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

The Millard mare did not take the pole as expected.

EVERY senatorial boom must stand on its own bottom.

It looks as if it were anybody's race with the railroads in the rear.

MILLARD is the barrel candidate, (w)hooped up by the railroads.

There is a surplus of \$20,000,000 in the last pension appropriation, but we hear nothing of a twenty million reduction in taxation.

Mr. BESCHER denies that he ever doubted the goodness of the Almighty. This is probably more than can be said of Mr. Beschler by the other side.

The census ought to be taken at Lincoln this week. The state capital would show an increase of fifty per cent in population owing to the number of visiting statesmen.

The safe and \$200 are all that Cashier Boice of the Jersey City Savings bank failed to carry off. The reports neglect to state that the safe was chained to the floor.

THIRTY THREE candidates put in an appearance at the opening ballot for the senatorship at Lincoln yesterday. Nebraska has no need of a legislative act for the encouragement of senatorial timber culture.

Ex-Governor JOHN D. LONG has beaten Senator Hoar in the race for the Massachusetts senatorship. Mr. Hoar has been for years one of the ablest members of the senate, but his vote for the river and harbor steal clinched the last nail in his political coffin.

OPINIONS differ as to the necessity of a bankrupt law, but there is no difference of opinion in regard to the necessity of some enactment that will protect creditors against dishonest debtors. One of the peculiarities now is that liabilities remain while assets are mostly in the hands of preferred creditors. In other words people get ready to fail by putting their property out of their hands. In such instances the distance between the counting room and the penitentiary ought not to be very great.

The increase of the assessed valuation will give a fair idea of the growth of New York. Since 1870 the tax rolls have increased 45 per cent—from \$742,103,075 to \$1,080,879,493. In 1870 Omaha's tax lists fell scarcely 20 per cent behind what they do to-day, while the city has grown fully 100 per cent. A list of wealthy tax shirkers in this city would be interesting reading to many of our poorer tax payers who are assessed on the full legal valuation of their property, while their neighbors escape almost untaxed.

The first ballot in the senatorial contest, which was taken yesterday at Lincoln, shows nothing except that a good many complimentary were given. The test of the strength of the leading candidates has yet to come. The republican vote was so scattered that any predictions of its final direction is impossible. Senator Saunders, as was natural, led the list, and Joseph H. Millard did not show up as far in the front as was expected. Still Mr. Millard has a good many more votes in reserve which will be called for when needed to make a respectable following. After making a respectable following they will go to other candidates. General Connor and Captain Stickle were remembered by their friends with a handsome vote. The democratic strength, as was expected, was distributed chiefly between J. Sterling Morton and Judge Savage, while Mayor Boyd received ten votes. It looks as if it were anybody's race at present. No caucus can bind the members of the legislature to vote against their convictions and the indications are that the battle will be fought fairly and squarely in the open arena. If THE BEE judges the temper of the present leg-no candidate of the monopoly which there are several, can be elected. The people will elect, and the legislature dare not wish.

RECKLESS SPECULATING

Every dollar of railroad indebtedness incurred is practically a public debt, because its funding is thrown upon the people. The public is taxed, by increased tariffs, to pay interest upon every dollar of bonds issued by the railroad kings, and is obliged unmercifully to afford dividends upon millions of dollars worth of stock, which cost only the paper and printing ink used in their production. Within ten years the taxpayers of this nation have paid off \$549,275,037 of the national debt. In the same time the railroad kings, by reckless speculation and stock jobbing, have increased the railroad debt nearly \$3,000,000,000.

The statistics of Poor's Railroad Manual show that the railroads of the United States in 1872 had a debt of \$55,116 a mile. They probably cost half that. In 1884 the debt per mile was watered up to \$64,411. The debt of 1872 was swollen by the fictitious value of our paper currency, by the furious speculations that came to a crash in 1873, and by enormous issues of watered stocks and bonds that were erased in the liquidation of the hard times. It represented short-lived iron rails that cost more than the long-lived steel rails of the mileage of 1882. On all these accounts the average debt for each mile of railroad ought to have been in 1882 much less than that of 1872. But Wall street financiers know a trick worth two or three of the old-fashioned plan of "growing up with the country."

They reach the territory before the immigrant. They pre-empt all the land with railroad mortgages, and leave to those who grow up with the country the privilege of paying them off. All the reduction in the railroad debt of \$55,116 a mile ten years ago that should have accrued to the public benefit by the introduction of steel rails, the resumption of specie payments, the decline in price, has been pocketed by the Wall street speculators and construction rings. Not only that, but they have added \$9,295 more to every mile, or over 16 per cent.

Besides the debt of \$6,500,000,000—four times the present federal debt—that still floats, there have been extinguished during the last seven years \$1,428,982,000 of railroad stocks and bonds by foreclosure. These are the wrecks of the 1873 panic. The roads are left, but the paper has blown away. How much there is in the surviving mass of what are called securities that must go the same way can only be conjectured. But the methods of railroad construction and finance still in vogue make it certain that 1883, like 1873, must be followed by severe reorganization of railroad indebtedness. Perfect as is the impunity with which Wall street—as far as the laws of the country are concerned—piles up the public debt on railroads, there are laws of the money market that will bring it to book.

SAFETY FROM FIRE Investigation by THE BEE proves what ever citizen of Omaha, who has thought on the question, has known for some time that the great majority of our hotels and places of amusement are sadly lacking in means for fire escape. They are mostly architectural shams built for show and compactness with a reckless disregard to the safety of their guests. Many are mere tinder boxes, built of wood with contracted halls, narrow staircases and two or three exits on the lower floors. Others are pine forests enclosed by brick walls. It is a fact that cannot be disputed that Omaha has not a single fire proof hotel or theater. Some are better than others. This is the most that can be said of any.

THE BEE strongly urges upon the proprietors of hotels, and upon the public who patronize them, the necessity of such alterations and improvements as will provide the requisite facilities for escape in case of fire or panic. Exterior iron fire escapes ought in every instance to be insisted upon. Ladders from the upper stories to the top of the first floor should be provided. This would give exits for guests in case the flames in the lower floors cut off escape by way of the staircases. An excellent and cheap fire escape has been provided in many hotels in the country which consists of a coiled rope attached to a ring in the floor and of sufficient length to reach the street below. By its aid guests can lower themselves from the windows and reach a place of safety. A pair of canvas mittens or gloves with the palms sanded, accompanies them which enables a weak person to hang to the rope with the greatest ease.

Fire escapes are necessary, but after all, the best way is to have our buildings so constructed that they cannot burn rapidly. Fire traps like the Newhall house ought to be prohibited by law. The partition walls of all hotels over two stories in height ought to be of brick, the beams and staircases of iron, and the elevator shafts incased in metal. In addition, the use of electric gongs to awaken inmates, and ropes such as we have described to afford escape from windows would give greatly improved means of security and prevent such holocausts as that which has so shocked the country. And just as soon as guests refuse to

man living.

Ladenski had his throat cut from ear to ear, was afterwards hanged, then stabbed in the abdomen and cut on the cheek. He is compelled from the nature of the wound in his throat to breathe through a silver tube. Ladenski is 28 years old, and came to this country as an emigrant some months ago with the intention of settling in Missouri. Two years ago he was one of a party of ten who were attacked by greedy robbers on the road from Valdon. Ladenski's party was overpowered and all their throats cut by the robbers, who then took the goods owned by their victim, but quarreled among themselves as to the division of the plunder. Ladenski managed to crawl into a clump of bushes, where he was discovered by one of the gang. He was brought out and hanged by the neck to a tree. After remaining there for some time the robbers thought him dead, but to their surprise he was still breathing. He was then cut down and slashed his cheek. They then cut him down and threw him among his dead companions. Two days after he was discovered by Prof. Russ, an eminent Austrian physician, who caused him and two others of the party who were alive to be removed to Vienna. He was attended by eminent physicians, who found the wind-pipe closed. It remained so for two years, during which he was unable to speak. At length the physicians succeeded in the size of the wind-pipe, attached to a thread introduced by means of a needle, through the trachea and into the mouth. The beads were increased in size as the operation was repeated, in order, if possible, to effect a permanent enlargement of the wind-pipe.

Last evening Dr. Morgan had Ladenski before a class of students at the Georgetown medical college, as well as several members of the faculty. The subject exhibited himself and went through the operation of inserting Schroetter's leaden dilator, about the size of the two last joints of a little finger. When this was in place, Dr. Morgan, by means of the laryngoscope, showed the students the upper surface of the appliance in place two or three inches down the man's throat. He also explained, by means of diagrams, the nature of the original injury, the effects and the condition of the subject at present. Dr. Morgan first saw the man in Vienna, while he was assistant to Prof. Schnitzler, who is professor of diseases of the throat and lungs at the Poliklinik.

Senator Everhart has introduced in the Pennsylvania legislature a bill to prohibit giving railroad passes, except to officers of railroads or employees.

D. E. Eaton gives especial credit to Dawes, Hoar, Millard of New York and Logan for the support of the Pendleton bill, besides Pendleton himself.

The Buffalo Express (Ind. Rep.) suggests a suitable man for the civil service commission: Naval Officer Bart, of New York; Charles Francis Adams, Jr., of Massachusetts; and Congressman Holman, of Indiana.

The republicans have chosen two congressmen at special elections since the new year began by a greatly increased majorities, and no one in the party claims that this insures the election of a republican president next year.

Ex-Governor Pitkin is a candidate for the senate. His friends claim that he is very poor and that all the other candidates are rich, other candidates claim the mean to "buy" their way while Governor Pitkin is working purely on his popularity.

The Ohio legislature seems disposed to make a sincere effort to arrive at a common-sense solution of the liquor question in its present session. The only thing which will probably prevent its succeeding is the great number of plans submitted.

Congressman Blackburn proposes to keep himself before the public and make his name known by a tour of the states by ship counter. It's a poor day when he doesn't get himself interviewed or issue a card explaining his position or correcting some misrepresentation.

Solon Chase, of Maine, gives up in despair. "The greenback party," he says, "has clasped hands with bourbon democracy in the north and with carpet-bag republicanism in the south, until in the judgment of most of the people of the country, it has found the sleep that knows no waking."

Of the State Senators of Massachusetts 27 are natives of the State, 7 were born in New Hampshire, and 1 each in Maine, Vermont, Connecticut, New Brunswick, and Ireland. Of the members of the House of Representatives 161 were born in the State, 20 in New Hampshire, 8 in this State, 24 in other States of the Union, 30 in Ireland, and 6 in other foreign countries.

There has been presented in the Illinois Senate a memorial from John H. Winterbottom, late a candidate for Congress in the Thirteenth congressional District, protesting against the manner in which the employees of certain large manufacturing establishments in his district were marched to the polls and voted in November, and praying that the statutes of the State may be amended so as to prevent such oppressive action on the part of owners of large establishments over their employees.

The few glimpses given of what Mr. Pattison's administration will probably be have discouraged the reform element in Pennsylvania. Charles F. Winter, an independent republican leader, expresses his great despair. "The policy of Mr. Pattison," he says, "so far as outlined does not indicate that he appreciates the public mind, or that he has any intention of making it his ally. If his administration does not do better than it promises, the next independent movement will carry with it the recent element of the democratic party."

Congressman Hummond, of Georgia, at the home for the Christmas holidays, said to a friend: "I am hardly as sanguine of a democratic victory in 1884 as most of my party colleagues are. You see, while the republicans lost a great many votes in the fall elections, we did gain them. We carried New York by an overwhelming majority, not because we recruited our party, but because something like 150,000 New York republicans didn't vote. Whether they were mad enough to have stayed at home, if by so doing they would have elected a democratic president, is a question, and, after all, money is the political incentive to national politics. The republicans could carry New York now by spending a million dollars on it, and they won't hesitate to spend double this much when it is needed. The democrats carry the off year because the republicans don't care to spend money there. Still, I hope the people will at least refuse to let corrupt methods control, and that we shall carry the country in 1884."

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