

The Omaha Bee

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

The railroads will be tolled by the legislature to pay their taxes.

THREE more horses have entered for the senatorial stakes. It looks as if the race was to be free for all with some twenty entries distanced.

JUDGE TOURGEE'S new lecture is entitled "The Family of Fols." The application is supposed to be to the audience who pay fifty cents to hear it.

CONGRESS is asked to give \$700,000 for a post-office site in San Francisco. This is eight more than the entire building ought to cost.

THE former editor of the Republican when asked by the special railroad committee whether his name was on the pay roll of the Union Pacific railroad "declined to answer." Silence often speaks louder than words.

A NEW YORK dispatch says that the railroads have withdrawn their lobby from the New Jersey legislature. The monopoly lobby at Lincoln is the strongest ever gathered together at the state capital.

DR. DEEMS, in his prayer at the New York Church of the Strangers, last Sunday night, asked the Almighty to convert the choir. This is a suggestion which ought to be at once acted upon in several Omaha pulpits.

THE Republican says that "a man would not expect poetry from the kangaroo—but this is a disappointing world." Exactly. Nor would a man expect common sense from a crank, who, like the editor of the Republican, "depends upon his memory for his wit and his imagination for his facts."

THE little whiffet who edits the Republican says: "If we had to be tossed, we think we should prefer S. H. H. Clark or T. L. Kimball to the autocrat who is the editor of our esteemed evening contemporary." Less than a year ago he was an applicant for a sub-editorship on THE BEE on the ground that he was tired of being tossed by S. H. H. Clark and T. L. Kimball and that no one read what he wrote in the railroad organ.

GOVERNOR CULLOM, of Illinois, who has been nominated by the republican caucus as successor to David Davis in the United States senate, has served as a member of congress, a member and speaker of the lower house of the Illinois state legislature and for six years as governor of the state. The Chicago Tribune says that "it is not too much to say that in all of these positions he has fully met the requirements and expectations of his constituents. He has always been faithful and diligent. While he has not, perhaps, exhibited the highest qualities of a brilliant statesman, he has never failed to show the sagacity of a conservative and intelligent legislator and executive."

THE Republican believes in railroad regulation, but it would rather be bought and contemptible hiring of a railroad company than the playing of a demagogue.—Republican. The Republican has always believed in "railroad regulation," the regulation of the people by the railroads. It believes in the regulation of a vernal press by the monopolies, and it puts its existence and financial credit on the favors of the corporations. Its editor having been for years notoriously "the bought and contemptible hiring of a railroad company" is just about physically and mentally large enough to be the "playing of a demagogue." We refer him to Dennis Kearney.

THE corporation papers are still making light of the proposition to prohibit the acceptance of passes by public officers and members of the legislature. Nebraska is not the first state, however, to take steps in the direction of this needed reform. The constitution of the state of Missouri, adopted in 1875, contains the following proviso in its article on railroads:

SECTION 16. No railroad or other transportation company shall grant free passes or tickets or passes or tickets at a discount to members of the general assembly, or members of the board of equalization, or any state or county or municipal officers; and the acceptance of such pass or ticket by a member of the general assembly or any such officer shall be a forfeiture of his office.

THE SENATORSHIP.

The senatorial battle will open in Lincoln at noon on Tuesday. At that time, in accordance with the national statute, the first ballot will be taken toward the election of the man who will succeed Alvin Saunders in the United States senate. Every indication points to an exciting and bitter struggle between the contesting candidates. As usual, the railroads are earnestly engaged in the conflict, and their paid agents have taken a more than ordinary interest in the preliminary skirmishes. The people of Nebraska have staked their political independence upon the outcome of the impending battle. It is to decide for six years to come whether the railroads are to voice the sentiments of this state in the United States senate. It is to determine whether the Nebraska senatorial delegation is to work together for the interests of the people or whether it is to be helplessly divided on questions of vital interest to the producers of the country. The sturdy citizens who at the late election forced the anti-monopoly issue to the front in each of the political parties, and those who, with every honest man, are in favor of a pure, a strong and a representative government, demand for their next senator a man of ability and high standing, of influence and experience. They want a man of brains and not a bundle of greenbacks. They ask of the present legislature a senator whose public record in the past is a guarantee of his ability and willingness to serve the people in the future. Above all they require a man free from all suspicions of railroad affiliations and pledged to carry out the wishes of his constituents in securing national regulation of the monopolies.

Nebraska demands a man of legislative experience. Among the many candidates who claim recognition from the people through the present legislature there are several such. Some have already filled terms in the United States senate with more or less ability. Others have occupied positions of honor and trust in our state. Still others by their energetic work in behalf of the people, through their sincerity of purpose or vigor of action deserve well of their constituents. We cannot afford to send to the senate a man who will be hampered by his ignorance of parliamentary practice and who is disabled by his lack of legislative experience from originating and carrying through or aiding in forwarding questions of national policy. However good such a man's intentions, the state ought not to be handicapped by his inability to carry them into effect.

Our citizens want a man who can make for himself and for the state a national reputation in the halls of congress, a brainy man with the mind to devise and the will to execute. Money bags may weight down, but they can never fill a senatorial chair. The Sharons and the Fairs of the senate have brought only disgrace upon their states and ridicule upon themselves. Nebraska will not add to their number. It is an admitted fact that the leading candidate now in Lincoln bases his claims for support upon the influence which his wealth has brought him. He is without record as a public man. The only public position in Nebraska which he has filled was that of mayor of Omaha, his chief qualification for which was that he could sign his name to the city warrants. His only higher position he has occupied was that of government director of the Union Pacific road. During his incumbency of this office he never once raised his voice on behalf of the people or dared to protest against the extortions under which they were suffering. As a thinker, as a speaker, as a debater, as a man who can converse continuously for fifteen minutes upon any subject except banking Mr. Millard is absolutely without a record. The custodian of the Union Pacific moneys and the chief distributor through his banking house of its funds, he is and must be bound hand and foot in his business relations to that corporation and therefore unfit to criticize its policy, expose its gross violations of law or voice the wishes of the people of this state in regard to measures looking to their relief from its extortions.

THE BEE, with no announcement of personal preference, urges the legislature to do its duty. Able, honest and competent men are in the field asking for recognition. Weigh the claims of the contesting candidates calmly and honestly and select from them a man of brains, who knows how to use them; a man of sound convictions, who will not be afraid to express them for the public benefit, a candidate of experience and unquestioned integrity, who will bring Nebraska to the front in the national senate and lead her to a seat which her growing importance, her political vitality and her progressive intelligence give her the right to occupy.

THERE is a good deal of talk about "personality in journalism." The loud-est complaints, as is natural, come from parties who have been discussed freely by the press in its function as a critic of events and a dissector of motives. The fact is the matter is that the modern newspaper is largely the mirror held

up before the public reflecting its changing moods. It is the microscope whose duty it is to expose the hidden secrets concealed from the general view, but whose disclosure will be for the public interest or benefit. An honest, independent journal has no business to discriminate in its performance of duty. It has no right to criticize the little fishes and pass over in silence the whales. It must place all men on the same level, so far as their acts will interest the public and so far as the exposure of their misdeeds will accrue to the general benefit. If it conducts its business on any other grounds it does so at the expense of its character and places itself on a footing with lickspittles and toadies. This THE BEE will never do. In spite of the howls and hisses of snobocracy, who can read with interest strictures on any individual without a bank account and applaud the exposure of any rascal who doesn't pay taxes on real estate or own a carriage.

FAILURES continue to increase. Last week shows a larger number by thirty than the week preceding and more than for any previous week since 1879, when the repeal of the bankrupt law became operative. There is no denying the fact that the trade outlook is gloomier than it has been for three years past. Factories are overstocked, foundries and mills are begging for orders and reducing wages and merchants generally are complaining of dull business and hard collections. It is a time for the exercise of caution and economy. Panic is not yet upon the country, but a general depression is making itself felt. One cause for the increased number of failures is found in the contraction of credits by wholesale houses and jobbers. This in itself is an encouraging sign and will do much to ward off the crash which the croakers claim is impending. The country has been living beyond its income, and has been purchasing from abroad more than it has exported. National taxation has been drawing in from business eight millions of dollars monthly more than sufficient to meet the demands of the treasury department, while \$300,000,000 expended for railroad construction and almost as large a sum for buildings much of which was unnecessary and unproductive, as investments has reduced largely the income producing power of the country. Still our crops are good, we have food and to spare, there are no indications of general distress, and with common caution the concluding six months of the year ought to be financially prosperous and pecuniarily successful. If half of the railroads on the stock exchange were placed in the hands of receivers and shaken thoroughly to throw off the water which they hold, a good beginning would be made in the direction of placing our railroad system on a common sense business basis, and towards checking a ruinous speculation. There is reason to believe that the present stringency is merely temporary, and will result in placing trade and business on a more substantial and safer basis from which the advance towards prosperity will be steady and rapid.

Gov. GLOCK, of Kansas, handles the monopoly question without gloves in his inaugural message. He says that one of the worst features of this vexed railroad problem is the constant tendency on the part of railroad managers to manipulate the politics of the state, to seek not only to control conventions, to make platforms, to nominate and elect candidates, but also to improperly influence legislation by subsidizing and establishing newspapers, and by employing paid lobbyists to defeat proper legislation, so that corporate greed may still override and oppress the people. It is a notorious fact that it is charged by the public journals and believed that the railroads of the state have used money lavishly to corrupt voters, and have tried by coercion, threats and by all appliances at their command, to force their employes to vote against their will and for men and parties known to be pledged and committed to the railroad interest, and upon their refusal to do so they have been discharged from their employ. He recommends that a maximum rate of fuel and freight be fixed and a commission appointed.

GENERAL SHERMAN will not be a candidate for the presidency. He denies this emphatically in language which leaves no doubt that he means just what he says. A letter to friend in St. Louis closes as follows: "That no earthly consideration will induce him to embitter the remainder of his life by holding out the least prospect that any possible combination of circumstances or events will make him a presidential candidate."

"There are plenty of good men able and willing to undertake the office—able than I presume to be and with as much patriotism." "The president at best is but a figurehead. Congress is the real power in this government, and any president who undertakes to stamp his individuality will find himself tied hand and foot by laws."

"I ask you to assert with emphasis that you know my unalterable determination and that it will be idle to appeal to me."

"The country is perfectly safe, and no amount of party clamor can seriously disturb its harmony or prosperity."

"TIME TO STOP."

The crank that grinds the Omaha organ of the monopolies informs his readers that "it is time to stop." The public will cordially agree with him. It is time to stop the scurrility and abuse which for years has been measured out by the railroad editorial employes to every man who has dared to oppose the extortions and pillage of their masters. The adjectives are exhausted and impotent. Men who value their manhood have long ceased to consider the charges or to listen to the "virulent abuse which has been the portion of every citizen who has had the courage to make a stand against the monopoly minions in the interests of our outraged public. It is time to stop humbugging the people of Nebraska in regard to the past history, the present aims and the future intentions of the railroad monte sharps. The old tune of "public benefactors" and "high minded philanthropists" is played out. For every dollar of capital which the railroads of Nebraska have invested in this state, they have carried out of it a hundred in interest. For every rebate granted to their political favorites they have extorted a thousand from men with no recourse against their legalized brigandage. It is time to stop this silly and worn out nonsense about the loving kindness of the railroad managers. The people refuse to swallow it. It sticks in their throats and will not go down any longer.

The producers of Nebraska, who for years have been compelled to stomach the slurs and insults of the corporations because of their political powerlessness, now call a halt to the further aggressions of corporate monopoly. They are determined that they will no longer submit to their arrogant dictation in the government of this state, and in the making and enforcement of its laws. They insist that it is time to stop "packing the caucuses, the primary and the convention in the interests of insolent corporations. They ask that our legislature shall be purified of the presence of the red-necked plimps and scabs, who have for years corrupted its members. And they demand with all the energy of men, who have been betrayed by promises and sold by traitors, that every man on whom they pin their faith in the future shall be free from all suspicion of collusion or intimacy with the monopoly managers who have plundered this state while they have held in political serfdom its citizens.

The day has come when every candidate who asks for the confidence of the people must declare squarely and boldly on which side he has planted his feet. It is time to stop the straddling by which the voters of Nebraska have been deceived into fostering the secret friends of monopoly into positions of honor and trust. It is time to stop placing clubs in the hands of the railroads to be used against the people. For these and a score of other reasons it is high time to stop.

HAVING passed the presidential succession bill congress will at once grapple with the "inability matter." There is really no necessity for having some definite legislation on this subject than for having new rules governing the presidential succession. The protracted illness of General Garfield made very plain the emergency which existed for the presence of a law for determining when inability exists, and what the privileges and powers of the vice-president are in the premises. There was no question that for months the president was entirely unable to perform the duties of his office. The country was practically without a chief executive and with no method of legally determining this fact or of temporarily or permanently handing over the government to the vice president. There was a feeling in congress that the question ought to be left out of the succession bill just passed through fear of weighting it down with a knotty constitutional problem which might have prevented its speedy passage. Senator Ingalls' suggestion that the subject be at once taken up by the judiciary committee for investigation, will bring the matter speedily before congress in the form of a bill which will forever provide against such contingencies as existed during President Garfield's long and fatal illness.

On Tuesday the Minnesota legislature will begin balloting for United States senator. A revolt against the caucus renders Mr. Windom's election far from certain. Fifty republican members on Thursday absented themselves from the party caucus, and only sixty-three members of the legislature permitted themselves to be whipped into line. This is fifteen less than the number necessary to elect, and though Mr. Windom's supporters claim twelve additional republican votes he will still in the first ballot be three short of the number required to nominate. Senator Windom is a good man who is sound on the main issues, and Minnesota could not do better than to choose him again to represent her in the senate, but the revolts against the caucus is significant of the rapidly spreading determination of the representatives of the people to free

themselves from the rule of a system whose object is to stamp out individuality of opinion and to bind the voices and votes of a party minority to the triumphal car of the majority.

One of the Chicago papers had an editorial the other day entitled "How to Do Right," and the Boston Post, with very proper exasperation, thereupon asks, "Why will people talk about matters they don't understand?"

PERSONALITIES.

John McCullough estimates his year's profits at \$80,000. Think of it, ye toilers!

John L. Hastings, one of the founders of The Cincinnati Commercial, is a compositor in that city.

The Langtry receipts at Brooklyn last week amounted to \$16,000. Even injudicious advertising seems to pay.

Mr. Beecher said last Sunday that he would be repaid for his sermon on whether the complicity will be returned.

Gov. Begole, of Michigan, when he went to Lansing to be inaugurated, declined to take a carriage and footed it to the capital.

Patti has been criticizing Mrs. Langtry's actions. Patti should order some iron shutters for the conservatory in which she resides at once.

Vanderbilt ought to be a happy man. He is worth about \$200,000,000, not one of his sons is a scoundrel and the heir of his twenty-second grandchild is announced.

Register Bruce, next to Frederick Douglass about the most noted representative of his race, was refused a seat in a white barber's chair in Washington the other day.

Bob Ingersoll thinks that people are fully punished during this life for all their sins. This would seem to indicate that Bob's next door neighbor plays the accordion.

Some one has discovered a poem written by President Arthur in 1851. It is doubtful whether President Arthur or the man who discovered the poem is most to be pitied.

Mrs. Goddard, the widow of Delano A. Goddard, notable as the late editor of the Boston Advertiser, has refused to accept a purse of \$25,000 offered her by admirers of her husband.

Marlin Chamblay, of Cherokee county, Georgia, has been for fifty years a candidate for tax-collector. Mr. Chamblay must have emigrated from Ohio at a very early age.

Elizabeth Stanton not only plays billiards, but advises it as a recreation for her sex. The billiard cue is a more formidable weapon than the broomstick, the rolling pin or the poker.

The venerable Archbishop Purcell, who is living in extreme poverty, received \$60 as a Christmas gift, and promptly turned it over to the fund for the relief of his distressed creditors.

Brigham Young's grave is utterly neglected, and his wives never visit it. They went there once to cry over his remains, but it made the crowd so sloppy that they all caught cold.

State Treasurer Polk, of Tennessee, who stole \$400,000, wears a wooden leg. With two good legs and a fair change it is thought that Mr. Polk would have got away with a public building or two.

Major Burke, editor of the New Orleans Times-Democrat, went to work in a stone yard as a common laborer just after the war. Most men, however, start as editors and wind up in the stone yard.

Domitiek Hoffman, a newly-elected justice of the peace in Dubuque, got first official act, a marriage ceremony, and resigned immediately. A burnt child dreads the fire.

The wife of Charles E. Upton, the Rochester City Bank embezzler, wrote a novel, "Cases in the Air," which was published in 1875. Even the worst of men seem to have some excuse for their misdeeds.

Gov. Hamilton's daughter, Mrs. Clara H. Stanhope, has obtained a divorce from her husband, John T. Stanhope, of Hagerstown. The romantic marriage of the couple caused something of a sensation in Baltimore about a year ago. Stanhope, who is a clerk, did not oppose the granting of the decree.

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Southern Pacific. Special Dispatch to THE BEE. LOUISVILLE, January 13.—In 1856 a project was formed for the building of the Southern Pacific railway, running across Texas to the Pacific coast. The first link in the transcontinental chain was from Shreveport, La., to Marshall, Texas. By the time this was finished the enterprise broke down pecuniarily, and the road was several times sold out by the sheriff. After the war, in the year 1866, the enterprise was revived, and a loan of \$150,000 was made to the road by the Louisville syndicate, but the enterprise failed. In 1868 the road was sold, and was bought in by the Louisville syndicate in order to secure their debt, they assuming to pay the other debt.

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