

THE OMAHA BEE.

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

A. H. Fish, Manager Daily Circulation, P. O. Box 428 Omaha, Neb.

The Boston Globe says that "Arbor day" is an Ohio idea. This is doing rank injustice to one of the proudest products of Nebraska genius.

Mr. WATSON'S "star-eyed goddess of reform" is dead and buried. Dr. Miller denied himself the pleasure of being a chief mourner.

The democrats who threatened to bolt the party if the Morrison bill should be defeated, are sneaking back into the ranks as fast as they can.

Now that the democrats in the house have got through fighting their private quarrels will they begin to pay some attention to the business of the country?

MON. FRANK COPPEZTER, member of the late legislature, has been appointed government director of the Union Pacific, in place of Mr. Parrish. Tally another for civil service reform.

It is said that Tilden hates Edmunds worse than any other man in the country, and if the Vermont statesman is nominated he will spend a million dollars to defeat him. This is a dreadful threat, but it will think a little while you won't be very badly scared over it. Your Uncle Sammy spent a good deal more than a million dollars to elect himself once and he couldn't do it. Your Uncle Sammy's millions will buy the democrats but he can't buy the country with them.

The Eastern and Western Air Line railway company is the modest title of an organization that proposes to build an air line from Mercer, Pa., to Council Bluffs and Omaha, a distance of 600 miles. It will be built without regard to large cities, in order to preserve the air line, by which it is claimed that 300 miles will be saved. This is a sort of a balloon scheme, and will probably be built on air. With John Pope Hodnett as president, Hand-bill Sweeney as manager of the eating houses, and Kellogg O. Gould as chief bill poster, the air line would do a cyclone business.

The owners of the Sioux Falls quarry, who have the contract to deliver the stone for the Farnam street pavement, assert that the blocks they are now delivering are much superior to those used on Tenth street, and they predict that the Farnam street pavement will be much better than that on Tenth street. We hope that this will prove true. The property owners on Farnam street would rather pay 50 cents or a dollar a yard more than have an inferior pavement. Our strictures were based upon the appearance of two or more cartloads of rock dumped in front of our office. Later installments of the blocks on the opposite side of the street are of more uniform dimensions.

The New York Times, discussing Senator Van Wyck's bill to prevent others from owning lands in this country says: "After the government has recovered a part of what has been stolen, punished thieves and taken measures to prevent such stealing in the future, it will be time to think about preventing foreigners from acquiring land in an honest way at a fair price. Punish the land thieves, be they alien or native. That is the first work to be done by congress and the interior department with reference to the public domain." In other words the Times does not believe in looking goods up from thieves, but only in punishing them after they have stolen.

The reported promotion of General Manager Clark, of the Union Pacific, to be vice president with increased powers, is a piece of news that his friends in this part of the country will be glad to hear, and they will wish to see it confirmed. Mr. Clark is everywhere regarded as an able railroad man, and he possesses the fullest confidence of the stockholders of the company. We believe that his promotion to a vice-presidency, virtually with the power of president, will be a good move for the interest of the road. With his practical knowledge of the whole system, and being on the ground and thoroughly acquainted with the country tributary to the road, he can, no doubt manage its affairs better than a few eastern dictators sitting in some palatial parlor and virtually knowing nothing of the west. Mr. Clark may be called an Omaha man. He has made his home here for many years, and he has large property interests in this city. It is here that he has made his reputation and fortune, and we believe that his promotion will prove of great

CHURCH AND SEAMAN.

So far as the appointment of Mr. Church is concerned, although it was made with the full sanction of Mr. Valentine, Senator Manderson was its chief supporter, and it was owing to his earnestness that it was accomplished. Anybody who knows the senator (to say nothing of the congressman) is confident that he would make no recommendation without a careful and conscientious investigation of the subject, and that he would be the last politician in Nebraska to assist to prominence an unworthy man. We have personal knowledge that in the case of Church the senator acted only after he had carefully examined all the testimony against him. Regarding the nature of this testimony it is sufficient to say that it was the work of slanders and lies who moved heaven and earth, and, incidentally, a portion of the warmer place, to defeat the appointment of the senator secured; and the answer of Mr. Church convinced the senator, as it would convince any reasonable man, that he would be innocent and deserved the place. As to Mr. Seaman, his case speaks for itself. He has the unanimous endorsement of his district, without regard to faction. He has been a good republican, and is satisfied with what the Bee calls "subservient to corporation influences" only to an extent of an unswerving hostility to the schemes and bolts of Mr. Rosewater. He is supported by the entire Nebraska delegation with the exception of Van Wyck.—Republican.

There is no disposition on our part to pick a quarrel with Senator Manderson over the North Platte land office or any other federal patronage. If Alonzo H. Church was his personal choice and not the selection made by Valentine as everybody believes, then Senator Manderson has shown very little regard for the public service and a good deal less for the wish of his constituents.

If there is any man disliked and despised in the community where he lives and where he is best known, that man is A. H. Church. This is not confined to one faction but to all classes of the community, and men of all parties. Even his own brother-in-law, McConnell, Division Master Mechanic of the Union Pacific at North Platte, remonstrated against his appointment, and led the forces that buried Church in the late republican primaries. As to Seaman the less said the better for him and his backers. It is true he had a delegation with him at Norfolk from Buffalo county, but they came more for General Connor than for Seaman. Every county west of Buffalo to the state line was against him and these delegates were chosen from all factions. Why did not Senator Manderson consult such men as Judge Heist, Mr. McCall and other prominent republican leaders in the North Platte district. These men are not bolters and disorganizers, but they resent his choice as an insult to the district. If Senator Manderson had not entered into the contract that binds him to support Valentine's appointees in the third district whenever they may be he would not now be confronted with this North Platte dilemma.

A TERRIBLE THREAT.

If Senator Van Wyck does not withdraw his Rosewater objections to the appointment of two good men to be receiver and register of North Platte land office, he will put a nail in his political coffin that will effectually prevent his re-election.—Republican.

Senator Van Wyck is a very timid man, and this threat will make him tremble in his boots. We shall be very sorry to lose the general, but if his political coffin is ready and the nails are being welded we must commend him to his awful doom. The only thing we cannot comprehend is why the Senator does not yield at once—when such fast and firm friends as the Republican tenderly point him to the yawning political coffin, and those ten penny nails. Why should he object to such truly good men as Church and Seaman? Why should he pay any attention to the foolish and feeble remonstrances of the hundreds of republicans who live in the North Platte district as long as the non-resident office holders down in the Lincoln state house say that they are satisfied. Why should he object when threats of dire vengeance and political death are made by the late clerk of E. K. Valentine?

If this paper had any influence with the doomed Senator we should admonish him to repent and make his peace with Church and Seaman ere it be too late. We fear, however, that General Van Wyck will obstinately reject our timely advice and headlessly throw himself into the jaws of political death. In the language of the lamented Thomas who once filled the editorial chair of the Omaha Republican, this is sad, solemn and melancholy, but we desire it distinctly to be understood that we are not responsible.

A short time ago the house committee on territories reported a bill making it necessary for every governor of a territory hereafter appointed to be a resident of the territory which he is to govern. The senate committee is not disposed to look favorably upon such a scheme, however. A report has been prepared setting forth some of the objections to it. The chief of these seem to be that its constitutionality is doubtful. Besides this, the committee think that if the governor of a territory must be a resident, the other officers should be also. They doubt, moreover, whether there is talent enough in the territories to furnish governors. Then, as the territories are the property of the United States, they can see no impropriety in taking a man from any part of the country to govern them. The objection as to the unconstitutionality of the proposed law can be settled by the proper authorities. The rest of the objections noted are mostly nonsense. The territories have as much right to be governed by their own residents as the states. So far as their ability to furnish good governors is concerned, they can certainly furnish as good a quality as the average governors of the states.

MANAGED CALIFORNIA.

The California legislature has now been in session for nearly two months, and so far it has utterly failed to agree upon any measure for the relief of the people from the iron rule of monopoly. The prime object for which the legislature was convened in extra session by Governor Stoneman was to take steps to abolish the railway commission through a constitutional amendment, and place the power of regulating the railway traffic in the hands of the people. Under the present constitution of California the railway commission has the exclusive control of all railroads, and the right to regulate the railroad traffic and establish tariffs is denied to the legislature. The California railroad commission, of which Governor Stoneman was formerly a member, has proved a costly failure. While Governor Stoneman himself made a gallant stand in behalf of the people, while he was commissioner, the Central Pacific owned and controlled the other two commissions, and through them has been able to thwart the popular demand for reasonable fares and freights. Governor Stoneman also made a vain effort to suppress the vicious system which enables the Central Pacific to build up small monopolies in grain, coal, lumber and fruits in every town and village tributary to it.

Next in importance to making provision for the abolition of the railroad commission was the recommendation of Governor Stoneman for the enactment of laws to compel all railroads in California to bear their proper share of taxation. After wrestling for nearly two months with the railroad lobby, the California legislature, like the late legislature of Nebraska, has come to a deadlock. Under the crafty and corrupt manipulation of the political attorneys and lubricators of the Central Pacific each hour is at loggerheads with the other over bills which are so framed that neither can agree. It is a repetition of the trickery by which our last legislature went home in 1883 without redeeming their sacred pledges to the people.

VERY SATISFACTORY.

The re-election of Mr. Henry M. James is very satisfactory to the friends and patrons of our public schools. The universal confidence in his management which was expressed so emphatically at the late election fully justified the board of education in extending the term of Mr. James to three years. Without disparaging the services of any of his predecessors, we can truthfully assert that Mr. James is the first superintendent employed under our present system who possesses in an eminent degree all the requisite qualifications for the position.

He is capable, painstaking and energetic. He is an educator and not a politician. The city of Omaha is to be congratulated upon retaining him in service for at least three years more. There was an organized opposition to him in the board of education in the interest of schemer aspirants, and in the face of the overwhelming defeat at the polls, some of the members of the board attempted to dispense with his services altogether. They voted to employ him for one year, and tried to put his salary at a ridiculously low figure, so that he could not possibly accept it. In other words they attempted to freeze him out, not having the decency to respect the verdict of the people at the spring election. If the Bruner-Copeland-Lane combination had succeeded at the ballot-box, Mr. James would undoubtedly have been ousted.

So far as Mr. James is concerned it would have been no calamity. He can always command a good position at a good salary. His retention for a long term will, however, prove a great benefit to our schools. It gives the superintendent an opportunity to carry out the excellent system which he has inaugurated. He will be enabled to raise the standard of education. He can act with impartiality and secure the best teachers wherever they are pets of the board or not. This could not be done so long as the superintendent was hampered and held in office for an uncertain period. Now that the superintendent is to be held strictly responsible for the efficiency of the schools, and exercise his authority, our system of education will be much more thorough. So long as a man could put his sister, his cousin or his aunt, or some other relative into the schools, as a teacher, regardless of qualifications, simply because he had a vote in the board, we could not expect good results. It is notorious that teachers have been foisted upon our schools who could not pass the required examination and who were not qualified to teach the branches for which they were drawing salaries. The only influence that ought to be exercised in behalf of the applicant for a teacher's position is the ability to properly discharge the duties of the place. Mr. James is now in a position to exact these conditions from all teachers, and we can safely predict that the public schools of Omaha will be the equal of the best schools in America within the next twelve months.

THE UNION PACIFIC STRIKE.

The Springfield Republican. The Union Pacific railroad management performed an act of bonfire last week, which far exceeds anything presented on the stage. The Union Pacific is one of those concerns which has graduated from a railroad company to a "system." The Union Pacific "system" operates over 4,000 miles of road, and one would suppose that it would be managed with some seriousness. The declining net revenue or some other cause disposed the board of directors to instruct General Manager Clark, at Omaha, to reduce the operating expenses of over \$3,000,000 were cut 15 per cent; from that figure to \$1,000,000 per cent, and all wages below that figure 10 per cent. There was an entire omission, however, on the part of the directors sitting in Boston or New York to consult the employes of the "system." The last time quite as much a "system" as the road, and to man they turned out Saturday 12,000 men from Omaha to Ogden, and wherever the system goes. Mr. Clark telegraphed the situation to New York, and getting no response withdrew the order as the only means of operating the "system." It places great corporation in a ridiculous light, and the New England investor who has been putting money into the stock at from 80 downward, is rather staggered by it.

The Union Pacific earned last year \$21,000,000, a decline in two years of \$2,500,000. The net earnings from operations were \$10,618,000, or one-half, and the revenue from stocks and bonds \$2,066,000, making a total net of \$12,714,000; of this \$4,844,000 was required for interest and discounts, \$476,000 for sinking funds, and \$1,869,000 to satisfy the demand of the United States. A dividend of 7 per cent. required \$4,321,000, leaving a surplus for the year of \$1,000,000. For the first two months of this year there was a loss on net earnings of \$1,000,000. Probably this rate of decline will not be suffered throughout the year, but the fact that a reduction of wages is attempted proves that the depression must have assessment from the same source. A reduction of wages 10 per cent. would perhaps reduce the expense \$600,000, though hardly as much as that.

THE RAILROAD DEBT.

Two plans are submitted from the United States senate committee on Pacific railroads for the adjustment of the debt owing by the subsidized corporations. Both reports agree that the Thurman act is a failure. The best of the two proposes to amend it by adding 50 per cent to the 25 per cent of net earnings, yearly payments, with the suggestion that the time for paying the debt be extended for thirty years after the original bonds fall due under the act of 1864; in other words, to double the time and make it sixty instead of thirty years. Neither of these plans, nor both together, will secure the government. The original debt of the six companies was in round numbers \$64,000,000. On the first of January, 1883, it had increased to \$103,000,000, notwithstanding the cash payment made under the Thurman act from 1878 to 1883. The increase was \$38,000,000 in nineteen years, or at a rate of \$2,000,000 a year. The payments under the Thurman act, will never reduce the debt below what it was July 1, 1883, for they will not amount to \$3,840,000 a year, together with the allowances for government transportation, and that is the yearly interest on the original debt. The possible contingency of a great war, which would require the transportation of thousands of troops, munitions, supplies, etc., might help them more than the money of the year; but that is a remote possibility and the government is not wise in building upon it. It might do to call the 6 per cent bonds in at maturity and refund them in 3 per cents for the added thirty years. That would reduce the interest payments each year from \$3,840,000 to \$1,920,000 and make the reduction of the debt possible, but not by any very rapid process. Another suggestion is to empower the secretary of the treasury, to invest the sinking fund payments in the company's first mortgage bonds, where they will draw 4 per cent; but that would cost money and may be a scheme to "bull" those bonds at the expense of the United States. Six per cent bonds even for ten years would command a premium of at least \$30 on the \$100 at a time when 4 per cents, running to 1907, are worth only a premium of \$22 to \$23 on the \$100.

The only sure way out of the difficulty is for congress to exact annual payments in cash of so much of each company as would at the maturity of the government bonds pay the principal and accumulated interest in full. It might take 60 or even 80 per cent of the net earnings and leave but 40 or 50 per cent of the same for dividends among the stockholders. But if it should take 80 per cent, the companies would have no good reason to complain, as every one of them has already made more out of the government than the whole cost of the roads. The Central Pacific may have cost \$40,000,000. It probably did not cost over \$35,000,000. And in the four years ended December 31, 1883, its net profits to its four or five stockholders have exceeded \$80,000,000. They would have no right to complain if congress should exact 80 per cent of the net earnings for the next ten years to pay the principal and interest of the \$27,000,000 loaned them by the United States twenty years ago. The argument that it would cripple the road is absurd. Net earnings represent what is left after paying operating expenses, wear and tear, and for all improvements. The government has no contract to help the companies to construct extensions or to pay for leased lines. If it has or if it ever consents to that policy, then the debt will never be paid, for the companies will go on making extensions at the cost of the government at libitum.

WATERSON'S WILL.

Louisville Courier Journal. "A serious disaster has overtaken the democratic party in the full face of the enemy acting under strict unmistakable orders from the people. A few democrats deserted their colors, and in conjunction with the united forces of the republicans brought upon the party a stunning and most disastrous defeat. A small guerrilla band within the line of the party has, since the opening of the session, acted under orders from republican leaders. It is a coalition as disgraceful as any in political history. The party has been betrayed—betrayed by those whom it has delighted to honor. There is in the mind of no candid man any shadow of doubt what is the will of the democratic voters. They have frankly expressed themselves. The success of the democrats is nothing to the so-called democrats from Pennsylvania and Connecticut. They are serving, not the people, but subsidized interests. The dictates of the few manufacturers are with them of more binding force than the expressions of a party caucus. The rejection of the Morrison bill is, as far as the protected interests are concerned, a blunder that as the contest progresses will assume the proportions of a crime. The party to-day is in disgrace. Placed by an overwhelming majority in control of the house of representatives, it has accomplished nothing. We must go forward or must surrender. If we want protection as Randall, Eaton and Converse claim, then they will see that the government is given in charge of the republican party. The democratic party cannot be trusted to maintain a protective system, which it has denounced as a masterpiece of inequity."

STATE NOTINGS.

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Prof. H. H. Nicholson, of the department of chemistry and physics at the state university, has analyzed the water of the Lincoln city well and pronounces it the best that has yet been examined in the state.

Frank White, of Orleans, wants to learn the whereabouts and condition of James, or Jimmie White, who disappeared from his home in Republican city, Neb., in August, 1883. He is 11 years of age, has light hair and eyes, and is of good size for his age. Any information will be thankfully received.

Superintendent O'Brien, superintendent of the Nebraska fish hatchery at South Bend, returned from Saginaw Bay, Michigan, last week, with eight million eggs of the walleyed pike. These will be hatched at the state hatcheries and distributed in the state this season, and will be ready for distribution in about three weeks.

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Work on the Blair bridge is going on at a lively rate. The Pilot says there are about 120 tents to be erected. Mr. Desparols, of Sioux City, has the contract to replace the work for \$25,000, and to be completed in forty days from the date of the contract. This places the date of completion at May 24th, and for each day that the bridge can be used before that date the company will pay Mr. Desparols the sum of \$200. This inspires the contractor with a desire to expedite business, and in a pushing the work with the expectation of making a few days of \$200 "good time" in this manner.

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