

## The Omaha Bee.

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

Wiggins storm is conveniently near the equinoxes.

DAVID DAVIS is to be married to-morrow. David is a bold man to jump out of the senatorial frying pan into the matrimonial fire.

MAYOR BOYD has approved the ordinance of the city council for the submission of a bond proposition at the coming election. The prospect of steady public improvements is also the prospect of steady growth for Omaha.

TOM KENNARD's claim passed both houses of the legislature, but was lost somewhere on the way from the house to the executive chamber. This piece of carelessness saves the taxpayers several thousand dollars, but poor Tom is mad.

MAHONEY and Riddleberger will be able to tie the next senate whenever they please. It is nothing to the credit of the country that the representatives of repudiation hold the balance of power in the most important branch of congress.

DURING the recent exhibitions of State and Mason in Washington the congressional galleries were comparatively deserted. Mace is the first genuine "knocker out" who has put in an appearance at the capital since Jim Blaine retired to private life.

MRS. BURNETT's novel, "Through One Administration," will be concluded in the April Century, the last number of the present volume. The Century for May, beginning volume XXIV, will contain the opening chapters of a novelette by Joel Chandler Harris ("Uncle Remus"), "At Teague Potest's," to be completed in the June issue.

WASHINGTON dispatches state that the Grand Island and Brownville nominations were recalled through the influence of the senators from Nebraska who had not been sufficiently consulted. This is as it should be. The constitution places the responsibility for improper nominations upon the senators and they can not shift it upon the shoulders of congressmen even if they are so disposed.

CABLEGRAMS from London report that the British ministry expects our government to refuse to surrender Sheridan. In such a refusal they would only be following out a score of precedents set by England herself as the asylum for political refugees. Unless Sheridan can be clearly shown to have been connected with the Phoenix park murders the demand for his extradition must be refused.

THE increase of pensions to soldiers who lost an arm or a leg dates from the passage of the bill. Pensioners under the law should send their certificates at once to the commissioner of pensions when a new certificate drawing the increased pension will at once be granted. The commissioner wishes attention to be drawn to the fact that the services of a pension agent are not required in this matter. Business may be done directly with the pension bureau.

SPEAKER KRIEGER says he don't "give a d—n for the newspapers." Mr. Krieger came within an ace of joining 177 members of the Forty-seventh congress who at the last election were retired to private life because they "didn't give a d—n for the newspapers." Newspapers are successful or unsuccessful insofar as they respond to public sentiment, and contempt for the opinion of the press means in nine cases out of ten a contempt for the views of the public, which in political matters carries with it its own punishment.

ONE of Omaha's greatest needs is cheap homes for her workmen. Rents are exorbitant and the demand for small houses always greater than the supply. Fifteen or twenty dollars a month is too much rent for a four or five room house, but it is difficult to secure buildings even at that price within a reasonable distance from the center of town. If our workmen would combine, as in other cities, to organize building associations on the co-operative plan the question of cheap homes could be satisfactorily settled.

## OVERPOPULATION IN GREAT BRITAIN.

A series of letters which are now running in one of the New York dailies, calls attention to the low wages and prevalent poverty among the laborers and mechanics in the great industrial towns of Great Britain. The argument is advanced that the distress is due to the absence of a protective tariff which in our own country is supposed to increase the wages and better the condition of the American mechanic. Without entering upon a discussion of the question how far a high tariff benefits the workmen, the best authorities are practically agreed that the main cause of the industrial distress in Great Britain is the overpopulation of the country. Within an area scarcely twice as large as the state of New York are crowded 36,000,000 of people, the greater portion of whom are compelled to earn their living by manual labor.

The labor market is overcrowded, the trades are overstocked, competition for work is overstimulated and wages have fallen to a point below the living rate. A recent writer declares that "the family has grown too large for the house; in other words the population has become too great for the country. Poverty and distress is the natural consequence. The same suffering is found among the British farm laborers as among the employes in the factories and mines. There are too many applicants for work and the price of labor has dropped with the competition for employment.

Mills and factories are running at full blast, trade is good, but the constant pressure upon employers for work crowds down the wages of those who are fortunate enough to obtain employment and increases the profits of the capitalist at the expense of the earnings of the poor.

There seems to be no remedy for such a state of affairs but wholesale emigration. The question is, to what country the emigration shall be directed. Industrial prosperity is not at such a height in the United States as to insure steady work at good wages to an influx of foreign mechanics.

Several of our great industries are greatly depressed, owing to overproduction. The iron and steel manufacturers are shutting down their mills and furnaces, and thousands of workmen are out of employment, many of whom must seek other means of making their living. Wages in America are down to a point, which compared with the relative cost of living, leaves our workmen scarcely a larger margin of saving than the English mechanic. Emigration to America under existing conditions is therefore a risky venture to the English workman, while it complicates the labor problem in our country.

The only inducement offered by America to the European emigrant is as a tiller of the soil and breeder of cattle. There is still room for millions of thrifty farmers in the states and territories west of the Mississippi. Here is the great outlet for overpopulated England, and this tidal wave of sturdy and thrifty toilers may roll on for many years before it will overflow the vast fertile region beyond the Mississippi.

MR. WILLIAM J. ARMSTRONG, former inspector of United States consulates in Europe, is advertised in another column to be about to deliver in Omaha a series of four lectures on European celebrities, beginning in Boyd's opera house on the evening of March 15, with a lecture on Gambetta. Mr. Armstrong comes with the very highest recommendations as an orator and essayist from those who are best able to judge of such matters, men like Henry Ward Beecher, Rev. Dr. Storrs, Dr. Witt Talmage, Dr. Bellows and Abram Hewitt bearing unqualified testimony of his scholarship and eloquence. The four lectures which the lecturer has chosen for his course in Omaha have been recently been delivered in Lincoln, where they appear to have been received with enthusiastic favor by the leading citizens of the capital. It is to be expected that they will be listened to by large audiences and no less distinguished attention here.

THE contest for the next speakership will be hotly waged during the congressional vacation. Randall is said to have been getting in a good deal of quiet work, but the friends of Carlisle, of Kentucky, claim 125 votes for their candidate, including the solid vote of eleven southern states. As 100 votes will be more than a majority of the caucus, this looks as if Mr. Carlisle has a sure thing on the seat occupied by the late lamented stool pigeon of the railroad, Hon. J. Warren Keifer.

THE way out of the woods on the railroad question seems to have been reached at last, and there seems little doubt that the present legislature will give the people of Kansas what has been so earnestly demanded. We are glad that matters have finally shaped themselves in such a way as to show clearly that the Republican majority in the legislature is the friend of the people, and has placed itself on record fairly and squarely on this important question. — *Leavenworth Times*. This may be the record in Kansas, but how is it in Nebraska? What did the republican party in the last legislature do to prove itself the friend of

the people and to place itself on record fairly and squarely on the anti-monopoly question?

## THE CONDITION OF TRADE.

The close of congress and the disposal of the tariff question is hailed in all quarters as favorable to a quieter and more stable feeling in general trade. For four months past the agitation of the tariff has made itself felt in every industry. Manufacturers pending a final settlement of the limit of protection as applied to their particular business have restricted production to the demands of the trade, in some instances below them. This policy of caution has, of course, had its effect on business. The unsettled feeling among manufacturers has been communicated to the general business public with the result of restricting purchases and the withdrawal of extended lines of credits.

During the past week dispatches from the great trade centres to *Broad street's* tell of increasing confidence and an improved feeling in trade, notwithstanding the comparatively large increase in the number of failures reported. The downward tendency in the grain market received a check towards the last of the week, owing to cable reports of the very unfavorable aspect of crop prospects in England and Europe, and the market closed with an advance of nearly one cent a bushel on wheat and from one to two cents on corn.

The export of breadstuffs were large while imports showed a large increase in volume. Wholesalers report that orders for the spring trade are coming in briskly and indicate a heavy business. The demand is for the legitimate requirements of business and over buying is at a discount. This is largely due to the close inspection of credits which has been practiced since the opening of the year and a consequent subside of speculation. Tals as previously noted is more the result of overproduction than any fears of unfavorable tariff legislation. It is generally conceded that the only branch which will suffer from the new schedules is the rail mills. Other lines of iron manufactures are still sufficiently stimulated under the new law.

As the spring opens the movement of breadstuffs from interior points shows the usual increase, and money must become easier as the farmers receive payment for the heavy crops which have been held for the expected rise. It is upon this expectation that country merchants are basing their hopes of a large trade and greater rapidity of exchanges within the next two weeks, the effects of which will be felt especially throughout the entire west.

AFTER a careful investigation the *Boomerang* is forced to conclude that the "Number One" so badly wanted in Ireland is none other than E. Rosewater of the Omaha Bee. The authorities are quite welcome to make such use of this information as they see fit. — *Laramie Boomerang*.

The whirligig of time brings its revenges. About twelve months ago while the alleged "Number One" was lounging about the editorial sanctum of the *Chicago News*, a messenger handed to Managing Editor Stone the following conundrum: Do you know anything about the financial standing of Bill Nye, of Laramie? He requests us to send him a coon skin cap. Can we trust him? Mr. Stone, who had never heard of Boomerang Nye, shrugged his shoulders and was about to return a laconic N. G., when the alleged "Number One" interposed the assurance that Bill Nye was good enough for a coon skin cap if it did not cost more than a dollar. In due time the aesthetic Laramie lamponer donned the jaunty raccoon, but he has never forgiven the man who sent it C. O. D.

OMAHA's credit is now so high that she can borrow money at five per cent. This is the most favorable time for voting bonds, because it is the most favorable time for placing them.

Government Railroad Directors. *Chicago Tribune*.

The government directors of the Union Pacific railway company, four in number, have sent in their report for 1882 to the secretary of the interior, apologizing for their lateness in doing so and assigning as their excuse the fact that they experienced not a little difficulty in obtaining the desired information. Shortly after his appointment, Mr. Bromley, one of the government directors, called at the office of the company to learn specifically what his duties were, and was somewhat astonished to be informed by the chief executive officer that there were no functions to speak of for him to discharge; that the road belonged to the stockholders; and that since the passage of the Thurman bill providing for the payments to be made by the company to the government, the latter had no more concern in its management. About all there was for the government directors to do was to take a trip over the road to inspect its condition, and facilities would be placed at their disposal for doing so whenever desired.

The act that the government directors were intended by the laws to attend all the meetings of the directors and take an active part in the conduct of the affairs of the company appeared at this time to be entirely ignored. The enormous gifts of land and the subsidy bonds of the government counted for nothing. The stockholders' representatives had evidently educated themselves up to the belief that they could ride over the head of the government in this particular as well as in the land department, as lately shown by Mr. Julian.

But the government directors concluded that they had a right to ask questions and receive the information they wanted, and so demands were made to that effect, but it was only after much delay that they received the desired enlightenment. In the meantime they were informed that statements containing the intelligence asked had been prepared by the employees of the company for the use of its attorneys, but that the latter objected to copies being furnished until they had been consulted.

This was rather a stunning piece of news to give to men who had as perfect a right to know what was going on as anybody connected with the road, and whoever gave it apparently thought better of it afterwards, and a gratifying full account was produced. But, after all, it made of the Government Directors only a set of reporters, whose function it was to carry the information to the Secretary of the Interior. They had apparently had no more voice in the conduct of the road than the moon. It is but just to say, however, that there is some indication that this was partly their own fault, as two of them failed to attend a meeting that had been regularly called, and the other two found out nothing. They protest in their report against the spirit of exclusion with which they were treated, and they also criticize the proposed contract of construction of \$100,000,000 of floating indebtedness, a proceeding which it was their proper place to object to in the meetings of the Directors, but which they knew nothing about until the fact that it had been done was shown in the report.

It is evident that if the government is treated with no more respect than this there will have to be a radical change in the situation before it can take anything like a part in the general conduct of the railway system of the country. The government directorship of the Pacific road has never been more than a farce, and though reputable men appointed to serve have repeatedly testified to the fact no one has seemed to care very much about it. The government rights have been allowed to lapse by default, and though the railroad men have shown a ready willingness to accept of them, it must be said that it is in large part due to the free field given them to develop it in. But the time is coming when there will be more popular attention given to these matters than there has been.

Postmaster General.

As the government directors of the Union Pacific quite sure whether they are the servants of that corporation or the representatives of the public? The report they have just made is one of the most extraordinarily servile productions that have ever emanated from that source, prolific as it has been of alavish surrender of the interests of the people to the tyrannous avarice of this swindling corporation. The perennial capture by this company of every installment of directors appointed to investigate its management is discouraging in the extreme. To touch upon it is more deadly than contact with the Union Pacific, to judge from the pitiful collapse of all public spirit on the part of every government director who comes near it.

If a stern and exciting fulfillment of their duties can be demanded from any representatives of the people, it is from the government directors of the Union Pacific. If any corporation under the jurisdiction of the United States government is designed to be overhauled with unflinching thoroughness and the coldest determination that nothing shall be left unknown, and that no duty shall be evaded, it is the Union Pacific. Its history from its inception is one of the ingratitude for the lavish generosity of the government, betrayal of every trust, repudiation of every obligation, and systematic corruption of every department of the government that could be corrupted, from congressmen down—or up, we don't know which—to government directors.

The government gave this corporation \$27,236,512 in bonds and 12,083,227 acres of land. It gave up its first lien on the property for the payment of this debt, and let the company issue its own mortgage as a first lien. The corporation made by congress into the Credit Mobilier showed that the road cost the contractors (the directors and their friends) \$50,720,958.94, but was charged up to the corporation at \$93,546,287.28, showing a corrupt profit of \$42,825,328.34 in cash, stocks and bonds, to the great prejudice of the government that was advancing money and land to build the road. For these large gifts the company made what return? It systematically evaded the fulfillment of its obligation to appropriate a measure amount of its earnings to the payment of its indebtedness to the Government. It is now disputing the claims of Government under the Thurman act, which act set aside 25 per cent of its net earnings to meet them. It pays dividends to the stockholders but does not pay its interest to the Government, and counterpoising roads to the amount of \$36,375,000, while it leaves unpaid the \$15,330,392 of interest due the Government, besides the principal of \$27,236,512.

This is part of the record of this corporation. It would take a volume to recount the methods by which it has succeeded in evading the payment of its taxes on its landgrants; how it has induced the Supreme Court to reverse its decisions, so that there is one law for the poor settler in search of a homestead and another for the rich and powerful Union Pacific; how it has corrupted, intimidated, or wheedled every representative of the people that has ever had an official duty to exercise with regard to it. Does it not stand a trifling quest, knowing all this, to read the report of the Government Directors?

We were agreeably surprised to find from all we could learn, that the management had been prudent and wise, its affairs honestly and ably administered, its condition and prospects good, with nothing to be gained from concealment or evasion, and nothing to be feared from publicity. The government directors were made by the act of congress that created the office the special protectors of the interests of the government. One of them was to be a member of every standing and special committee of the road. It is their duty to see that the rights of the sovereign people are fully guarded in the conduct of this corporation, which owes us \$43,000,000. It is their

duty to see that the provisions of the Thurman act are religiously observed. The efficacy of that statute depends entirely upon the existence of net earnings. No net earnings, no payments to the United States. Net earnings are very elastic when the books are skillfully manipulated by interested parties. The roads claim the United States now owes it \$6,448,827.92 for the transportation of troops, mails and supplies. The rates charged the government and the vouchers that any service has been performed needed to be most carefully scrutinized.

Instead of appearing with the conclusive authority of men who hold by delegation the supreme power of the federal government, and summoning the managers of the corporations to wait on them with all needed information, these directors appear to have proceeded with baited breath, and "By your leave, kind sir," to call at the office of the company in New York and accept humbly such scraps as these swindling dealers of the public chose to administer to the public's representatives. After taking "pleasure trips over the road" they composed a eulogy of the company and its management that reads like a dollar-a-line advertisement. There is no evidence that these craven misrepresentatives of the people ever asserted their magnificent authority, derived from the power of the United States government itself, nor that they made any intelligent effort to ascertain how the road was figuring up its accounts with the government.

The names of these government directors are G. G. Haven, Isaac Bromley, W. Parish and Colgate Hoyt. They are not fit to be citizens of a free government.

Brown and McShane.

A democrat that is not a railroad man finds no friend in Dr. Miller's Omaha Herald. When, Gen. Hollman made a fight on the railroads two years ago The Herald made a fight on him, but when the railroads employed him as their attorney The Herald apologized. Now Hon. Charlie Brown and Hon. John A. McShane have got to take his vile abuse because they did not dare to his request. The Herald claims the right to turn the democratic party over to the U. P. railroad at any time.

Senators Charlie Brown and John A. McShane, of Douglas county, can congratulate themselves upon the fact that the Fort Kearney sutler and Arkansas cotton smuggler, Dr. George D. Miller, editor of the Union Pacific Omaha Herald, has decided that their senatorial career was a failure. When Dr. Miller is dissatisfied it is good evidence that the people have been well represented and that the railroads are discredited.

The mayor of Washington, N. J., Hon. Daniel Beatty, says in reference to St. Jacobs Oil: From my knowledge of the efficacious working of that St. Jacobs Oil is unequalled as a remedial substance.

Postoffice Changes in Nebraska and Iowa during the week ending March 3, 1883. Furnished by Wm. Van Vleet, of the postoffice department, for the BEB:

NEBRASKA.  
Postmasters Appointed—Graft, Harlan county, Mary L. Balle; Keya Paha, Holt county, Elm A. Reeves; North Bend, Dodge county, Chauncey W. Hyatt; Pleasant Hill, Salem county, Milton Havens; Reynolds, Jefferson county, Joseph Sanders; Steele City, Jefferson county, Ezra A. Gilbert. Discontinued—Maywood, Harlan county.

Established—Bully, Jasper county, Lewis F. Matthews. Discontinued—German, Hancock county; Keg Creek, Pottawattamie county.

Postmasters Appointed—Andrew, Jackson county, Wm. K. Burkert; Draper, Jasper county, Samuel Shepherd; Eldridge, Scott county, E. V. Van Eit; Elliott, Montgomery county, A. L. Douglas; Lincoln, Des Moines county, J. S. McElhinny; Nowtown, Marion county, F. W. Hunsardene; Oakland, Lucas county, Jas. M. Miksell; Olivet, Mahaska county, Wm. H. Sumner; Sherman, Poweshook county, John C. Gorchuch; Swelland Centre, Muscatine county, John B. Jester.

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PROPOSALS FOR SIDEWALKS.  
Sealed proposals will be received by the undersigned until 12 o'clock noon of March 30th, 1883, at the office of the Board of Public Works, for the construction of all plank sidewalks that may be ordered by the City Council for the quarter ending July 1st, A. D. 1883. Such sidewalks to be constructed in accordance with plans and specifications on file in the office of said Board. Said proposals to be made upon pre-d blanks furnished by said Board and to be accompanied by the signatures of proposed sureties who the awarding of such contract will enter into a bond with the City of Omaha in the sum of \$10,000 for the faithful execution of said contract. The Board of Public Works reserves the right to reject any and all bids.  
JAMES FREIGHTON, Clerk of Board of Public Works.

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