

THE OMAHA BEE.

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THE BEE PUBLISHING CO., PROPS. E. ROBEWATER, EDITOR.

THE Ohio democracy are bound to sit down on civil service reform.

OMAHA has at last put on her winter garments. The price of arctics has gone up.

MR. OSCAR KEYSER, of Bellevue, has given the Republican a few nuts to crack, which are full of meat.

ANOTHER electric light company has been organized. The people of Omaha are shouting "Let there be more light."

SENATOR PENDLETON has discovered by this time that a newspaper like the Cincinnati Enquirer is not to be sneezed at.

ANOTHER expedition to the north pole is projected. If the explorers ever find the north pole we suppose they will paint it red.

So long as "Old Probabilities" edits the Herald that paper must be taken for authority on the weather. That is about the only thing that paper is author on.

UNEASY lies the head that wears a crown. The Russian czar's life has again been threatened. He was shot at three times, and he now carries a bullet in his shoulder.

If the democrats in the Ohio legislature only had brains enough to re-elect Thurman to the senate, the country would forgive them for going back on Pendleton.

WHAT has become of the Omaha belt railroad? Has it been strangled to death by the new Union Pacific pool, or has the ananads swallowed itself when it consolidated with the street railway?

AFTER spending a large sum of money in fitting out an expedition to find Lieutenant Greeley, it is now proposed to spend another big sum in finding out why that expedition didn't find Greeley.

In Kingston, Canada, the policemen are under orders to salute the city councilmen when they meet them. If the Omaha "cops" were under such orders, they would expect the fathers to set 'em up at every salute.

CONGRESS commences grinding again to-day. About a thousand more bills will be introduced within the next twenty-four hours. It is a cold day when the average American congressman doesn't stick his bill in.

THIS cold snap will prove a test of the asphalt pavement. Whether the numerous cracks, caused by the cold, will be of any material damage remains to be seen. Unless they are closed, either by the action of warm weather or otherwise, they will certainly let the water soak under the asphalt surface, and this has been shown to have a damaging effect.

AND still another. This time it is not one of the ungodly officers but a chaplain who has been dismissed for duplicating his pay account. His name is Toussaint Mesplie. Toussaint translated into English means all-aint, which was a misnomer in the case of Chaplain Mesplie. We should have named him Two-cent.

OF all the statistical liars the Des Moines board of trade man takes the bait. He figures out the wholesale trade of Des Moines for 1883 to be over \$30,000,000. Among the items we note that Des Moines jobbers have sold \$250,000 in wall paper. We venture to say that \$250,000 would wall-paper Des Moines, Davenport, Dubuque, and all other big and little towns in Iowa, inside and out, and leave a few yards for Omaha.

CAPTAIN ALLAN SMITH, of the Fourth cavalry, comes to the front with a plan to prevent deserters from re-enlisting. He suggests that every recruit be photographed immediately after enlistment, and a photograph, together with a description of the soldier, sent to every recruiting station. This is a better plan than the branding iron or tattooing. General Holabird will probably recommend the adoption of this plan.

THIS refused salary of Governor Irwin, of Idaho, is to be taken by Mr. Curtis, the secretary who has done the work. That is a favorite dodge of territorial secretaries. They never get sick, and they never pass the boundary lines. Every time a governor steps across the line, the secretary not only pockets his pay, but "catches on" to his title. That's the way our own J. Sterling Morton hitched on to the title of "governor," one day, while the real governor was attending a dance at Council Bluffs.

JAY COOKE AND HENRY VILLARD.

A little more than ten years ago the country was startled by the sudden collapse of Jay Cooke, whose colossal fortune, acquired as a fiscal agent of the government in the sale of bonds, was swept away almost in a single day. The failure of Jay Cooke precipitated the great panic of 1873, and became especially memorable for the wreck and ruin it wrought among thousands of the leading business houses in America. The reef upon which Jay Cooke's craft was wrecked was the Northern Pacific. That great financier had overladen himself in his effort to carry that great enterprise to completion, and he went down with all he had accumulated in a life-time of successful banking. Just before the crash Jay Cooke had built a palatial villa at Ogontz, on one of the Put-in-Bay islands in Lake Erie. Upon this magnificent monumental pile he had lavished millions in classic marble and polished granite, in works of art, statuary and painting and costly tapestry. Its hospitable portals had no sooner opened than they were closed by the sheriff. Jay Cooke went forth from his palace a ruined man. A decade had hardly passed when the country once more was shocked by a great financial wreck upon the very reef upon which Jay Cooke was stranded. The Northern Pacific project had been taken up where Jay Cooke had left it, and in the face of great obstacles it was finally brought to completion by the exertions of another financier who enlisted European capital in the enterprise. Unlike Jay Cooke, this man was not a banker who had grown wealthy by the approved methods of banking. Henry Villard had sprung up almost like a mushroom among the great Wall street millionaires. Beginning life as a student in a German university, he had drifted across the Atlantic and after mastering the English language entered the arena of journalism. During the war he did active and hazardous duty as war correspondent of the New York, Chicago and Cincinnati dailies. From 1868 to 1870 he was secretary of the American Social Science association. Four years later we find him again on the other side of the Atlantic, called there by the German owners of American railway securities, who had written to him to investigate the condition of certain western roads which had defaulted in their interest following the failure of Jay Cooke. He returned to America as their trusted representative to begin his famous career as a railroad man. Within a few years he managed to become receiver of the Kansas Pacific, and president of the Oregon & California railroad and of the Oregon steamship company. Less than five years ago he organized the Oregon & Navigation railway company, which was the first move toward the union of the wheat and pasture country, east of the Cascade mountains, with the Northern Pacific system. Three years ago Villard formed what was known on Wall street as the "Blind Pool." About sixty millions of money were placed in his hands by leading bankers without security, save his personal receipt, and without definite knowledge as to his purposes. With this capital and his own, he quietly bought a controlling interest in the Northern Pacific stock, and was soon afterwards chosen president of the company.

Last summer, when the golden spike was driven on the Northern Pacific, Henry Villard was ranked among the great men of the country. Not only did America do him honor but Europe sent representatives of her nobility and her leading newspapers all the way across the Atlantic and across the continent to take part in the ovation to Villard's genius and princely generosity. Like Jay Cooke, Villard built a palace while at the zenith of his glory, and lavished millions in embellishing it with works of art. The palatial villa had, however, not been quite completed when the crash came that made Villard a wreck. Last Thursday Villard made an assignment for the benefit of his creditors. To them he transferred his property and mansion, with instructions to dispose of them at public or private sale. His resignation as president of the Oregon & Navigation railway company and the Northern Pacific railroad had preceded the final collapse only a few days, and the mighty railway king is now dethroned, although by no means penniless. His wife still owns five millions in government bonds, which will probably be enough to keep the wolf from poor Villard's door. There are not perhaps in all financial history more striking examples of fallen greatness than Jay Cooke and Henry Villard.

Dr. McGILLIBUDDY, agent of the Red Cloud Indians, has written a long letter to the secretary of the interior with reference to the charges that have been made about the methods by which the assent of the Indians was secured to the Sioux treaty. He denies point blank that the Indians, either collectively or individually, were bulldozed into signing the treaty. He says if there was any undue influence brought to bear, it was on the part of those who opposed the treaty. Neither was any deception practiced as to the terms and effect of the treaty. The thermometers are in need of overcoats during this kind of weather. The Park opera house, in Cleveland, was erected as a fire-proof theatre. The fire test has reduced the opera house to a heap of ruins. THERE is music in the air. Mr. Reagan, chairman of the committee on commerce, proposes to begin work at once on his inter-state commerce bill. He will call the committee this week to consider

Call with a picture of me that looks as if it were printed from the very same woodcut!

I wish the press would at least try again, start anew, and see if they can not make us look more like civilized human beings. Very respectfully yours, SUSAN B. ANTHONY.

WEST OF THE MISSOURI.

The long standing offer of Laramie county, Wyoming, of \$300,000 in county bonds to any railroad company upon completion of 100 miles of road north from Cheyenne, has been accepted by the Cheyenne, Black Hills & Montana railroad company. These bonds were first voted to the Union Pacific, but the company failed to comply with the conditions within a certain time, and the commissioners of the county were left at liberty to vote the bonds to any other corporation. The agreement with the new company provides that it shall construct and put in operation 100 miles of road by November 1, 1885, and when so constructed the company shall receive from Laramie county \$300,000 in bonds, drawing 6 per cent interest. The proposed railroad will start from Cheyenne and run northeasterly along the most practicable route to the North Platte river, thence there will be one branch northward to Black Hills, and a second branch to the most desirable point in the territory of Montana, as shall be determined by survey of route. The officers of the company are as follows: A. H. Swan, president; F. E. Warren, secretary; M. E. Post, treasurer, and W. C. Irvine, vice-president.

The advantages of the road to Cheyenne and Wyoming generally are numerous and important. It will facilitate the development of the coal and mineral interests of the northern portion of the territory by providing rapid transportation for the products. The immense stock interests tributary to the line will furnish a constantly increasing business for the company, and agricultural communities will spring up in the valleys as soon as a market is made for the products. The construction of the road will prove the most important and beneficial work undertaken in the territory since the building of the Union Pacific.

The building of the Northern Pacific road through Montana has brought about a contest between the iron horse civilization and the free and frolicsome steer punchers of the foothills and valleys. The formalities and restraints of the east are a menace to the liberties heretofore enjoyed by the latter, and a war to the death is being waged between the two extremes. The stage coach and the bull trains have been practically banished and the foreman cowboy is left to give vent to the advances of the horde. The town of Livingston, on the Yellowstone, is the center of the struggle at the present time. An eastern theatrical company gave an entertainment there, recently, and received an introduction, though somewhat brief, to a trio of cowboys and their cayuses. Soon after the doors were opened they rode up to the box office, purchased and paid for three tickets and then coolly informed the manager that they proposed to ride up to the front seat in the show. They all made a dash for the door and one of them entered, much to the dismay of the audience, but as the town constable, whose avoirdupois is not less than 300 pounds, happened to be among the patrons of the company that night, he quietly arose in his seat, pulled a six-shooter with a barrel as long as a shot-gun, leveled it at the cowboy's head and told him in tones which drowned the music of the cornet solo that he would give five seconds for the intruder to skip. The cowboy dismounted, and quickly led his horse into the back office, where, meeting his two confederates, the trio rode off and entered a saloon on horseback, where they employed the evening in jumping their animals over the billiard table for the drinks.

Helena, the capital city, is the marvel of Montana. Few cities in this country have been so substantially built up with out outside help as has Helena. Completely isolated from the states, surrounded by towering mountains and with no rail communication from its birth till August last, she has built up an immense business, amassed wealth and established all the institutions of civilized society. Helena is to-day probably the wealthiest city of its size in the country. Her four national banks have an aggregate deposit of over \$4,000,000. Some of her merchants carry stocks of \$225,000. It is claimed that there are 50 men in Helena who have an income of \$10,000 a year. Her churches and school buildings compare favorably with other towns of seven thousand inhabitants. She has a fine opera house with seating capacity of 1,200. The United States assay office located there is a model of substantial architecture. This office, it is said, assays more gold than any other office in the United States excepting only the New York office. There has been taken out within the limits of the town plat of Helena over \$10,000,000 of gold, and even yet gold is being mined within the city limits. The business portion of the city is built in Last Chance gulch (probably the richest placer mining gulch ever discovered) and the streets are narrow and irregular. The Northern Pacific company have located their depot and shops out on a broad plain, about a mile from the business portion of the town, expecting, or at least hoping to draw the business of the city in that direction. As yet Helena has never been boomed, like most western towns; her growth has been and is substantial and solid.

Governor Hale, of Wyoming, in his report to the secretary of the interior, presents a variety of statistics to show the growth and prosperity of that territory. The population is estimated at 35,000, more than one-half of which is in towns on the Union Pacific and its branches. Stock raising is, of course, the chief industry. There are at present 800,000 head of cattle, valued at \$30,000,000, grazing in the plains and valleys, and 750,000 sheep, valued at \$2,800,000. The amount of land adapted to cultivation is estimated at 8,000,000 acres. Farming, however, is a very limited industry yet the great drawback being irrigation. The average rainfall is only one-fourth that of the Mississippi valley, and artificial methods must be employed to secure sufficient moisture for a crop. The Governor's report says: "The precious and superior metals are found widely distributed over Wyoming. The mines are not far developed as a rule, and the out-

put of bullion is inconsiderable. Gold has been found in the Wind river, Seminoe, Shoshone, Medicine Bow, Laramie, and other ranges of mountains. Silver has been found in the Snowy range of the sources of the Green river, in the mountains near Cummins City, in the hills on the Platte river above Fort Laramie, at Rawhide Buttes, and on the Running Water. Copper is found at many places in the Medicine Bow, Seminoe and Ferris mountains, near Rawlins, in the Laramie range, at Hartsville, Whalen canyon, Rawhide, Lunning Water, and numerous other districts. Mines have been developed with great promise at Silver Crown, Hartville and Rawhide. Iron lies in the Laramie range north of Laramie City, at Rawlins, in the Seminoe mountains and elsewhere. As yet there have been no manufactures. Graphite is found in the hills north of Laramie City and northwest of Ferris. Sulphur is found in large bodies south of Evanston. Soda is in "lakes" near Laramie City and in Sweetwater valley. In both localities the deposits are about to be utilized in manufactures. Common salt of excellent quality is found in the unorganized county of Crook, west of the Black Hills. Magnesia is found near Rock Creek. Fire-clay is found in many localities. Mica is found in the mountains northwest of Fort Laramie and in Albany county. Coal in vast quantities is found in almost every part of the territory, the veins being from four to forty feet in thickness. A great deal is taken out annually by the Union Pacific company. Petroleum of the best lubricating kind is found in large quantities in the central parts of the territory. Granite, marble, limestone, sandstone and slate are found in great variety. With the building of railroads, the surveys of which in some instances have been begun and in others completed, it is certain that Wyoming is about to enter upon a new era of progress. While advance has been made in the past chiefly in connection with the construction of the Union Pacific railroad, through a part of the territory probably the least attractive in its material resources, and with live stock grazing, interest growing rapidly, the future gives promise of great prosperity.

Pertinent Questions.

To the Editor of The Bee. BELLEVUE, Neb., January 3, 1884.—To-day's Republican I notice in its editorial columns a letter concerning railroad extensions and comment, as made by the editor of that concern, stating that The Republican wanted to get at the truth of the business. Now, I have a few questions to propound to that establishment, and a further curiosity to know whether they will evade them in the same inconsiderate manner as they have the gentleman from Tekamah. To be brief:

- 1. Why can a merchant secure a car load of freight cheaper from Baltimore, Md., to Omaha, than from Omaha to Sidney, in this state?
2. Why is it merchants of Pappillon and Springfield can haul their freight cheaper by wagon than by the U. P. and M.P. railroads?
3. What is the reason the B. & M. will not receive freight for intermediate stations along its line when shipped by way of the Missouri Pacific to Louisville?
4. Why is it some grain dealers can obtain a rate one-third off, when others have to pay the fixed price?
5. Why is it they withhold amounts due the various road districts, and place it in the hands of men who thus get fat, on this new method of working out railroad road-tax?
6. What is the reason the last legislative didn't take up this railroad question and handle it for the benefit of the people?
7. Why do congressmen, judges, editors and members of the legislature ride on annuals?
8. Can you inform the people of Nebraska why it is there is not one cent of taxes collected on over 400 miles of sidetrack in this state?
9. Do you know why it costs more to send a bushel of corn from Albion, Boone county, to Omaha, about 150 miles, than it does from Omaha to Chicago, nearly 500 miles?
10. Why is it, the railroads run the politics of the western counties through which their road passes?
11. Why was it they discharged a number of their conductors and left a foul odor around their names, then to turn around and make the biggest thief among them a railroad superintendent?
12. Why is it they control state conventions by the aid of their henchman, and allow John M. Thurston and Chas. J. Greene to assume who shall be the successful men? OSCAR KEYSER.

Austin's Bonds.

AUSTIN, Texas, January 6.—The temporary failure of payment of Austin city bonds was owing to delay in the mills. The authorities here, learning of the failure, immediately telegraphed the full amount to New York. There is more than sufficient money in the city treasury to meet any obligation.

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