

The Omaha Bee

Published every morning, except Sunday. The only Monday morning daily. TERMS BY MAIL: One Year, \$10.00; Three Months, \$3.00; Six Months, \$5.00; One Month, \$1.00.

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

Several senatorial candidates will be talked to death before the session is out.

JAPAN is enlarging her army. The mikado will soon be wrestling with the agony of a retired list.

The public debt was decreased by \$15,413,000 during December, but taxation still continues at the old war basis.

JOHN M. THURSTON will not be as busy in the opening days of the legislative session as he was last year. The senate has taken in its own hands the appointment of its own committee.

GEORGE E. SPENCER has been found at last and in an interview insists that the way in which he has been treated is an outrage. Steph Dorsey is of the same opinion.

The number of congressmen and senators who have been excused from congress "on important business" is alarming. In nine cases out of ten the "important business" will be found to be the repair of political fences at the state capital.

Who is there to fill Gambetta's place? Many names will attempt to speak from the lion's skin, but the mantle of the dead statesman is not likely soon to fall upon any Frenchman hard enough to hurt him.

LEADVILLE'S boom may have burst, but the "Camp on the Carbonates" eclipsed all previous records last year, the output of the district being over \$4,000,000 greater than ever before.

The butchering at Lincoln is at its height and is laying for the senatorial contest is the one absorbing business of nearly a score of candidates. This is the time when the "hay seed grangers" become objects of great interest to the railroad managers.

CONGRESS will do well to think twice before cutting off the fast mail service, as the postmaster general now thinks will be necessary. The fast mail is one of the most economical expenditures of the department, and greatly facilitates business transactions between the east and the west.

RAILROAD transportation is always given a consideration. This is the decision of the supreme court of Pennsylvania which holds that when a railroad company permits a passenger to travel without paying fare it does not avoid its responsibility as a common carrier by giving the passenger a printed pass condition that the person occupying it assumes all risk of accident without claim on the corporation.

Among the many questions which ought to be considered by the legislature is an increase of the judicial districts of the state. Many of the districts and notably the Third, comprising Douglas, Sarge, Washington and Burr counties, are suffering with an accumulation of business which cannot be disposed of as rapidly as litigants have a right to demand. The Douglas county district court is already two years behind its docket with no prospects of relief except what will come from a division of the district.

The St. Louis Republic calls attention to the fact that the immense advantage over other routes possessed by the Mississippi river as a means by which the products of this great valley can reach the markets of Europe has never been more clearly exhibited than during the last twenty-two months. From the latter part of February, 1881, when navigation to the south opened from this port, to the present time, there have been only eight days during which boats could not leave St. Louis loaded; and, from present indications, it is safe to say that no further interruption to navigation is liable to occur until next winter. The route by the lakes and canals, on the other hand, is closed for fully three months each year, and during that time shippers are at the mercy of railroads.

EXIT GOVERNOR NANCE

Governor Nance has stepped down and out and his official shoes have fallen to his successor. Of his farewell message the most that can be said is that it will occupy thirty-one pamphlet pages of long primer type.

Mr. Nance's gratuitous insults offered to the anti-monopoly movement and the men who have been fighting for years just such tools of the corporations as himself, are not at all surprising. During his four years' incumbency of the governorship he played fast and loose with his professions made before the election, and in every issue between the railroads and the people took his cues from the monopoly managers.

Mr. Nance secured his election on his shape and complexion. A "boy governor" was a curiosity four years ago. It lost a good deal of its interest after two years of exhibition and the people are not likely to demand another specimen. It is time that Nebraska should hunt for better timber than bass wood for her governors and learn to understand that the local celebrity of a country lawyer is not always the best guarantee of a wise and efficient executive.

In retiring from office, ex-Governor Nance took occasion to enter into a lengthy and weak apology for the sins of the state board of discrimination, of which he was formerly head center. He says: "Railroad property has been listed for taxation by the various companies under oath, as provided by law, and every means within the power of the board has been employed to obtain a fair and just valuation of the property so listed.

No one knows better than ex-Gov. Nance that his whitewash of the board of equalization is a mass of misrepresentation. The managers of the railroads under the present method assess their own property, which, as shown by THE BEE, is listed at from one-twelfth to one-seventh of its market value, while the property of private citizens is assessed on a basis of about one-third.

There is violent indignation expressed in New York over the taking off of night trains on the elevated railroads. The general manager of the roads states that the order was issued by Jay Gould and the local papers are dragging the great monopolists over the coals of a merciless criticism. Having cleared a cool \$7,600,000 by his famous stock watering operation in Manhattan, Gould now proposes to make the public pay interest on the water and is entangling every expense to increase profits.

There is no question as to the disastrous results of an over-taxation such as that from which the country is now suffering. A policy which tends to concentrate the wealth of the people in the hands of a few pampered manufacturers whose profits are enormously stimulated by its operation is a national curse. So far from being industrial protection it is popular robbery.

Congress cannot afford to delay the reform. The country does not demand the abolition of the tariff. It demands a substantial reduction on all articles of domestic consumption and a material enlargement of the free list by placing on it such articles of necessity as are used alike by the poor and the rich, and which can be relieved of duty without crippling industry or de-

stroying values. Popular confidence in the republican administration of national affairs, so severely shaken during the last few years, cannot be regained by a weak and vacillating policy of temporizing with this important question. The country demands, and it will be satisfied with nothing else than a radical revision of the whole tariff, the effects of which will be felt in the cheapening of prices, and in the corresponding increase of wages by the enhancement of the purchasing power of the laborer's dollar.

PERSONALITIES.

Freddy Gebhardt is satisfied that he is a bigger man than the piece of Wales. From all reports it is supposed that those who know Herr Most love him the least.

Mr. Justice Bradley gives notice that he is not harboring any intention of creating a vacancy on the supreme bench. Jay Gould is changing his habits. He is now issuing invitations to dinners and acceptances, and is frequently seen in New York society.

Every railroad lobbyist is in favor of a railroad commission. It is easier to "see" a commissioner than the majority of the legislature. ROSE EYTINGE denounces the Passion play as tending to injure public morals. The opinion of Lydia Thompson will be awaited with interest.

Congressmen make very undesirable boards according to a landlady quoted by the Washington correspondent of the Philadelphia Times. "They keep all sorts of hours," she complains, "and want their breakfast and dinner whenever they come in; they burn more gas than anybody else, and require more attendance from servants. It takes an extra servant to answer the door bell for them, as for every senator or member there are always at least twenty persons coming every day to see them about something, and the muddy boots of their constituents and wet umbrellas in falling weather ruin my carpets. The members themselves mostly smoke and chew, and don't stop to use spittoons. One who can't get board any more in any house where he's once been I could name, who squirts his tobacco juice up to the very top of lace curtains in his room, and throws his cigar and pipe ashes all over the furniture coverings, as well as the carpet."

There has been an animated debate in congress covering two whole days upon a proposition that the Pacific railroads, built by government subsidy, shall be paid for their services in transporting troops and supplies for the government only 50 per cent of what they are now collecting from private individuals for like services. The members of course soon became classified as partisans and enemies of the railroads, and the discussion included the topics of vested rights, sanctity of contracts, the powers of congress and the consideration of right, justice and equity.

The tolls demanded from freight and passengers over the railroads from Omaha to San Francisco are now, and have been for many years, 50 per cent greater than would be tolerated in any other part of the civilized world where the government or its officers are not robbers of the plunder.

During the debate of the present week much was said about the power of the government to makethis reduction of 50 per cent on the rates charged for government freights; the exorbitant made by the Pacific roads were frankly conceded. While every member of the house was fully aware that congress had the unquestioned power to fix pre-emptorily a maximum rate to be charged over these roads for freight and passengers, we searched in vain for a suggestion or a speech by any member proposing that the rates for the transportation of freight and passengers over the roads between Council Bluffs and San Francisco should during the year 1883 and until altered by law be 50 per cent what they were on the 1st of July, 1882.

The proposed reduction in the rates of transportation of government business is a trifling affair, while a like reduction on all the transportation business over these roads would be something substantial. The people of the whole country would be benefited by the one reduction, while the proposed alteration looks very much like an act of personal spite on the part of some defeated candidates for congress.

We are surprised that in the whole history of 293 numbers there was no one man with courage and patriotism enough to apply the law and facts of the case of the 54,000,000 of people and in their behalf demand that the Pacific railroad robbery shall henceforth be reduced 50 per cent in its exactness.

DELAYING THE REFORM.

The ways and means committee are still tinkering over the tariff. Taking the report of the late commission as a basis, they have been busily engaged for the past five weeks in trying to please the manufacturers at the expense of the public by restoring as far as possible the petty reductions in duties suggested in the report of the tariff commission. The more that report is examined the less cause is seen for congratulation on the part of consumers. The additions to the free list are few and unimportant. The reductions on staples are small as compared with what was expected. The wealthy capitalists whose concerns have been built up and thriven through exorbitant duties have been able to bring enough influence to bear upon both commission and committee to prevent any such decrease in the customs taxes as would substantially lighten the burdens of the people by materially diminishing the profits of their industries.

With the universal cry for a reduction of taxes ringing in their ears, Mr. Kelly's committee, organized in the interest of monopolies, and backed by four billions of accumulated capital, are trifling with the demand for tariff reform, and endeavoring, in a time of peace, to continue and maintain the most extraordinary system of war taxation that has ever burdened a government of modern times.

Tariff reform was one of the issues which entered largely in the late election. Its importance and the demand for a prompt reduction of the worst impositions of the tariff were clearly recognized by the president in his annual message and has been steadily insisted upon by every leading journal of both parties in the country. The Morrill tariff was put into operation at a time when the country was straining every nerve to raise revenues to prosecute a war for the national existence. It was the boldest, the most comprehensive and wide-reaching scheme of taxation ever devised. Nothing but the urgent need of money could have justified its adoption. And congress was profuse in its promises that the conclusion of the war would see the removal of the greater part of its burdens. Eighteen years have gone and the Morrill tariff is still substantially in operation. An immense surplus revenue is piling up in the national treasury, and a score of protected industries pampered by the government in millions of dollars at their disposal, are clamoring against any reduction in the taxes which are eating into the prosperity of our people while they are a drag on the coffers of the industrial millionaires.

Enormous protection has built up and has failed to reduce the prices of the manufactured articles or to increase the wages of the workmen. The purchasing power of a dollar, by which alone the value of wages can be estimated, is less today than it was before the war. The benefits of overproduction have all gone into the pockets of the protected while there is no protection offered the public from the rapacity of the men who live off of the country's bounty. While there is good ground for argument over the policy of protection to American industry, there is no question as to the disastrous results of an over-taxation such as that from which the country is now suffering. A policy which tends to concentrate the wealth of the people in the hands of a few pampered manufacturers whose profits are enormously stimulated by its operation is a national curse. So far from being industrial protection it is popular robbery.

Congress cannot afford to delay the reform. The country does not demand the abolition of the tariff. It demands a substantial reduction on all articles of domestic consumption and a material enlargement of the free list by placing on it such articles of necessity as are used alike by the poor and the rich, and which can be relieved of duty without crippling industry or de-

stroying values. Popular confidence in the republican administration of national affairs, so severely shaken during the last few years, cannot be regained by a weak and vacillating policy of temporizing with this important question. The country demands, and it will be satisfied with nothing else than a radical revision of the whole tariff, the effects of which will be felt in the cheapening of prices, and in the corresponding increase of wages by the enhancement of the purchasing power of the laborer's dollar.

Every railroad lobbyist is in favor of a railroad commission. It is easier to "see" a commissioner than the majority of the legislature. ROSE EYTINGE denounces the Passion play as tending to injure public morals. The opinion of Lydia Thompson will be awaited with interest.

Congressmen make very undesirable boards according to a landlady quoted by the Washington correspondent of the Philadelphia Times. "They keep all sorts of hours," she complains, "and want their breakfast and dinner whenever they come in; they burn more gas than anybody else, and require more attendance from servants. It takes an extra servant to answer the door bell for them, as for every senator or member there are always at least twenty persons coming every day to see them about something, and the muddy boots of their constituents and wet umbrellas in falling weather ruin my carpets. The members themselves mostly smoke and chew, and don't stop to use spittoons. One who can't get board any more in any house where he's once been I could name, who squirts his tobacco juice up to the very top of lace curtains in his room, and throws his cigar and pipe ashes all over the furniture coverings, as well as the carpet."

There has been an animated debate in congress covering two whole days upon a proposition that the Pacific railroads, built by government subsidy, shall be paid for their services in transporting troops and supplies for the government only 50 per cent of what they are now collecting from private individuals for like services. The members of course soon became classified as partisans and enemies of the railroads, and the discussion included the topics of vested rights, sanctity of contracts, the powers of congress and the consideration of right, justice and equity.

PACIFIC RAILROAD ROBBERY.

Chicago Tribune. There has been an animated debate in congress covering two whole days upon a proposition that the Pacific railroads, built by government subsidy, shall be paid for their services in transporting troops and supplies for the government only 50 per cent of what they are now collecting from private individuals for like services. The members of course soon became classified as partisans and enemies of the railroads, and the discussion included the topics of vested rights, sanctity of contracts, the powers of congress and the consideration of right, justice and equity.

The tolls demanded from freight and passengers over the railroads from Omaha to San Francisco are now, and have been for many years, 50 per cent greater than would be tolerated in any other part of the civilized world where the government or its officers are not robbers of the plunder.

During the debate of the present week much was said about the power of the government to makethis reduction of 50 per cent on the rates charged for government freights; the exorbitant made by the Pacific roads were frankly conceded. While every member of the house was fully aware that congress had the unquestioned power to fix pre-emptorily a maximum rate to be charged over these roads for freight and passengers, we searched in vain for a suggestion or a speech by any member proposing that the rates for the transportation of freight and passengers over the roads between Council Bluffs and San Francisco should during the year 1883 and until altered by law be 50 per cent what they were on the 1st of July, 1882.

The proposed reduction in the rates of transportation of government business is a trifling affair, while a like reduction on all the transportation business over these roads would be something substantial. The people of the whole country would be benefited by the one reduction, while the proposed alteration looks very much like an act of personal spite on the part of some defeated candidates for congress.

We are surprised that in the whole history of 293 numbers there was no one man with courage and patriotism enough to apply the law and facts of the case of the 54,000,000 of people and in their behalf demand that the Pacific railroad robbery shall henceforth be reduced 50 per cent in its exactness.

Our Junior Senator. Cleveland Leader. Another western man of means is Van Wyck, of Nebraska, a republican 58 years of age, originally from New York. He has made a great deal of money in lands and other speculations, and his old New York friends wonder at his wealth. Senator Van Wyck has a good working liver and he never gets bilious. He is a good fellow, full of funny jokes and strange ways. Physically and morally he is strikingly angular. The Lord made him in corners, and every corner sticks out. One of his possessions, I am told, is a wheat farm which runs into the thousands of acres.

When it was known that Gebhardt had secured rooms in a Chicago hotel during Langtry's engagement in that city, a local eldred called it the same species, but \$1,000 that he would cut Gebhardt out and take Mrs. Langtry out riding alone three days after her arrival. The bet was taken and the money put up. It's Chicago against New York.

\*Ladies of all ages who suffer from loss of appetite, from imperfect digestion, low spirits and nervous debility may have life and health renewed and indefinitely extended by the use of Mrs. Lydia E. Pinkham's remedies for all complaints incident to the female constitution. We have not only a living faith in Mrs. Pinkham, but we are assured that her medicines are at once most agreeable and efficacious.

MORE people have read THE SUN during the year just past than ever before since its first printing. No other newspaper published on this side of the earth has been bought and read in any year by so many men and women. We are credibly informed that people buy, read, and like THE SUN for the following reasons, among others: Because its news columns present in attractive form and with the greatest possible accuracy a full and interesting account of the events, the doings and misdeeds, the wisdom, the philosophy, the noble folly, the solid sense, the improving nonsense—all the news of the business world as it presents itself in space. Because people have learned that in its remarks concerning persons and affairs it is not only a reliable guide in feeling them the exact truth to the best of its ability three hundred and sixty-five days in the year, before election as well as after, about the whole as well as about the small fish, in the face of dissent as steadily and fearlessly as when supported by general approval. This SUN is absolutely no purposes to serve, save the information of its readers and the furtherance of the common good. Because it is everybody's newspaper. No man is so humble that THE SUN is in different to his welfare and his rights. No man is so rich that it can allow injustice to be done him. No man, no association of men, is powerful enough to be exempt from the just application of its principles of right and wrong. Because in politics it has fought for a dozen years, without intermission and sometimes almost alone among newspapers, the fight that has resulted in the recent overwhelming popular verdict against Robesonism and for honest government. No matter what party is in power, THE SUN stands and will continue to stand like a rock for the interests of the people against the ambition of power, the enervation of monopolists, and the dishonest schemes of public robbers. All this is what we hold almost daily by our friends. One man tells that THE SUN is the best religious newspaper ever published, because its Christianity is undiluted with cant. Another holds that it is the best Republican newspaper printed, because it makes the religious of the day the subjects of its attacks, and its denunciations of the dishonest schemes of public robbers. If you already know THE SUN, you will observe that in 1883 it is a little better than ever before. If you do not already know THE SUN, you will find it to be a mirror of human activity, a storehouse of the choicest products of common sense and imagination, a ministry for the cause of honest government, a sentinel for genuine Jeffersonian democracy, a scourge for wickedness of every species, and an uncommonly good investment for the coming year. TERMS TO MAIL SUBSCRIBERS. The several editions of THE SUN are sent by mail, postpaid, as follows: DAILY—55 cents a month, \$6.50 a year; with Sunday edition, \$7.70. SUNDAY—Eight pages, \$1.20 a year. WEEKLY—21 a year. Eight pages of the best matter of the daily issues; agricultural department of unqualified merit, market reports, and literary, scientific, and domestic intelligence make THE SUN the best newspaper for the farmer's household. Two copies of ten with \$10, an extra copy free. Address: I. W. ENGLAND, Publisher, THE SUN, N. Y. City.

OMAHA COFFEE AND SPICE MILLS. Roasters and Grinders of Coffees and Spices. Manufacturers of IMPERIAL BAKING POWDER Clark's Double Extracts of BLUEING, INKS, ETC. H. G. CLARK & CO., Proprietors, 1403 Douglas Street, Omaha, LEE, FRIED & CO. WHOLESALE

HARDWARE, 1108 and 1110 Harney St., OMAHA, NEB.

McMAHON, ABERT & CO., Wholesale Druggists, 315 DOUGLAS STREET, OMAHA, NEB.

L. C. HUNTINGTON & SON, DEALERS IN HIDES, FURS, WOOL, PELTS & TALLOW 204 North Sixteenth St., OMAHA, NEB.

METCALF & BRO. 1005 Farnam St., Omaha.

HIMBAUGH, MERRIAM & CO., Proprietors, Wholesale Dealers in WHEAT CORN, MILLS SUPPLIED WITH CHOICE VARIETIES OF MILLING WHEAT. Western Trade Supplied with Oats and Corn at Lowest Quotations, with prompt shipments. Write for prices.

M. Hellman & Co. WHOLESALE CLOTHIERS, 1301 and 1303 Farnam St. Cor. 13th OMAHA, NEB.

GATE CITY PLANING MILLS. MANUFACTURERS OF Carpenter's Materials, ALSO SASH, DOORS, BLINDS, STAIRS, Stair Railings, Balusters, Windows and Door Frames, Etc. First-class facilities for the manufacture of all kinds of Mouldings, Painting and matching a Specialty. Orders from the country will be promptly executed. Address: A. MOYLE, Proprietor

D. H. McDANELD & CO., HIDES, TALLOW, GREASE, PELTS, WOOL AND FURS, 204 North 16th St., Masonic Block. Main House, 40, 48 and 52 Dearborn avenue, Chicago. Refer by permission to Hyde and Leather National Bank, Chicago.