

The Omaha Bee.

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

EVERY cloud has its silver lining. The weather of the last six weeks has killed off the crop of spring poetry.

MR. ANTHONY REIS will have to retain all the Omaha attorneys if he wants a vindication through that \$10,000 libel suit.

ELEVEN bills are the result of a four months' session of the Illinois legislature. It is evident that very little damage has been done so far at Springfield.

JOHN KELLY is again whetting the Tammany tomahawk in New York. It looks as if a large amount of harmonious discord is in store for the democracy of the Empire state in the coming campaign.

SCHUYLER COLFAX has written "a thoughtful religious paper on Landmarks of Life." There is one landmark of his life that Schuyler is not likely soon to forget any more than the public is likely to forget it.

JOE COOK has been putting the question to Kansas City whether death ends all. Whatever else it falls to end, it certainly ends all lecturing. There is much room for grateful anticipations in the thought.

THERE is nothing like "influenza" after all. Col. Pennybacker, who was ordered before a retiring board, has secured the friendly services of Senators Logan and Cameron to have the order revoked, and will accordingly continue to draw full pay until further notice.

THE Massachusetts legislature has passed a resolution commending "the ability, integrity and public services of the late Oakes Ames." There is now an opportunity for some one to commend the ability, integrity and public services of the Massachusetts legislature.

ROCK COUNTY, Kansas, counts up thirty-three pairs of twins born during the last twelve months. On top of this item we are informed that immigration to Kansas is falling off. If all the rest of the counties do as well as Rock the state needs no outside stimulus to increase its population.

THE sooner Sixteenth street is paved the better. After a heavy rain, as matters now are, it is almost impassable. Our merchants along this busy thoroughfare know what they are talking about when they say that a good pavement would be several thousand dollars a month in the pockets of Sixteenth street tradesmen.

CONGRESSMAN KASSON thinks that Edmunds and Lincoln would be a winning ticket. Possibly it would. But after all, the ticket will make very little difference in the next presidential campaign. Whatever the ticket and the platform with its profuse pledges, the sole issue will be the confidence of the people in the republican party. Hayes and Wheeler in 1876 was about as weak a ticket as could have been nominated. Four years later the republican party had stronger men to nominate than Gen. Garfield.

But campaigns are frequently won in spite of the candidates for whom they are nominally prosecuted. The real issue is generally merely one of petty supremacy. It is too early now to talk about tickets and the time can be much more profitably employed. A full year must elapse before the nominating conventions and there is a season of congress which will be largely devoted on both sides to manufacturing campaign ammunition. If the leaders of the republican and democratic parties only appreciated it, the question of which political organization is to control the country after March 4th, 1885, is being decided day by day in advance of the election. Public sentiment is crystallizing itself along certain lines which will not be materially affected by the wire pulling and wind of the campaign. Tickets are necessary, of course, and bad nominees are always more or less of a handicap, but under our political system, in a presidential election the question of who shall be the party standard bearer is of more importance to candidates for the honor than it is to the people.

A GAME OF BLUFF.

Mr. Dillon, on behalf of the Union Pacific, is playing a bold game of bluff with the government. His impudent letter to Secretary Teller, presenting a set-off claim for over two millions of dollars for extra mail compensation, is on a par with the policy which the corporation has pursued from its completion up to the present time in dealing with the government. The Union Pacific has had a very lenient creditor in the United States and it has worked the mine for all it was worth. It remains to be seen whether there is not a point at which patience ceases to be a virtue.

Mr. Teller has taken the proper course in directing the prompt institution of proceedings against the road for the recovery of a portion of the amount now due the government. The suit should be pushed to a speedy decision. The Thurman act has been persistently evaded by the corporation which was built by the people of the United States and paid for twice over through the generosity of the government.

If the Union Pacific is now unable to meet the interest on its bonds it becomes an interesting question how it expects to pay the principal when it falls due. Lately the road has been compelled to burden itself with an additional mortgage of \$5,000,000, secured by a lien on its branch lines. Interest must be paid on these bonds and will be, even though the prior claims of the government are as insistently disregarded as they have been in the past.

From 1894 to 1898 the whole burden of indebtedness resting on the Union and Central Pacific companies falls due. The government has issued to help build the Union Pacific \$35,139,512, and unpaid interest has accrued sufficiently to increase the total sum to \$64,778,754. Who believes that twelve years hence the company can liquidate this enormous indebtedness? Not Mr. Dillon, certainly, who proposes to evade even the latest as it falls due and trust to luck or the generosity of congress to postpone as long as possible the day of final reckoning.

ARBITRATION AND LABOR TROUBLES.

Signs of impending labor troubles in several of our largest industries call renewed attention to the necessity for arbitration as a means of settling disputes between workmen and their employers. In England the disastrous strikes and lockouts which twenty years ago were so common are now almost unknown owing to the beneficial operation of the boards of conciliation. The universal testimony from all the great industrial centers of Great Britain commends the methods as practical in theory, satisfactory in operation and in every way fit to be transplanted to this country. It is surprising, however, to note that only one state, Pennsylvania, has passed a law providing for the creation of boards of arbitration to settle labor disputes.

The Pennsylvania bill provides that in response to proper applications from employers and workmen the courts shall issue licenses for the establishment of tribunals or boards, in which each side shall have an equal number of elected members. There is also to be an umpire, mutually chosen. After questions have been submitted, they are first to be considered by a conciliation committee. If a settlement cannot be made by the unanimous vote of this committee, the question comes before the full board, with the understanding that the umpire's decision shall be final. This decision may be made a matter of record in the courts, and judgment may be entered upon it and enforced.

This is a step in the right direction which it is hoped will be followed elsewhere. The chief advantage of such a law lies in its recognition by the state of arbitration as a means towards an end. That end is the prevention of great pecuniary loss to members of society and the abolition of brute force as an element in settling labor disputes. Such disputes are certain to arise. In many instances they have their origin in ignorance of the situation, either on the part of the employer or the employed. Often a clear understanding of the facts as they exist would prevent either oppression or unreasonable revolt. That is the point where a board of arbitration steps in between contending parties and sees that justice is done. No one denies that a strike entails great loss upon some one, and generally the greatest loss falls upon those who are the least able to bear it. Any method which will tend to create or to maintain greater confidence between workmen and employers ought to be cultivated. This is why the Pennsylvania law is a step in the right direction, as substituting intelligence for brute force and a peaceable settlement of disputes in the place of riot, revolt and misery.

OMAHA has reason to congratulate itself over the sale of its paying bonds at such a favorable rate. When we can dispose of a five per cent bond at a premium of nearly two per cent, the transaction shows that capital is willing to pin its faith on our devel-

opment as a city. The investment was a good one. Our indebtedness is smaller per capita than any city of the same size in the country, and our taxation in proportion to our actual property valuation is ridiculously small. These facts were doubtless taken into consideration by the Omaha National when it made its bid of \$1,018 and captured the bonds from all the other local bidders.

THE appointment of Mr. W. J. Connell as city attorney reflects credit on Mayor Chaso. Mr. Connell is an able lawyer, thoroughly familiar with the intricate provisions of our charter. As district attorney he was diligent, energetic and fearless in the discharge of his duty, and we have no doubt he will discharge the responsible duties of his new position with equal fidelity.

GENERAL GRANT has an income of \$9,000 a year. The bill to place him on the pension rolls will be introduced again in congress at the next session. The "Granger Case."

The higher courts of the nation are gradually coming into accord on the question of state control of railroads. The most recent decisions by the supreme court of the United States were in the case started up from the supreme court of Illinois. Both have been pending for many years. One of these respects freight rates and fares. In the height of the granger excitement in 1873, a passenger named Lewis, traveling between two stations not far apart on the Chicago, Burlington & Quincy railroad, refused to pay the 50 cent fare charged by the company, but offered 18 cents, the minimum fixed by the state legislature. He was ejected, and sued the conductor for assault, who was fined \$10 and costs. The company refused to pay the amount, and carried the case up, in the face of a series of adverse decisions, till it has just been decided against them by the court of final appeal. The ground of decision was that the act of 1873, which was affirmed by the supreme court of the United States, the state's jurisdiction in the matter being allowed to extend so far as to permit the cancellation, or at least the liberal interpretation, of some portion of an agreement into which the state had at some previous time, perhaps, innocently entered.

The railroad have fought their fight energetically on the various points raised, but have been in nearly every case defeated. They have attempted to show that a state had no right to forbid discrimination, to regulate freights and fares, or to exercise any jurisdiction over them when they were organized under one state, but operated in another. There have been numerous decisions on this point, and the courts have generally ruled in a single particular. One of these was delivered by Judge Baxter, of the United States district court of Northern Ohio, in the case of a coal dealer, who brought suit against a railroad because it carried coal for a rival dealer the same distance for from 30 to 70 cents per car load less. The plea of the defendant, that the person should be shipped a larger amount of coal, did not influence the court, which decided that the testimony showed unlawful discrimination. The decision in regard to state control when the matter has come directly before the courts has been uniformly against the railroads. The third of the three principal points raised by the railroads--that a state in which they were not owned, but merely operated, could not interfere in a single particular--has been decided in three different cases, involving severally the Chicago and Northwestern, the Wabash, Western and Pacific and the Chicago, Burlington and Quincy. One of these occurred in Wisconsin, one in Iowa and one in Illinois. The first two went to the supreme court of the United States, and in one of them the chief justice himself gave the decision, affirming the right of the state to forbid discrimination in freights and fares, using almost the identical language employed in the "Granger" case quoted. The rights of a state are therein clearly explained. A state has all the legislative rights not forbidden by the constitution of the United States, and is presumed to have the same unless it has been proved wrong. That is a kind of state sovereignty to which no one can object. Chief Justice Waite says in this last decision that a state may make all regulations regarding railroads that they have not specifically permitted the road to make, but that such privileges, if granted, must not be contrary to the constitution and by laws of said state. That is, a general charter permission to a railroad to fix freights and fares according to their convenience does not prevent legislation to prevent extortion on the part of the company. In respect to California we are doubly fortified, for our constitution gives the legislature all the power that is not necessary to suitably control the oppressive corporations that an unjust Providence has added upon us. Judging the supreme court of the United States as at present constituted, by this decision, we feel justified in expecting that when cases like these are locally interested come before it we shall be able to obtain such just decisions as those rendered in the cases that have gone up to it from Illinois, Wisconsin and Iowa.

According to these decisions, we have the right to fix freights and fares, to forbid railroad discrimination, and to do all this whether a railroad is organized within the state or whether it is organized in an adjoining state and operates a portion of its line within our limits. The only one besides Judge Field who is distinguished on account of his previous connection with corporations is Stan-

ley Matthews, and even he can hardly afford to stultify himself or insult the courts of which he is a member by decisions adverse to these accumulated precedents.

GEN. GRANT'S MOTHER.

The Remains Quietly Interred in Spring Grove Cemetery, Cincinnati. General Grant, and Mrs. Cramer and Her Son the Chief Mourners.

Abundant and Appropriate Floral Tributes.

The remains of Mrs. Jesse R. Grant, mother of the general, and widow of the old postmaster of Covington, Ky., arrived yesterday morning at 8 o'clock over the Pan-handle railroad, accompanied by General Grant, General Casey, a brother-in-law of General Grant, Mrs. Cramer, (sister of General Grant and wife of Rev. Cramer, minister to Switzerland), and her son, Grant Cramer, a youth of 15 years. The party of mourners occupied a special Pullman car. The general appeared about as stout as ever, but appeared considerably since his last visit to Cincinnati. His beard was clean shaven, as usually shown in his pictures, but it was quite gray, and his hair is almost white.

The box containing the casket and remains was taken in charge by Undertaker Witte, who removed them to his establishment on Sixth street. The casket was taken out of the box and the box sent out to Spring Grove cemetery. The casket was of a square pattern, made in Oatka, N. Y., having six handles of black satin bar, full sliding face plate, and covered with a combination of cloth and satin. On the top of the casket was a solid silver plate engraved:

HANNAH SIMPSON GRANT. Died May 11, 1883. Aged 75 years.

On the casket was a rich and beautiful floral wreath of tea roses and pansies, to which was attached the card of Mrs. General Grant. There were also several bouquets of white roses inside the casket, and a heavy wreath of white, purple and variegated daisies.

At the foot of the casket was a large cross of tea roses. The casket was opened at the undertaker's establishment, and the features were found to be calm and almost perfectly natural. The body had been embalmed. On the head was a white lace cap, and there was a white lace bow around the neck. The dress was a white gros grain silk, and in the hands were placed a bunch of tea roses that had not lost their fragrance.

After the remains had been disposed by the undertaker in their proper position, they having been slightly moved by jolting on the cars, they were removed in a hearse to the residence of Mr. George B. Johnson, No. 89 Clark street, whose wife is cousin of General Grant, where the casket was again opened and the remains viewed by the relatives and a very few intimate friends of the family. After remaining at the house about an hour, the funeral cortege proceeded to Spring Grove cemetery. It was composed of the hearse and six carriages. No services were held at the house, as it had been arranged that everything should be kept as quiet and private as possible, in accordance with the wishes of General Grant. The funeral services had already been held at the residence of Mrs. Corbin, a daughter of the deceased, at Jersey City Heights, on Sunday morning, and the only service that remained to be performed was the solemn ceremony of interment after the ritual of the Methodist Episcopal church, of which the deceased was a devout member, and which she attended regularly until last winter.

The cortege started from the residence of Mr. Johnson at 10:45 a. m. for the cemetery, and the carriages contained the following relatives and immediate friends: First carriage--General Grant, Mrs. Cramer, Mrs. Judge Ashburn, of Batavia, and Mrs. Griffith. Second carriage--General Casey, Mr. and Mrs. George B. Johnson and Grant Cramer. Third carriage--Mrs. Simpson and son, and William Johnson and wife, of this city. Fourth carriage--Mrs. Andrews and Mr. and Mrs. Tweed, of Cincinnati. Fifth carriage--Mrs. Judge Spring and son, of Batavia, and Mrs. Liberty, of Covington, Ky. Sixth carriage--Rev. Dr. Joyce, of St. Paul's M. E. church; ex Postmaster Gustav R. Wahle, and the undertaker, Mr. Witte.

The cortege reached Spring Grove exactly at noon, and the remains were carried to the grave by gentlemen friends attending the funeral, there being no pall-bearers selected. The party was joined by the grave by Mrs. Amos Shinkle and family, J. Crawford and wife, of Covington, and Dr. Freeman and wife, of this city. The casket was followed to the grave by General Grant, Mrs. Cramer, her son, and the other relatives, after whom came the friends in attendance.

The grave was enclosed in brick and had been dug alongside the grave of Jesse R. Grant, the husband of the deceased, who died in 1874, and who was interred in a beautiful burial lot, east of the main avenue, in the same section where S. S. L'Hommedieu, once president of the Cincinnati, Hamilton & Dayton railroad, lies buried, and east of the Longworth monument. The casket was lowered into the grave, and the simple committal burial service of the M. E. church was read by Rev. Dr. Joyce. He also read the hymn, "How Blessed the Christian When He Dies."

Gen. Grant, who stood with his sister, Mrs. Cramer, leaning upon his arm, appeared to be deeply affected by the hymn, and his sister was agitated throughout the whole service. The grave of the general's father is marked with a plain monument, on which was inscribed "J. R. Grant." The general scrutinized the inscription, and then looked into the grave while all that remained of his aged mother was being covered with the earth.

After the benediction was pronounced, the casket was hid from sight by a large fastener; the grave was filled up, and the relatives conversed together quietly about family affairs.

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The non-commissioned officer in charge will report the patient to the adjutant general of the army for further orders.

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PERSONAL.

Hon. E. D. Webster arrived in this city yesterday to assume the position of superior of internal revenue. Mr. Webster is widely and favorably known to the early settlers of Nebraska as one of the wheel-horses of the republican party during the early territorial days and the founder of the Omaha Republics. Mr. Webster will remain here and will supervise the district of which Nebraska is a part, making his headquarters in Omaha.

C. L. Millineux, F. Eberhart, Bernhart Schroder, B. Albro, Geo. W. Van Sickle, Geo. A. Buck, P. Harrum, Henry Schroder, M. W. Stone, Henry Johnson and J. F. Bell, are among a few of the Wahosiers who registered at the Millard last night.

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THE CATTLE RANGES.

Favorable Reports From All Rounding Regions.

Stock Generally Improved in Grade and Price--The Shipping Season.

Special Dispatch to THE BEE. CHICAGO, May 16.--The Drovers' Journal has received reports in detail from the surrounding regions of Colorado, Kansas, Texas, Nebraska, Idaho, Wyoming, Indian Territory, Montana and Nevada. The reports show range cattle business to be in a very thrifty condition. The percentage of loss in all states and territories ranges from 20 to 30 per cent or a general average of three and one-third per cent. The greatest loss was reported by Idaho, Indian Territory and Kansas. Kansas is the only state that reports an increase in shipments of beaves this season, but the general average is reported the same as in 1882.

The most gratifying feature of the report is the average increase in the amount of improved bulls in use on the ranges. There are 10 per cent more improved bulls in use than last spring. Short horns predominate, but there has been a much larger demand for Herefords than last year, and many speak in favor of Pilled Angus. From reports received there is a growing tendency to put up hay for winter use. Feeding is being done very extensively in the southwest, but it is not regarded with much favor in the northwest, where the ranges are mainly public. The losses during the winter have fallen chiefly upon old cows and heifers calving and upon young stock. Stock for range is reported entirely free from disease, save in a few cases of black leg, which is incident to over-fattening calves.

Ladies.

Do you want a pure, blooming complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with sallowness, Redness, Pimples, Blotches, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

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THE MOST GRATIFYING feature of the report is the average increase in the amount of improved bulls in use on the ranges. There are 10 per cent more improved bulls in use than last spring. Short horns predominate, but there has been a much larger demand for Herefords than last year, and many speak in favor of Pilled Angus. From reports received there is a growing tendency to put up hay for winter use. Feeding is being done very extensively in the southwest, but it is not regarded with much favor in the northwest, where the ranges are mainly public. The losses during the winter have fallen chiefly upon old cows and heifers calving and upon young stock. Stock for range is reported entirely free from disease, save in a few cases of black leg, which is incident to over-fattening calves.

PERSONAL.

Hon. E. D. Webster arrived in this city yesterday to assume the position of superior of internal revenue. Mr. Webster is widely and favorably known to the early settlers of Nebraska as one of the wheel-horses of the republican party during the early territorial days and the founder of the Omaha Republics. Mr. Webster will remain here and will supervise the district of which Nebraska is a part, making his headquarters in Omaha.

C. L. Millineux, F. Eberhart, Bernhart Schroder, B. Albro, Geo. W. Van Sickle, Geo. A. Buck, P. Harrum, Henry Schroder, M. W. Stone, Henry Johnson and J. F. Bell, are among a few of the Wahosiers who registered at the Millard last night.

The grave was enclosed in brick and had been dug alongside the grave of Jesse R. Grant, the husband of the deceased, who died in 1874, and who was interred in a beautiful burial lot, east of the main avenue, in the same section where S. S. L'Hommedieu, once president of the Cincinnati, Hamilton & Dayton railroad, lies buried, and east of the Longworth monument.

The casket was lowered into the grave, and the simple committal burial service of the M. E. church was read by Rev. Dr. Joyce. He also read the hymn, "How Blessed the Christian When He Dies."

Gen. Grant, who stood with his sister, Mrs. Cramer, leaning upon his arm, appeared to be deeply affected by the hymn, and his sister was agitated throughout the whole service. The grave of the general's father is marked with a plain monument, on which was inscribed "J. R. Grant." The general scrutinized the inscription, and then looked into the grave while all that remained of his aged mother was being covered with the earth.

After the benediction was pronounced, the casket was hid from sight by a large fastener; the grave was filled up, and the relatives conversed together quietly about family affairs.



Mrs. Hannah Simpson Grant, mother of the general, and widow of the old postmaster of Covington, Ky., arrived yesterday morning at 8 o'clock over the Pan-handle railroad, accompanied by General Grant, General Casey, a brother-in-law of General Grant, Mrs. Cramer, (sister of General Grant and wife of Rev. Cramer, minister to Switzerland), and her son, Grant Cramer, a youth of 15 years.

Do you want a pure, blooming complexion? If so, a few applications of Hagan's MAGNOLIA BALM will gratify you to your heart's content. It does away with sallowness, Redness, Pimples, Blotches, and all diseases and imperfections of the skin. It overcomes the flushed appearance of heat, fatigue and excitement. It makes a lady of THIRTY appear but TWENTY; and so natural, gradual, and perfect are its effects, that it is impossible to detect its application.

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