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

AND now Ohio is thinking of passing a constitutional amendment against water.

THERE is nothing private about the private bills now before the legislature. They are all public plunder.

MR. FERRY has lost both his property and his seat in the senate. Jay Hubbell assisted with his little assessment.

SHERLY thinks with Jay Gould that it is easier to influence a legislature after it is elected than to elect a railroad legislature at the polls.

The session closes this week and the records of the members will close with the session. Some of them will be interesting reading for constituents.

ONLY four more days remain for claimants to urge their little bills upon the attention of the legislature. Grabs on the treasury stop after Friday next.

EVERY bit of railroad legislation was killed in the Colorado legislature before its adjournment. Suppers and "soap" were the arguments that carried the day.

THE disasters of the present year are attributed to the great prevalence of sun spots. Sullivan or Mac's Maori ought to be hired to "knock the spots" out of the sun.

THE legislature is eager enough to consider and pass bills for the relief of every jobber who has a bogus claim against the state, but bills for the relief of the people of Nebraska hang fire in the committee room and in both houses.

THE senate voted on Friday to indefinitely postpone the consideration of a woman suffrage amendment. There really was no necessity for the vote. The subject was indefinitely postponed by the people of Nebraska at the last election.

SEVERAL editors are racking their brains to discover how long a time must elapse before the United States becomes overpopulated. It certainly will not be within the lives of any now living or of their children. The resources of our country are in the infancy of their development. We have hundreds of millions of acres of unsettled lands, and other hundreds of millions of acres which will support twenty times the population now subsists from them. The overpopulation bugbear may possibly frighten the fifth or sixth generation yet to come, but it can be of little interest to us of today. When the time comes that the population is greater than the resources of our country will warrant, the United States will probably find relief as other countries have done by pouring its surplus into other lands for the building up of new empires. Immigration usually comes to the aid of a surplus population, and until the whole world is overpopulated a remedy will always be found for the evil.

TARIFF tinkering goes on in both the house and senate. The only certainty seems to be that the reduction in taxes, if any reduction is made, will be so slight that it will be of little practical benefit to anybody. The entire tariff debate has been an exhibition of selfish greed on the part of pampered interests. It has been engineered by the tactics of barter and sale and a swapping of votes between representatives of various protected industries. The selfishness of the tariff-tinkers was revealed in the senate when Mr. Farley moved to reduce the duty on bituminous coal to 50 cents per ton in order to inflict a less burdensome tax on the people of California. Mr. Davis, of West Virginia, indignantly denounced the motion as "aiming to destroy our coal-mining industry." After giving an affirmative answer to the question, "Are you largely interested in mines?" Mr. Davis declined to continue so personal a colloquy. A little later Mr. Vance frankly explained one of his votes "on the principle that if there must be a division of the plunder of the people, North Carolina is entitled to her share."

THE EASTERN FLOODS.

The damage caused by the flood in the Ohio river and its tributaries cannot be estimated until the river has subsided and full reports come in from the submerged country. Enough has been told to show that the distress and destruction done by the waters can scarcely be exaggerated. Cincinnati and Louisville have been cut off from the rest of the world, their streets turned into rivers, and their food supplies diminished with hundreds of homeless citizens confronted with hunger.

For several days famine was seriously dreaded. The railroads were under water, the steamers did not run for want of a landing and supplies could not be sent to the sufferers. Fortunately the river is now rapidly subsiding and the worst of the flood along the Ohio is probably over.

There is, however, every reason to believe that both the Mississippi and Missouri will be greatly swollen this spring. The snow on the upper Missouri is reported as very deep on the level and its melting will add an enormous volume of water to the river when the ice begins to break up. Residents of towns along the lower Mississippi are already anxious over the increasing height of the river which is rising daily as it receives the overflow from the Ohio.

It looks as if the entire basin of the Mississippi between the Missouri and the Alleghenies is about to experience a series of inundations equal at least to those of two years ago. Common prudence will dictate the greatest care on the part of those who have property on the river bottoms.

Meanwhile the country will be called upon to respond liberally to the cries of distress from the sufferers from the Ohio deluge. Ninety thousand workmen have been thrown out of employment and five thousand families are homeless. The great cities will be able to take care of themselves but there will be many in the flooded agricultural districts who will need assistance.

THE news from the western ranges makes it certain that the loss on cattle and sheep is much greater than at first reported. There is no doubt that in some portions of Wyoming especially in the eastern part of the territory it will foot up five per cent. The ranges on the Sweetwater and upper Platte escaped with a loss of 1 per cent. on cattle, and 2 per cent. on sheep, according to the stockmen's report, but men who have no interest in concealing the facts claim that double the figures will come much nearer to the truth. In Texas the losses will be much more severe. A subscriber of the St. Louis Republican writes that journal for an explanation of the term "stock watering" and gets it in the following clear and emphatic language: "Stock-watering is a process of increasing the stock of a corporation without increasing its property or franchise. An example is afforded in the management of the Western Union telegraph company, which is stocked at \$80,000,000 and has property not worth more, perhaps, than \$30,000,000. When a corporation which depends upon the public for its profits finds that its statements of business show too large an income on its capital the process of watering is sometimes resorted to to cover extortion or the abuse of its franchises. Without increasing the investment the stock is doubled, trebled, and so on, and while making the same profits, apparently small dividends are declared on stock the face value of which is only nominal."

A NEW YORK dispatch says: The report of the government directors of the Union Pacific railroad has been conveyed to Washington by Mr. Bromley on Monday, and will not be made public until after its presentation to the interior department. One of the directors stated that the report would probably be somewhat of a disappointment to that portion of the public who expect a wholesome denunciation of the present management, "as there has not been so very much found that calls for criticism."

Of course not. There never has been a board of government directors who have discovered much "that calls for criticism" in the management of the road. The greatest extortion and discrimination, the most shameful watering of stock and evasion of their charter duties have all been warmly approved by these champagne-guzzling officials appointed by the president to protect the interests of the government in a road built and equipped out of the people's money. Of all farcical investigations, the annual examination of the Union Pacific road by the so-called government directors is the worst. No one expects any criticism of the road from these free pass and free lunch fiends whose reports each year are revised and approved by the railroads before their submission to the interior department.

OMAHA AMES' family are besieging the Massachusetts legislature to expunge the vote of censure which was placed on the records ten years ago. The resolution reads as follows:

RESOLVED, That the house absolutely condemns the conduct of Oakes Ames, a member of the house from Massachusetts, in seeking to procure congressional attention to the affairs of a corporation in which he was interested.

ed, and whose affairs directly depended upon the legislation of congress, by inducing members of congress to invest in the stocks of said corporation. The effort ought to fail. Oakes Ames was a confessed corruptionist and bribe-giver, whose successful attempts to defraud congressmen were responsible for the shameful jobbery in connection with the building of the Union Pacific railroad. The people of the country have been forced to pay for his legerdemain in extortionate tolls, and the methods which he adopted have been the policy of his officials ever since. If Oakes Ames had gotten his lawful deserts he would have used one of the shovels manufactured by his firm, in hard labor in some eastern penitentiary.

THE appointment of Frank Hutton to the office of assistant postmaster general was notoriously an unfit one. Hutton's only claim to the office was the fact that he had paid several dollars a week postage to the government as publisher of the Burlington Hawkeye. Bob Burdett gave him his reputation, and the railroad his backbone. Since his removal to Washington, Hutton has become a public nuisance. Every few weeks some new exposure of his questionable methods in endeavoring to bolster up the National Republican by government influence is brought to light. The Springfield Republican tells of the failure of Mr. Hutton's latest effort to get his hand in the treasury:

Frank Hutton, managing editor of the postoffice department, and assistant postmaster general of the National Republican newspaper, long ago degenerated into a public nuisance. Congressman Robinson of this district is credited with blocking one of Hutton's schemes for turning a lot of public money into his newspaper. Representative Van Horn of Missouri reported a resolution Monday from the printing committee that hereafter executive proclamations and treaties required by law to be published, and all advertisements, notices or proposals for contracts and supplies for any department of the government should be published in two daily newspapers in the District of Columbia, one of each political party to be designated by the president; also that all court decisions in the District should be published in one paper in the District to be designated by the president. The first and second reading of this remarkable proposition had been dispensed with when Mr. Robinson came into the chamber and demanded that the bill should be read a third time. He then sharply challenged this proposition by which two newspapers at Washington would be given a monopoly of needless advertising, involving a useless expenditure of public money. The members saw the point, and so many inquiries were leveled at Mr. Van Horn that he asked and obtained unanimous consent for the withdrawal of his resolution.

SINCE Randall's confession it is about time for Dorsey to publish another batch of letters, showing his invaluable services to the republican party.

Saunders, the Shrinker.

One of the senators from the treeless state of Nebraska—Mr. Saunders—failed to vote on the question of passing the \$2 lumber tax on his constituents. Was he paired against the tax? If so, with whom? Or did he dodge? Why is he not on the record? There is not a family in all the state he partly represents but is injured by the lumber tax. It is a tax that has not one redeeming feature. It is not wanted or retained for revenue, but for robbery. It profits none but a syndicate of monopolists who have bought up the remnants of the northwestern pine forests and are now overcharging the people for their lumber. As the matter stands, Senator Saunders has been derelict of duty to his constituents, whom he has failed to protect by his vote. Perhaps he can explain why he failed to vote.

Terribly Exercised.

The State Journal and Omaha Republican are terribly exercised at the growing popularity achieved in the bold and fearless stand taken by Senator Van Wyck in relation to the tariff question, and having the duty on lumber diminished for the benefit of the homesteaders of our state. They become alarmed at the unanimity of the present legislature in endorsing the course of the senator, and the compliments received all over the state. With all their vituperation and abuse, he follows the dictates of his conscience, and labors for what he conceives to be for the good of the people, without regard to party dictation, and the disposition manifested by the public to sustain him, is wormwood and gall to the journals.

A Deserved Compliment.

The Nebraska legislature did a neat thing in passing by a unanimous vote a resolution endorsing Senator Van Wyck for his effort to have the tariff removed from lumber. There are a few papers in the state that have allowed their political and personal antagonism to Van Wyck to lead them into making unjust criticisms of his attitude on the tariff bill, but the popular sentiment finds fair illustration in the vote of the legislature. It is a question upon which there is practically no division in Nebraska, and Van Wyck's vote recorded the sentiment of his constituency.

Less Never Hurt.

Whatever else may be laid at the door of the Omaha Bee, it has the nerve, or honesty, or both, to publish news that hurts itself. It published the testimony in full, of T. L. Kimball, concerning the alleged blackmailing scheme, the day before it published the testimony of Rosewater in reply. The Journal and Republican published the testimony of Kimball, and did not give a synopsis, even of the testimony of Rosewater. Let's give Rosewater one credit mark, at least.

PERSONALITIES.

William E. Dodge's estate is said to be worth \$15,000,000. Julia Ward Howe is said to have abandoned the principle of woman suffrage. Alexander H. Stephens is seventy-one years old and weighs seventy-one pounds. General Grant has had to let the tucks out of his pantaloons. Gained twenty-one pounds this winter.

If David Davis should cross the ocean the steward might not avoid him, but they would be apt to give him a wide berth.

Mrs. John Jacob Astor is said to be the only lady in New York or any other city whose earthly possessions include a dinner service of solid gold.

The proceeds of a sale of the real estate of Signor Blitz, the magician, have just been paid over to his heirs in Pennsylvania. They amounted to \$34,043.

George Edwards, of Goldboro, N. C., once a waiter, ate a quart of oysters and "washed them down" with a quart of whiskey. They buried George the next day.

The late ex-Congressman Lewis Selye, of Boston, was a blacksmith, but soon rose to be the leading manufacturer there of edged tools and engines.

Mr. Gladstone, sitting every Sunday in his unassuming pew, listens with head thrown back and closed eyes to the sermon. His more probably resembles the drowsy monk of the shroud-borne beetle.

General Fitzhugh Lee says that after Appomattox an old Virginian remarked to a party of returning soldiers: "Oh, it's that Fitz Lee who surrendered; old General Lee never surrendered."

At her christening in Freehold, N. J., Mr. Ivin's baby girl wore around her neck some lace that had decorated her great-grandmother, Mrs. A. J. Stewart, McCall Swift, of Philadelphia, in 1790.

Oscar Wilde is writing a drama for Mary Anderson, in which she will appear as a duchess and a murderess. If he will only omit stepfather Griffin as the man to be murdered, how happy some folks would be.

The dying words of young Commander Rawson, leader of the Highland brigade, to Sir Garnet Wolseley after the victory at Keld, deserve a place in history. They were: "General, did I lead them straight?"

Ingersoll says plug hats and suspenders are needed in the south before she will make much headway, as no people who wear slouch hats and let their trousers hang slovenly on their hips can ever become really civilized.

Samuel J. Brown, a wealthy Cincinnati who died several years ago, left a large part of his estate to found a "Brown University." The heirs, to whom small sums were left have succeeded in breaking the will, and now by agreement, \$400,000 from the estate goes to found a university and two-thirds to the city of Cincinnati for university purposes.

Mr. Kallach, the preacher who was once mayor of San Francisco, and who then cast a very dark shadow, is in further trouble. He decided to come to New York on a visit. People here will find him, says The Free Press of Bodie, Cal., "a tall, well-shaped fellow, about 38 years of age, with raven hair, a close-cropped brown beard, sharp brown eyes, a fine forehead, and a bald head with a fringe of brown hair. He dresses simply and in good taste. It is only occasionally that his humor comes out in conversation, and his manners are otherwise mild. He appreciates a good story, a well made cocktail, a mild cigar, and plug tobacco."

LITERARY NOTES.

The March number of Harper's Magazine is a beautiful and entertaining number. The frontispiece engraving is from George H. Boughton's picture, "The Burgomaster's Daughter." William Henry Bishop contributes a paper entitled "Across Arizona," which is attractively illustrated. George H. Boughton continues his Holland papers. Colonel Higginson's fifth paper on his American History series is entitled "The French Voyageurs," and treats of the early attempts made by the French to establish French colonies in this country.

One of the most valuable and interesting of the illustrated articles is Mrs. M. G. Van Rensselaer's paper on "Parafal at Bairoth." Not the least entertaining portion of the paper is that devoted to a description of the master's home life. The illustrations for the article include drawings by Carl Marr, representing the most striking scenes in "Parafal," a new portrait of Wagner, and a beautiful full page portrait of the soprano, F. Therese Maltin.

William Black's "Shandon Belle," and Miss Woolson's "For the Major" are continued; and good short stories are contributed by Mrs. H. P. Spofford and M. Howland.

Among the poems in the number the most striking is Miss Jewett's "The Eagle Trees," the subject being associated with the poet Whitman, and dedicated to him. Charles L. Hildreth's "Frost" treats an old subject with much freshness and extreme delicacy of fancy. S. S. Conant contributes a charming valentine poem; and Miss Mary A. Barr's "Lythe" is a beautiful song-motive.

The North American Review for March opens with an article on "Money in Elections," by Henry George, who brings to the discussion of that hackneyed subject a contribution full of originality, freshness and keen insight. He points out with admirable clearness one source of our political ills, and proposes a remedy that seems both eminently practicable and efficient. Robert S. Taylor writes of the "Subjugation of the Mississippi," a work which, in his opinion, and that of the Mississippi commission, of which he is a member, can be accomplished only by employing, for the purpose of deepening and straightening the channel, the forces developed by the river itself. Moncure D. Conway contributes a very striking study of Gladstone as a man and a statesman, showing how even the more or less sinister moral and intellectual traits of his nature, quite as much as his pre-eminent native force and elevation of character, conspire to make him the foremost Englishman of his time. Hon. Geo. W. Julian's "Railway Influence in the Land Office" is a grave, judicial exposure of the practices of the highest courts, have won for corporations millions upon millions of acres of the public domain. Richard A. Proctor writes of the "Pyramid of Croesus," Prof. Wm. G. Sumner of "Pro-Active Taxes and Wages," Eliza Wright of "Some Aspects of Life Insurance," and finally there is a symposium on "Educational Needs," by Prof. G. Stanley Hall.

Prof. Felix Adler, President Thomas Hunter, and Dr. Mary Putnam Jacobi. Published at 30 Lafayette Place, New York, and for sale by booksellers generally.

The March Century will have a biographical sketch of the late Dr. Leonard Bacon, by his son, Leonard Woolsey Bacon, of Norwich, Conn., in which Dr. Bacon's position in opposition to the Boston extremists in the anti-slavery question is defended. On this, as on every other public question of his generation, Dr. Bacon was a good fighter, and the paper is appropriately entitled "A Good Fight Finished." An excellent portrait accompanies the paper.

Fast Trains.

Through trains on the Belgian roads run at the rate of 42 miles per hour.

Switzerland and Russia have no railway trains that run faster than 27 miles per hour.

The Short Line express from Boston to Stonington makes over 40 miles per hour.

A train from New York to Boston, via Springfield, takes, including stops, 6 hours and three minutes to run the 234 miles, the running time being 42 1/2 miles per hour.

On the Berlin-Potsdam-Magdeburg railroad part of the through line between Berlin and Paris, 24 1/2 miles have been run in 30 minutes, and 50 miles in 1 hour 5 minutes.

In Italy the only fast train is the mail which goes from Bologna to Brindisi, 472 miles, in 14 hours 56 minutes, which, including three stops, is at the rate of 31 1/2 miles per hour.

In Germany the fastest train is from Berlin to Hanover on the Magdeburg-Halberstadt railroad. It makes 158 1/2 miles in 3 hours 48 minutes, including three stops. The actual running time 44 1/2 miles per hour. Some miles are run at the rate of 52 miles per hour.

On the Orleans line, from Paris to Bordeaux, 359 miles are run in 9 hours 10 minutes, including 17 stops, being an average of over 39 miles per hour. From Paris to Marseilles the distance of 536 miles is covered in 15 hours.

From Calais to Paris on the Northern railroad trains run at over 39 miles per hour. One run of 27 miles is made at the rate of 45 1/2 miles per hour.

Probably the fastest train in this country is the New York and Philadelphia express on the Pennsylvania railroad, which makes the run of 88.4 miles in 1 hour and 52 minutes, including three stops, or at the rate of 47 1/2 miles per hour. From Jersey City to Germantown Junction, 84.2 miles, the run is made in 1 hour 41 minutes, including one stop, or at the rate of 50 1/2 miles per hour.

The train known as the "Flying Dutchman" on the Great Western railroad runs from London to Bristol, a distance of 118 1/2 miles, in 2 hours 26 minutes, or at a rate of 45 1/2 miles per hour, including two stops amounting to 11 minutes. Excluding these stops the speed is 49 miles per hour. The distance from London to Swindon, 77 1/2 miles, is made in 1 hour and 27 minutes, without stopping, or at the rate of 53 1/2 miles per hour.

I had severe attacks of gravel and kidney trouble; was unable to get a medicine or doctor to cure me until I used Hop Bitters, and they cured me in a short time.—A Disgraced Lawyer of Wayne Co., N. Y.

That Commission Humbug. Schuyler San.

Notwithstanding the decision of the supreme court, there will be a strong effort to pass a railroad commission law by the present legislature. The system was decided to be unconstitutional on the ground that to invest a board of commissioners with authority to execute the law would be to create an executive office in violation of the constitution. The friends of the commission system contend that the objectionable features of the bill have been eliminated. The executive functions vested by the original measure in the commissioners are given to the governor. This will leave the situation, so far as relief to the people figures, unchanged. It is merely a plea of continuance. The commissioners will be a committee on statistics—an annual expense of \$15,000 or more to ascertain what? Whatever the value of the information derived they have no authority to act upon it. They must report to the governor and he to the legislature, which takes the whole subject back to the original status quo. It merely puts the matter over two years and by that time some other scheme will be devised.

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