraits of Christopher Columbus is authentic.

GOVERNOR NANCE has made a very creditable appointment in selecting Mr. S. P. Davidson to fill the vacancy made by the resignation of Judge Weaver in the First congressional district. Mr. Davidson has been a successful practitioner before the state and federal courts and is a quiet, dignified and plain spoken man, who gives every promise of making a good judge. While he has made no effort as far as we can learn for the position he evidently is backed by men of influence who have convinced Gov. Nance that he is the right man for the place.

The Northern Pacific is pushing its line steadily toward completion, and by the close of the year will have but 310 miles incomplete, with large forces of workmen closing the line at both ends. The entire supply of construction material for the uncompleted portion is ready with much of it delivered where needed. The company has this year built 410 miles of the main line and 253 miles of branch lines. When the Northern Pacific is completed and the C., B. & Q. system reaches California, the Pacific coast will have four independent lines of railway connecting it with the east.

This paper desires to do no injustice to the Omaha Gas company or any other concern that does business in this city. We concede they have the right to supply our city and citizens with gas, but deny that they or any other company ever have had or ever can have an exclusive franchise to lay down gas mains in our streets or to manufacture gas in Omaha. Neither the original charter of 1868 or any ordinance passed since then can deprive our citizens of the right of giving the public use of our streets to any other concern that may propose to supply Omaha with gas at a cheaper rate than it now costs. The Republican as usual comes to the front in defense of monopoly and charges us with deliberate lying about the franchise of the gas company and quotes an ordinance said to have been passed ten years after the first gas company was chartered in which the rates are fixed at \$4.50 instead of \$3.75. This does not help the matter. It only shows that the city council of four years ago shamefully violated its trust in attempting to change the conditions of the original grant. It does not justify the present council in refusing to grant the right to any responsible company to lay down pipes on condition that they will furnish us with better and cheaper gas. On this score we have not one word to retract. We do, however, consider it proper to say that the gas company is entitled to fair treatment, and should have the preference in the patronage of the public, if they will furnish us as good gas and as cheap gas as any other company.

THE PRESIDENT HAD ANTI-MONOPOLY.

The president's message is supposed to reflect the best and the most mature thought of the country upon the living issues of the day. In a greater or less degree it represents the combined judgment of the chief executive and his cabinet upon the most important subjects of public policy. Since the adoption of the federal constitution it has exercised a moulding influence on legislation and has suggested methods and measures for the guidance of congress in its law-making capacity. Few presidents have had the temerity to originate startling changes in the policy of the party to which they belonged. They have been content, as the highest office bearer of the party, to reflect the sentiment of the majority and to offer such suggestions on the issues of the day as forced themselves into prominence through the platform and press. In every instance where the executive has attempted to run counter to the public sentiment congress has been prompt to ignore his recommendations.

The reference to the great issue of anti-monopoly which appears in President Arthur's last message makes an era in the political history of the country. After ten years of earnest battling on behalf of the people of the United States against abuses of giant corporations, the men who were brave enough to withstand the attacks of the monopolists, have the satisfaction of seeing their claims fathered by the president, and presented, through his message to the national congress. The cries of socialism, demagogism and communism, which for nearly a decade have greeted every man who dared to raise his voice against the chartered plundering of the people, have died away, and congress at last stands face to face with an issue of such surpassing importance that it threatens to overshadow all other questions which are now agitating the body politic, and which are affording subjects for popular debate.

The tariff question is admitted to be a pressing one. Exorbitant taxes for the benefit of the few levied upon the many have caused an uprising of public sentiment which demands a prompt reduction in our import duties. But the question of the tariff is one which can be settled at any moment by the people. It is they, through their national legislature who have levied these taxes upon themselves, partly for the public benefit and partly to encourage private industries. But the tariff affects primarily only foreign importations. It is the same for the same classes of goods landed at whatever port. Railroad tariffs affect every article of both foreign and domestic consumption. They discriminate against cities and individuals. They are an arbitrary tax levied by irresponsible parties, who gauge their exactness by the capacity of the public to bear them. Where the customs tariff exacts a dollar, the railroads extort ten. Of the two questions that of curbing the rapacity of irresponsible corporations exceeds in pressing importance the issue of a reduction in our customs duties.

Civil service reform has forced itself upon the public attention. The people have announced their belief that the active participation of 100,000 office holders in politics under the direction of a single party is injurious to the best interests of the government. They protest against a partisan machine which can override public opinion at the dictation of party bosses. More than twenty times that number of employes are controlled by the railroad monopolies of the United States. They exercise an influence upon the ballots which is exactly in proportion to the dictation of the railroad kings.

The anti-monopoly issue touches the interests of every citizen in the country. It is therefore a national issue. It affects alike the producer and the consumer. Unrestrained power has given to our railroad kings a rule more despotic than that of the feudal barons of the middle ages. It has enabled them at pleasure to make and unmake communities, to build up and destroy private industries and to raise and depress the prices on every class of commodities. The state can protect its own citizens only from the brigandage of corporations doing business in the state. It is powerless to enforce the laws restricting common carriers who take traffic beyond its boundaries. And here comes in the necessity for federal legislation which shall apply equally to all railroads and which can be enforced in any portion of the country. Congress is alone adequate to deal with this far-reaching question. The public demands prompt action. The president suggests its pressing importance. If the representatives of the people now at Washington fail to meet the popular desire, other and more efficient instruments will certainly be found.

In a general way the public is not interested in the parties who own or control a newspaper. It is only when the paper assumes to voice the sentiments of a party while it really is the more mouthpiece of men or combinations of capital who care nothing whatever for party except as it serves their ends, that the public has a right

to enquire about its ownership or control. When the announcement was made a few days ago that the Union Pacific had gone out of politics and as a first step had sold its interest in the Omaha Republican, the natural inference was that up to that time the control of a paper which had pretended to voice republican sentiment, and that was ostensibly published in the interest of the republican party, had passed into the hands of parties who would henceforth publish a paper as a true exponent of party principles. This would doubtless be gratifying to republicans who desire to see the party press freed from corporate shackles; honest, fearless and earnest in defense of the rights of the people.

But the change of ownership is not a change of control. The great monopolies that have for years dominated in our politics have another way of controlling these bogus party organs besides owning stock in such concerns. It is a notorious fact that while the railroads have never had a dollar's interest in the Omaha Herald, they have controlled its conduct as absolutely as if they were sole proprietors of that paper. And they control the Omaha Republican in the same way. It is an open secret that the bulk of the income of both of these concerns comes directly out of the railroad treasury. More than that, the editor of the one paper and the manager of the other have for years had an income from the handling of freight at the Council Bluffs transfer. When parties accept such favors they are bound both by honor and self interest to render a return by supporting the policies of the monopolies and by using their party influence in its favor.

The Republican denies that its railroad patronage will in any way influence its political policy. That will do to tell to the marines. When the railroad owned a large share in the paper, the same editor time and again denied him, and upon his word of honor which is not worth two straws, assured the public that the charge that the paper was owned by anybody connected with the railroad was a base falsehood. How long could the new proprietors of the Republican meet their bills were they compelled to forego the job subsidy from the railroad? How long would that subsidy continue if they dared to array themselves earnestly and vigorously against the abuses of corporate monopoly? Do these fellows imagine they can humbug the public by the pretense that the work is awarded to them because they are the lowest bidders or because they have better facilities than anybody else? In the words of Bob Ingersoll it won't do. And the republican party in this state will never follow leadership that subsists on monopolies and seeks to impose upon the party a role that has already brought it to the verge of ruin.

St. Louis is all torn up over bad pavements. The Post Dispatch asks: Does anybody doubt for a moment that the streets which we are maintaining—or rather not maintaining—in St. Louis, are costing us hundreds of thousands of dollars in the way of destruction to property and the depression of business? A stranger going upon our awful thoroughfares to-day would hardly feel like recommending St. Louis as a place of permanent abode.

Do strangers ever come down to St. Louis? The whisky distillers are willing to submit to the burden of the present whisky tax for a few years longer, providing congress will extend the time for keeping "spirits" in bond. This is very generous on the part of the distillers, but we doubt whether congress will consider it prudent to encourage home industry in bond.

ABOUT two months ago, during the heated term in the Third district, Vancura, one of Valenine's backers up in Knox county, was appointed register of the Niobrara land office. The name was sent to the senate by the president Wednesday, but there is a very fair prospect that the senate will refuse to confirm.

DARK DANDER.

The Colored People of Philadelphia Terribly Excited Over the Work of Quabals.

Special Dispatch to The Bee. PHILADELPHIA, December 7.—An indignation meeting of colored people was held this afternoon and a resolution adopted giving heartfelt thanks to the proprietors and attaches of The Press for the arrest and imprisonment of grave robbers. When the trustee of Lebanon cemetery, named Burton, appeared on the platform there was great excitement. Several razors and revolvers were drawn. Nearly everybody shouted for vengeance, while Bishop Campbell and other clergymen invoked peace. The peace-makers were successful, but the meeting at once adjourned. The announcement was made that subscriptions to prosecute the ghoul will be received at The Press office. Thirty graves were opened to-day. From about half of them the bodies had been stolen. The health department will not allow any more graves to be opened until it is known whether the person died from contagious disease.

Trunk Line Talk. Special Dispatch to The Bee. New York, December 7.—Representatives of trunk lines are still engaged in the discussion of differential rates.

OCCEIDENTAL JOTTINGS.

DAKOTA. During the year 488 buildings have been erected in Fargo.

Stromboski reports a successful season for 1892 in Upper Missouri river navigation, all the boats having paid well.

Yankton is showing material signs of prosperity in the matter of building. A number of substantial stores and houses are being erected.

Lewis and Clark, the explorers, spent the winter of 1805 at the mouth of Knife river, in Mercer county, and on the present site of Stanton.

The people of Rapid City and Brownville, in the Black Hills, are endeavoring to have a daily mail service established between the two cities. Over 400 signatures have been placed on a petition.

According to a low estimate, the population of Blaine county is over 7,000. This embraces 1,000 Scandinavians, 400 Germans, 250 Irish, 201 French, 150 Scotch, English and Welsh, and 2,900 Americans.

The next legislature of the territory will have the following complexion: In the council ten members will be republicans and two will be democrats. In the house the republicans will number nineteen and the democrats five.

Dr. J. H. Farnam, formerly of Yankton, has been figuring as a wife despoiler in Tarrytown, Ill. The doctor left Yankton suddenly in January last, and was not heard of until his whereabouts appeared in a Chicago paper a week ago.

Louis Sawady, the Marion postmaster, was taken to Yankton a few days ago and a charge of embezzlement of government funds entered against him. Bail was furnished, and he was released. His conduct has been erratic, verging upon lunacy.

WYOMING. Skating has become the amusement in Cheyenne and Laramie, the ice being in good condition and the sport fine.

Bill Nye, of the Boomerang, is said to be seriously ill from brain fever. Some fears are entertained for his recovery.

Balls and parties are much in vogue in Laramie City and Cheyenne. Prosperity is given as the reason of this gaiety.

The First National Bank of Cheyenne has moved into its new building. It is said to be one of the most elegant buildings for banking purposes in the west.

The citizens of Laramie presented Dan Nottaga, the sheriff of Albany county, with an elegant gold chain as a testimonial of their appreciation of his services.

A man named Aleck Jacobson stopped at a hotel in Laramie City a day and offered in payment a check for \$34, getting the balance in cash. The check was bogus.

It is claimed by stockmen that the past season has been a very good one for cattle. Ranchers are feeling good in view of the prospective profits, and they say stock investments are the best in the territory.

COLORADO. Considerable building is being done in Denver at present for this season of the year.

The dramatic season in the larger cities of the state thus far has been very successful. Companies of good reputation are playing to good houses.

The case of John A. Cozad, wanted at North Platte, Neb., for arson, came up in Denver this week, and the prisoner was turned over to Nebraska authorities.

The employes of the Denver & South Park railroad, in the Denver shops, gave a reception this week to the returning master mechanic, James H. Kirk. Presents aggregating over \$500 in value were made him.

Some human bones were recently found near Bush station, on the route of the new B. & M. railroad in Denver. They were supposed to be those of a young cattle buyer, named Brown, who left Denver very early in 1875, and never returned or was heard from.

Coal mining is the greatest industry of Fremont county. The coal area is immense. For instance it has been demonstrated that there is over 100,000,000 tons of coal in one main seam of a Canon City mine. Other mines in the county show as much.

Large copper veins have already been discovered in Fremont county, and others are being found. It is estimated that the copper bearing zone has an extent of forty miles from west to east and forty-five miles from north to south. Lodes in the Green mountains have become prominent through development.

A corporation called the Colorado Fertilizing company has been organized at Denver, with a capital of \$200,000. The fertilizer will be manufactured from the bones of dead animals. Brick buildings extending along the tracks of the Colorado and Pacific, with a capital of \$250,000, have been built.

A man named R. D. Stonehill, a partner in a dry goods store in Denver, recently took a quantity of the goods to show to his customer at her residence. He failed to return the goods, and an inquiry was instituted. It was found that both Stonehill and his partner, J. D. Mayer, had been selling stolen goods. Mayer got away while Stonehill was arrested and held to answer.

MONTANA. There are eighteen papers in the territory. The value of real estate in Butte is increasing.

The low by the recent fire in Billings is said to be over \$20,000.

The Butte electric light company has commenced work by supplying illuminating power to Silver City.

Chinamen working in abandoned placer diggings near Silver Bow shipped \$2,500 in gold dust last week.

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