

The Omaha Bee.

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The BEE PUBLISHING CO., Props.
J. H. ROSEWATER, Editor.

INVESTIGATIONS sometimes investigate.

DISTRICT Attorney Lamberton has been renominated by the president.

The best way to encourage American literature is to support your local paper.

The appropriation for Fort Omaha and the department of the Platte failed to materialize in the sundry civil service bill.

UNCLE RUFUS HATCH cables from England that the European floods will give America a large market for all her surplus grain.

THERE are several rumors afloat as to the changes in the federal offices in Nebraska, but lightning will probably not strike until after March 4th.

MR. TALMAGE attributes the bad weather to the prevalence of evil. Mr. Talmage judges the rest of the country from the Brooklyn standard.

NORTHERN Nebraska is to have an immigration boom this year and all indications point to a rapid settlement of the lands which good judges report are unsurpassed in fertility by any in the state.

THE LOW CORRUPTION compendium shows a large increase since 1870 in the number of idiots throughout the country. This statement is borne out by a cursory inspection of the congressional directory.

INFORMER, Carey's attempt to implicate the Land League in the Dublin assassinations has failed. The testimony of such out-throat scoundrels will be taken with a great many grains of allowance by all decent people.

It is rumored that Sidney Dillon will resign from the directorship of the Union Pacific at the coming election, and that the Ames interest will assume control. This means some radical changes in the operating departments of the road.

ACCORDING to the reports of the Illinois railroad commission, the legal expenses of the C. B. & Q. last year amounted to nearly \$65,000. The U. P. never makes up its legal expenses account until after the adjournment of the legislature. Then it charges it up to the political profit and loss column.

JAMES GORDON BENNETT, whatever his faults is generous to the core and heads a subscription for the relief of the sufferers by the Ohio river floods with a liberal donation of \$5,000. The editor of the New York Herald is always in the front rank when charitable contributions are called for. His princely gift of \$100,000 three years ago to the Irish famine fund will not soon be forgotten.

ACCORDING to the statement of Sidney Dillon, as incorporated in the last report of the government directors, the Union Pacific had \$3,963,345 worth of stores, fuel and material on hand on the 1st of July last.

According to the statement of the Union Pacific officials at Omaha at the last assessment, the company had not a dollar's worth of stores liable to taxation. In other words, it is safe to say that Nebraska and Douglas county were swindled out of the taxes on at least a million dollars' worth of taxable property within the Omaha city limits, because an inefficient and inoperative revenue bill permits the railroads to list and lump their property, according to the sweet will of the management.

The value of the property of the Union Pacific varies according to circumstances, but it is never so low as when the assessment lists are to be returned to the board of equalization, just as its profits are never quite so small as when the legislature is discussing a railroad bill to regulate fares. And yet in spite of such notorious evasion of taxes by the monopolies and the added burdens which such evasion throws upon the people, the legislature of Nebraska refuse to pass a revenue bill that will correct this crying evil and compel the tax-shirking corporations to contribute their lawful share towards the support of the state and municipal government.

PUBLIC IMPROVEMENTS.

[The reports of the board of public works and the city engineer, submitted at the last meeting of the city council, are interesting and suggestive documents, which should be carefully read by every taxpayer and citizen of Omaha who is interested in the growth and material advancement of our city. During the last two years the city has expended \$206,337.76 in public improvements, including sewerage, curbing and guttering sidewalks, and bridges and the beginning of paving operations. The time has now come, in the opinion of the city engineer and the board of public works, when Omaha should lay the foundations for a system of public works which can be extended as the needs of the city demands.

In this opinion THE BEE agrees. Steps ought at once to be taken to pave the business center of the city. The horrible condition of our main streets have injured Omaha very materially. Capital has been repelled and investments have gone elsewhere, because our streets, during a large portion of the year, have been in a condition which would disgrace a country village. The paving of Douglas and Tenth streets will be a good beginning, but it will be only a beginning. Within the next three years paving operations must be extended to the section between Ninth and Sixteenth and Harney and Dodge, while Sixteenth street, between Harney and the bridge, ought also to be included.

The charter as amended provides a safe and satisfactory method for raising the necessary revenue. Estimates place the sum which will have to be levied upon the city at large at only \$50,000. The remainder will come from the abutting property. Every owner of a lot in the district can well afford to pay the amount levied on his property, as he will be more than reimbursed by the increased value of his lot. We have no doubt that Omaha will authorize the necessary bonds for the city's share of paving as soon as the proposition is submitted. At the present rates of interest no more favorable chance to place these securities is likely to offer itself for some years to come.

The subject of storm water sewers referred to in the reports of the city engineer and board of public works is scarcely less important than the paving question.

Our system of sanitary sewerage is perfect, but we lack means to carry off our surface drainage. The storm water from the hills, as we are situated at present, must seek the river through the street gutters. The consequence is that after every rainfall torrents of water rush down our streets and we are compelled to have our gutters from five to six inches higher than would otherwise be necessary. In addition, our street crossings are unsightly and often dangerous.

The remedy for this must be found in the construction of intercepting storm water sewers which will carry off the surface water either directly to the river, or empty it into the North and South Omaha culverts. This is the recommendation of the city engineer and will sooner or later have to be carried out.

It is high time that Omaha should look to the future as well as to the present. If the required bonds are voted at the coming spring election it will be fully two years before the improvements that are so greatly needed can be carried out. When these are finished they will add hundreds of thousands of dollars to the value of our real estate, and enhance by more than that amount the various interests of the city. Until our business streets are paved and sewerage and provisions made for the carrying off of the surplus water we will remain a cross between a large town and a small city, so far as our public improvements are concerned. Every interest, both public and private, demands that the recommendations of the board of public works should be carried into effect as rapidly as possible.

The tariff bill passed on Monday by the senate, will not give satisfaction to the people of this country, who have so urgently demanded a radical reduction of taxation. It is a bogus reform measure, intended to conciliate popular opinion, but which in reality makes few important changes in the list of dutiable articles. So far from reducing the tariff on a number of commodities of domestic necessity, it actually increases existing rates, and as an off set places on the free list such luxuries as spices, on which the present rates might just as well have been retained. On cotton manufactures and wool, on iron and steel, on pottery and glassware and on fifty raw materials which enter into the production of numberless products of domestic consumption the reductions are either trifling or absolutely nothing. As a reform measure the bill is a pretense and a fraud of the first water, twisted and distorted and wrenched from its original design in the interests of industrial monopolists.

The bill as first reported by the senate finance committee was based upon the recommendations of the tariff commission and made large reductions in the list of duties as suggested by that body of travelling protectionists. After six weeks' struggle in the committee of the whole it was reported back to the senate with amendments and additions on every schedule, and on its final passage nearly every reduction made in committee was replaced through the efforts of the lobby. In its present form the total decrease of revenue through its operation cannot be more than \$25,000,000, while an annual surplus of \$150,000,000 is piling into the treasury.

The bill as now in the hands of the house and seven days remain for its consideration. It is not probable that that body will accept in its present form and it will be a matter of indifference to the public whether they do or not. Such a shameful sham will not satisfy the people of the country who have had their eyes thoroughly opened by disgraceful log rolling and corrupt influences which have prevented the passage of any measure of genuine reform. It remains to be seen whether the iron and lumber interests control this country. A republican congress has been given the opportunity to serve their party by serving the people. They have thrown that opportunity away, and the duty will now be placed in other hands at the next congress. It will be fortunate for the party if the defeat of tariff reform does not mean the defeat of a republican administration.

The true story of how Senator Tom Bowen of Colorado struck it rich has never been told. When he was a judge in San Juan there was a mellow grow putting up at Del Norte, among whom were Barker, Taylor and a dozen others who mixed up law and mining and lived from hand to mouth. It was a wild country and a dull time. The only recreation was the cheerful and elevating game known as draw poker. By long practice the players became very expert and knew each other perfectly so that all the elements of a good game were at hand, except the one very essential element of money. Not a man in the crowd had a dollar. Tausky borrowed \$5 from a stockman once, and was known thereafter as "the banker." In lieu of money, however, the Del Norte crowd played with shares of mining stock. Bowen owned the Ida mine and in order to gain plenty of material for sale, he stocked it for \$10,000.

It was very common to put up 50,000 shares for an acre and the winner of a pot of 100,000 shares did not consider himself rich enough to set up the drinks. George Alfred Townsend, "Gath," drifted into the country one day and they made him a present of \$100,000 worth just for a joke. Ida stock was synonymous with worthless and it remained so for some time after Bowen struck it. The present senator elect was an uncommonly shrewd man and instead of making a big noise when he saw the gold he gave out that the mine was for sale at a few dollars. Then he played poker for the stock. He could have purchased every share outstanding for \$100, but he did not have the money. Therefore he played poker for it and he won. The only shares outstanding were the ones owned by Bowen. When he had every share in his pocket he announced his luck, and all through Del Norte there was weeping and wailing. Bowen, however, only smiled. He could afford to.

One night, not six months ago, in Windsor hotel, Denver, he "gave it out cold and flat," to use his own expressive slang, that he was the richest man in the world and he undoubtedly spoke the truth. Of course it is all in the ground, and in a certain sense prospective, but it is in sight. The vein is fabulously rich, and is inexhaustible, so that it may be set down that Bowen is a very rich man, probably the richest ever elected to the United States senate.

The Oregon Short Line Changes.

From the S. N. Lake Tribune.
In regard to the rumor that the Oregon Short Line Railroad will change the eastern terminus from Granger to Evanston, we learn some facts which point towards such an event. Mr. John Sharp, who is one of the Directors of the Union Pacific, in a conversation with a Tribune reporter yesterday, stated that he had no knowledge in reference to such change being projected. There will be a meeting of the Directors early in March, and it is probable that this question may then come before the board. He said he visited the road last fall and passed over it. At the summit of Twin Creek Pass a tunnel will be necessary if the road is operated from Granger. At present this summit is passed by the "switchback" passing over the divide, but this will not be practicable for the business that will pass over the road when completed. The approaches to the tunnel are ready, and have shown that the ground through which the tunnel will pass, is largely made up of quicksand, which will make the cost of constructing the tunnel, about 2,000 feet in length, very heavy, if not making the enterprise almost impracticable. This may cause the change to Evanston, from which place it would be easy to construct the road down Bear River, a distance of fifty miles, to a connection with the constructed line. There is a contest between the Oregon Short Line and the Utah and Wyoming over some thirty or forty miles of track built by the former, on ground claimed as belonging to the latter company. This matter is in court, and hence, the result of this contest is yet in doubt. Should the terminus of the Oregon Short Line be changed to Evanston, it will add greatly to the prosperity and business of that town.

Mr. James R. Young, of Owatonna, Minn., writes: "My wife was afflicted with a very severe sore throat as were also three of my children. We used St. Jacobs Oil and a complete cure was the result."

Use Redding's Russian Salve in the house, and use Redding's Russian Salve in the stable. Try it.

WEALTHY YACHTSMEN.

A Description of Jay Gould's Floating Palace as it Will Be.

How Prominent Wall Street Men Propose Enjoying the Summer Vacation

New York, Jan. 1.

A Journal representative happening to meet Mr. George Gould on Saturday the conversation drifted on to the subject of his father's magnificent yacht, which is rapidly being pushed toward completion.

"Can you give The Journal some idea of her fittings, and any details of interest?"

"With pleasure. Come to my office and I will show you the specifications."

"Her cost will be \$150,000—possibly more. She will be 225 feet long, 200 feet at the water line and 25 feet beam. She will draw 15 feet of water and will be built of iron. Her rig will be that of a three-masted schooner. She will have a flush deck and will be provided with electric lights. She will also carry a Herrschhoff steam launch."

"The cabins will be placed forward, and the crew's quarters will be aft, on the same principle as Mr. Bennett's yacht. The cabins and staterooms are to be ventilated by an improved steam fan, which will be worked from the engine room."

GORGEOUS FITTINGS.

"In addition to the owner's stateroom there will be eight others. The floors will be finished in hard and fancy woods and will be naveable, so that the occupant can raise them, and, whenever inclined, take a bath of fresh or salt water, hot or cold, as his fancy may suit him. The baths will be inlaid with porcelain and their construction in this way will save the trouble of going out of one's room to bathe."

"The upper woodwork of the staterooms will consist of satinwood, French walnut and mahogany, inlaid with various designs specially made for the purpose. The rooms will be upholstered in tapestry and embroidered needlework of various colors, each design being in harmony with the general character of each room. The furniture is to be of the best, one room being in blue and gold, another in scarlet and yellow, a third in ebony, and so on; and so, you see, we intend making ourselves pretty comfortable."

"How many of a crew will you carry?"

"There will be accommodations for thirty officers and men."

"What is her name to be?"

"That has not yet been decided. Neither has my father chosen her captain. She will carry sixteen days' coal, and when finished we hope to have one of the most complete yachts afloat."

"Your father looks forward to his departure with considerable interest, I suppose?"

"Yes, he has anticipated a protracted holiday for some time, and I think the change will be beneficial all round. The yacht will be ready in June, and all being well we expect to start during the latter part of that month. Speaking for myself, I have long wished to see something of the world and its ways, for you know the universe is not bounded by the limits of Wall street, which does grow a trifle monotonous occasionally. 'Futures,' you know, are risky things to speculate upon, and it is perhaps as well I should say no more at present, until our departure assumes a more definite shape."

MR. WASHINGTON CONNER'S YACHT.

Mr. Jay Gould's partner, Washington Conner, also has a new yacht under way in John Roach's yard, Philadelphia.

She is also to be built of iron. Her dimensions are 121 feet 6 inches depth, 11 feet 7 1/2 inches water line, 7 feet 6 inches draft, 8 feet 2 inches beam, 20 feet 6 inches. Her tonnage under the new measurement will be 130; under the old, 257 tons. She will also be fitted with upright compound cylinder engines.

The new yacht will be finished in June and will cost \$60,000.

She will have four staterooms, each 11 feet 9 inches by 8 feet. The main saloon will be 19 feet 6 inches long—long enough to dine ten persons, although she will carry accommodations for twelve persons.

Her cabins, which are aft, will be finished in bird's-eye maple and French walnut, and elaborately upholstered in bright-colored silk and lace curtains. Her officers and crew all told will not exceed eight men. She will carry forty tons of coal, and will have more free board than any yacht in the New York squadron.

ANOTHER ELABORATE YACHT.

Mr. George S. Scott, broker, who is building a sister yacht to Mr. Conner's, informed a Journal reporter that he considered the vessels would be ahead in sailing qualities (the average speed being 14 knots an hour) of any of similar tonnage.

"My captain," said he, "will be that well known veteran, Captain Healy, of New London, Conn., than whom I don't know a better sailor afloat. I intend cruising in West India, for which service she has been specially built. My object has been to insure comfort with speed rather than an extra amount of elegance, and I don't think I shall be disappointed."

"Of whom will your party consist?"

"I have not yet decided, but if there is anything new that I can give you when the time of departure approaches you can depend upon it that I will let The Journal have it."

A Novel Annual Report.

From the Boston Post.
Mr. D. W. Balch, President of the Nevada and Oregon Railroad, a wildcat affair, with a nominal capital of \$3,000,000 and a paid-up capital of \$600,000, has just issued at Carson his sworn report for the year 1882, in conformity with the statutes of Nevada. It is safe to say, remarks an exchange, that it will be the most remarkable report that Mr. Poor has ever perused, and he has perused some very queer reports. In the course of it President Balch says: "Of the amount and nature of the indebtedness of the company it is impossible to

speak with any accuracy, in consequence of the books, vouchers and accounts being stolen last and mislaid by the former officers of the company, beyond the former debt of the company. Amount of mortgage \$3,000,000; negotiated, \$10,000; bonds in treasury, \$290,000; floating debt, in clearing all claims and demands against the company of whatever nature, \$250,000. No dividend has ever been declared by this accused corporation, and it is safe to bet that none ever will be. The company owns no cars or engines; those on the road are owned by private parties. The net profits of this road have been nothing, as the corporation was conceived in iniquity and born in fraud. Every honest friend of the enterprise has been swindled and robbed, and disaster has overtaken all persons who have been connected with it in any capacity."

THE STAR ROUTE TRIAL.

Congressman Belford, of Colorado, Wants to Testify.

Special Dispatch to THE BEE.

WASHINGTON, February 21.—Belford continued his testimony in the star route trial to-day.

Ingersoll asked the witness what was written on the books.

Merrick objected to the question unless the defense produced the book.

The court ruled that the book could not be used by the defense to test the memory of the witness in the cross-examination unless the book was produced and introduced in evidence, otherwise the book was forever out of the case.

Ingersoll asked to know the extent to which he had been affected by the answers already given. He had never known of that Belford check, and did not know what the check had been given for.

The court said the answer should be eliminated from the record.

Ingersoll gave notice that he would go into the subject later on, as he intended to relieve Belford from any injurious influence.

Ingersoll then resumed the cross-examination, and read from the affidavit: "The statement that S. W. Dorney and J. W. Bosler paid Brady 50 or any other per cent was a pure fabrication."

The witness said it was not a pure fabrication, for he inferred such was the case.

Ingersoll then stated that it was a pure fabrication. It is a falsehood. Yes, that is what generally was a falsehood.

The witness steadily denied all other paragraphs from the affidavit, and he never saw any money paid to Brady, and only had Dorney's statement upon that point, and the charges against him on the books. Eight months before he made the affidavit Dorney told him he had destroyed the letters, consequently he was astonished and overwhelmed when they were produced. "Dorney came down to me when I was in jail and threatened me with those letters."

Adjourned until Friday.

THE RED HEADED ROOSTER.

Congressman Belford upon being questioned this evening concerning the testimony given in the star route trial to the effect that the check for \$2,000 had been drawn in his name by S. W. Dorney, denied it in the most emphatic language that such was the fact. He says he never had any dealings of a financial character, either public or private, with Senator Dorney in his life to the amount of a single cent. If his check was drawn in his name, he never saw it and never heard of it until to-day. If it was drawn it must have been presented and paid to some other party, if paid at all. Belford called on Ingersoll this evening and requested to be placed on the stand to deny the charge under oath. He is determined to prove the falsity of the testimony.



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