THE OMAHA BEE

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THE BEE PUBLISHING CO., PROPS

E. ROSEWATER, Editor.

A. H. Fitch, Manager, Daily Circulation, P. O. Box 488 Omaha, Neb.

WIDOW BUTLER, like Barkis, is willing.

ISN'T it pretty nearly time for Church Howe to arrive at Augusta?

OMAHA has a bran new marshal. The public now expects a square deal.

MR. THURSTON has arrived, but that brass band failed to connect at the depot.

MAYOR CHASE has at last sent in his apppointments. He probably has been convinced that it is better late than never.

MAYOR CHASE can save the council some little trouble by resigning, and at the same time he may save himself some trouble.

THE PARTNERSHIP between Mayor Chase and Marshal Guthrie has been dissolved, their business having ceased to be profitable.

THE New York *Journal* suggests to democrats the following ticket: "Mr. Tilden's Hat and Boots for President; Dr, Mary Walker's Waistcoat for Vice-President.

SOME ardent admirers of Sam Tilden are comparing his letter of declination with Washington's farewell address. There are all kinds of cranks but the Tilden cranks take the first premium.

AS a dark horse, the new city marshal astonished the natives by getting there. He was not so much of a dark horse, however, as some persons suppose. He had his bonds prepared in advance, and evidently knew that he had a sure thing.

AN ordinance has been introduced in the city council to extend the fire limits. This is a move in the right direction. No more frame buildings should be allowed to be built anywhere in the business part of the city.

IT is amusing to hear ex-Marshal Guthrie talk about the meagre salary that he received. It must be admitted, however, that it was rather meagre when compared to the "perquisites" that he received from various sources.

IN THE democratic national convention of 1880 there were thirteen starters in the race for the presidential nomination. General Hancock took the lead with 171 votes, and was followed by Senator Bayard with 153½. Henry B. Payne came third with 81 votes. Randall got 6 votes on the first ballot and 128½ on the second. The nomination was effected on the third ballot.

THEY run politics in Chicago about as they do in Omaha. At the democratic primaries, just before the voting began, a friend of Mayor Harrison, "kicked the stuffing" out of the ballot box. The stuffing consisted of 500 anti-Harrison tickets, which had been slipped into the box an hour or two before the voting, One would think that John Sahler, of Omaha, and Pat. O. Hawes, of Washington, had moved to Chicago.

THE new ordinance regulating the sale of liquors, as drawn up by the city attorney, is all right, with the exception of the date. Why an ordinance that is drawn in conformity with a law now in existence should not take effect until January 15, 1885, is something we can't understand. Are we to continue in an illegal way for another six months in regard to the liquor license? The council should not hesitate to pass the ordinance and make it take effect immediately.

THERE is to be a lively fight in Colorado for the senatorial seat of Hon. N. P. Hill. Mr. Hill will endeavor to succeed himself. His opponents will be ex-Senator Chaffee, ex-Governor Routt, and probably W. A. Hamill. Senator Hill is one of the few men in congress who have convictions of their own and are willing to stand by them, come what may. Such men are rare in public life, and Colorado could do no better than to return Mr. Hill for a second term.

THE Holly company, it will be vividly remembered, endeavored through bribery to force its waterworks machinery upon the city of Omaha, and would have succeeded had it not been for a vigilant and vigorous opposition and the interference of the courts. Bribery, it seems, continues to be a favorite method with the Holly folks in introducing their "direct pressure system." Their latest effort in this direction is in the city of Toronto, where their vilainy has just been exposed. Toronto some time ago invited bids for water-works and pumping-engines, and at a meeting of the city council, on Monday evening last, several aldermen made a declaration on oath that they had been offered bribes by the Holly engine company, of Lockport, N. Y., to vote for the adoption of the Holly pumping-engine. The matter was referred to the county judge for investigation, and it is likely that Mr. Linnoer, who is there representing the Holly company, will be arrested on the charge of bribery, which is a crime in Canada. By the way, what has become of our old friend, Dr. Cushing?

THE new rate of transient newspaper postage will meet with universal approval. The law now provides that the rate of postage on newspapers and periodical publications of the second class, when sent by others than the publisher or news agent, shall be one cent for each *four ounces*, or fractional part thereof, and shall be fully prepaid by postage-stamps affixed to said matter. This is a reduction of fifty per cent. Almost any eight-page paper, by the old rate, would require two cents postage and the annoyance to business men, and the public generally to affix sufficient stamps and yet not lose too large a sum by overpayment has been very great. A newspaper, when the postage was not fully prepaid, invariably found its way into the postoffice waste basket and knowing this fact the sender of a newspaper which he was especially anxious should reach its destination always had to prefix sufficient postage stamps to insure its delivery. It was not like a letter which is sent so long as one rate of postage is paid. The newspaper must be prepaid in full or it does not go. Under the new rates almost any newspaper including a good sized supplement, may be sent for one rate. The next reform most called for is the reduction of the limit of weight on letters from half an ounce for one rate to an ounce. While the bulk of the letters carried in the mails average less than half an ounce each, now and then one is encountered that weighs more than that limit, and an extra charge is collected, which with the time consumed and labor required in affixing "due" stamps, etc., does not yield enough revenue to make it profitable to the department, and it would be to the advantage of all concerned were the limit extended.

MR. CHARLES FRANCES ADAMS has been elected president of the Union Pacific railroad and with his accession the era of jobbery and reckless plundering of stockholders and patrons, which characterized the Gould and Dillon reign is likely to come to an end. Mr. Adams is a man of the highest integrity, and his reputation warrants the belief that the new management means a wholesale reform in the conduct of the road and the treatment of its patrons. It is to be hoped also that the advent of Mr. Adams marks an epoch in the political history of Nebraska. For more than ten years Nebraska has been a mere railroad province of the Union Pacific. The underlings, inspired by Mr. Dillon's domineering spirit, have taken it up themselves to pack primaries and conventions and dictate nominations, under the pretense that they were protecting the interest of the railraod company against communism and grangerism. Mr. Adams has been a staunch opponent of bossism in any form, and we hope that he will retire the bosses that have been so conspicuous in our politics under Sidney Dillon's dictatorship.

THOMAS CUMMINGS, the new city marshal, enters upon the discharge of the duties of the office at a very critical period. Having never been connected with the police he finds himself in charge of thirty policemen who naturally look to their chief to enforce discipline and lay out their work. It will take Mr. Cummings at least two or three months to become fully familiar with the peculiar duties of the varied ordinances which he is expected to enforce, On the other hand the citizens of Omaha, who have been impatient for a change and desired to see the lawless element weeded out. will expect to see the new marshal proceed vigorously with his new broom. With all his honest intentions and his knowledge of the demands of the public Marshal Cummings has a very difficult task before him, especially in view of the fact that he is a subordinate of the mayor, who is one of the most "eccentric" men in Omaha. The BEE will give marshal Cummings all the sympathy and support at its command so long as he endeavors to do his duty fearlessly and impartially.

OMAHA, although disgraced by her mayor and marshal, is receiving due credit for the steps she has taken towards a wholesome reform in municipal affairs. and is setting a good example to other cities that are cursed with corrupt officials. The Chicago *News* says:

The grand jury at Omaha has made a good beginning by indicting the mayor and city marshal for bribery and perjury, these officers having, as is alleged, received bribes from keepers of gambling houses and other illegal institutions which they have protected. If the Chicago grand jury would look in the right direction once in a while it would doubtless find officers of the law who make more than the amounts of their salaries every year by levying this kind of blackmail on iniquity.

POWDER-HOUSE explosions are now becoming about as frequent as the explosions of coal oil stoves. Omaha, Denver and Salt Lake have had powder-houses blown up, and now Akron, Ohio, has had such an explosion, killing one boy, and injuring several others. It will be remembered that the Omaha explosion killed four boys, Too much care cannot be exercised in guarding against such accidents, Our powder-houses are located too near the city, and too close to each other. They ought to be moved to a safer distance, and each one protected by a high board fence that will keep intruders off the premises.

NOT VERY LIKELY.

The story that the Burlington is anxious to purchase the Union Pacific is not very plausible. The Burlington now reaches almost every important town in the west that is reached by the Union Pacific. It taps the Union Pacific at Columbus, Central City, Grand Island, and Kearney, and is within easy reach of the great cattle ranges of western and northern Nebraska. It has its direct line to Denver, and by the Rio Grande it has a connection with Utah and California. The Burlington is a prosperous and well-managed system of railroad, and it is not at all likely that it will ever connect itself in any way with the Union Pacific and thus load itself down with the enormous debts of that road and the ill will of the people of the states and territories through which the Union Pacific runs. The Union Pacific's business has been ruined by competitive transcontinental lines, with which its through business is pooled. The Union Pacific is like a squeezed lemon. All the juice has been squeezed out of it by Jay Gould and other railroad wreckers, who have burdened it with all sorts of non-paying systems and schemes which have virtually swamped it. The only object that the Burlington could have in getting control of the Union Pacific would be to create a monopoly of local traffic. Should any such thing happen as a grand consolidation of the railroads west of the Missouri, the state and national legislatures would have to regulate the traffic as the people would not submit to such gigantic monopoly with extortionate rates as the main object of the combination.

STATE JOTTINGS.

The population of Gage county is figured at 22,682, a gain over last year of 3,482.

The Colathumpians have been resurrected at Fremont and given the contract to paint the town on the Fourth.

A cat's head, with teeth well preserved, has been found in a well in Furnas county at a depth of 90 feet.

The acreage of corn in Cumings county is reported one-fourth greater than last year, and the prospects for a full crop are flattering.

The Gazette is enthusiastic over the crop prospect in Kearny county and expects the county will harvest, next fall, the biggest crop ever grown there.

The sisters of the order of St. Francis appeal to the charitable for assistance to complete their hospital at Grand Island. They lack about $1,500.

The total valuation of properey in Jefferson county is $1,936,649, the personal valuation being $869,689, railroad property, $263,702. The number of town lots is 3,429 and acres of improved land 106,105.

The B. & M. road in Grand Island recorded its first victim last Monday. F. S. Bromley, a brakeman on the road, was thrown under the cars by a sudden jar and killed. His remains were sent to his people at Parkersburg, Iowa.

Jesse Heefner, a fourteen-year-old son of Augustus Heefner, of Grand Island, was terribly mangled in the Goshen mill by his clothes being caught by the machinery. One arm was torn out of its socket. The boy is expected to recover.

The assessor's returns for Jefferson county show that there are under cultivation this season, 11,400 acres of wheat; of corn, 50,775; oats, 11,725; barley, 1,256,; meadow, 717; millet, 514; sorghum, 40; rye. 3,038; flax, 52; buckwheat. 9. This is 1,500 acres of wheat less than was raised last year, 7,389 more of corn, and 3,859 more of oats.

The town dads of Exeter have passed an ordinance declaring "That every able bodied male resident of the village of Exeter, Fillmore county, Nebraska, between the ages of twenty-one and fifty years shall between the 1st day of April and the 1st day of November of each year either by themselves or satisfactory substitutes perform two days labor upon the streets or alleys of the village of Exeter;" This will make a lively demand for "subs."

WEST OF THE MISSOURI.

There are several important railroad improvements in progress in Omaha and vicinity at the present time. The Belt Line road has been extended several inches on the north side and is now across Sixteenth street. On the south side several miles are being graded through the valley south and west of the Summit, as well as the connection with the new stock yards. The graders are under contract to complete the work by July 1st. The Union Pacific is also laying a second track from the Summit to Gilmore to accommodate its increasing business. It will doubtless be extended to Papillion if not to Valley Station at an early day to insure the safety of its own as well as the traffic of the Republican Valley and Missouri Pacific roads. The treasurer of the B. & M. is paying out hard cash in large amounts for the property condemned for right away for the stock yards branch and Ashland extension. The Daemon property on Tenth street alone cost $17,000, and at that rate it will require $100,000 or more to get out of the city, not speak of the cost of grading, which will more than equal the cost of the land. The company has also contracted for the stone to ballast the track between this city and Oreapolis and is constructing a second track from the Junction to Plattsmouth. The cost of the rock and ballasting the road is about $4000 a mile. A large stretch of side track has been put in at Bellevue to facilitate the passage of trains. The large business done on the Omaha stub warrants every possible improvement to make it first-class and capable of high speed. There are ten passenger trains over the road each day besides a number of freight trains, and the growth of the business will keep pace with the growth of the country.

The people of Plattsmouth are agitating the question of a new depot to take the place of the tumble-down tinder box which disgraces the railroad and the river front in that city. A committee has been appointed by the city council to confer with Superintendent Holdrege of the B. & M. and find out what inducements, if any, are necessary to secure the desired improvement. The Journal says the city would be willing to condemn, purchase and give to the company a large strip of ground to enlarge its yard, if it shows proper disposition to give the city a boost. It is a well known fact, says The Journal, that if any great amount of work is ever done by the railroad company in this city they will need more room, as one of their present greatest inconveniences is lack of yard room, and this strip of property ought to prove a seductive bait. A good crop this year in Nebraska will make it necessary for the company to have much more room for their freight yards in this city, as it is thought that the traffic of the company will be much larger than ever before. It will have the additional facility of a double track from Plattsmouth to Oreapolis, but that will not assist them in getting trains across the river. The prime object of the move is to secure a new depot, and perhaps get the freight transfer again located in this city.

Speaking of new depots THE BEE has always claimed and still claims that Omaha is entitled to a better depot building and safer approaches than the present consumptive covering of emptiness of the U. P., and the stilted sheds of the B. & M. There is not a town from Sioux City to St. Louis which has been treated so miserly by the railroads as Omaha. The city and county have given princely donations in lands and bonds to railroad companies, yet not one of them has built a depot in keeping with the growth and commercial importance of the city. Other cities with less than half the business of Omaha have been favored with substantial and elegant depot accommodations, in most cases without a public bonus. At St. Joseph, Atchison, Leavenworth and Kansas City the railroads have combined and built union depots. Why a similar plan cannot be adopted in this city is due to narrow jealousies and an imaginary conflict of interests. A union depot would prove not only a convenience to the traveling public but a great saving in the expenses of the companies. Instead of the present unsightly excuses for depots, the U. P., B. & M., and Missouri Pacific ought to combine and form a depot company, each take an equal share of the stock, build commodious quarters on the present sites, pay an equal share of the expenses of maintaining them, and allow all roads so desiring to enter it on the same footing. This would do away with unnecessary ticket agents, baggage-smashers and drummers and give the city a depot, in size and appearance, commensurate with its growing importance.

Oakland, Neb, is one of the few towns in the state that never lacks a subject to keep its name conspicewous in the public prints. Blessed with a press never short of breath to blow its praises to the four winds, the town has become the metropolis of North Nebraska in its own estimation. It combines all the wickedness and virtue that go to make its name and fame the envy of rival towns. The latest boost to the town is the Nebraska Central road, which seems to have made it the initial point on the Missouri river. But we give the Inndependent room to tell the story in its own way:

We learn from reliable authority that on Tuesday, A. E. Wells, treasurer of the Nebraska Central railroad company, received a draft on a London, England bank for $1,000,000, ten per cent, of the entire capital, which will go to the construction of that road, which begins immediately. On Tuesday the directors of that road held a meeting in the parlors of Renard & Wells bank. As a result of these proceedings the surveying will begin and we expect to see dirt flying in about sixty days. This is reliable and there is no humbug about it, as several have informed us they saw the draft. Everybody is enthusiastic and have just reason for being so. Tekamah papers please copy."

The citizens of Brownville have decided to sink a few hundred dollars in a coal prospect hole in that vicinity. A thousand foot bore is estimated to cost $2,250, and many of the citizens have been induced by Illinois experts, to believe that "favorable indications" abound in Nemaha county. The outlook, judged by experiments in other portions of the state, does not warrant great hopes of success. The Seward county bore, which started with a flourish a few months ago, has not been heard of for weeks. Ditto the Pawnee county coal mine, and that immense "vein" in the recently opened Otoe reservation. Possibly the local press have lost all interest in the work and fail to keep the people posted on the progress of the bores. The importance of the experiment to the entire state deserve more attention than they have received, and every effort to solve the fuel question should be encouraged in every possible way.

The Granger urges the business men of Brownville and the wealthy farmers of the county to assist in defraying the expenses of the test. The "whole county is interested. Coal found in any locality settles the question for the whole county. If coal can be found at Brownville it can be found elsewhere in the county. If coal is found, the state will pay most, if not all the expenses—if no coal is found, then the matter is settled forever, and we need not expend any more money in searching here and there, or indulge in any speculations on that subject. Let the matter be settled at once. If coal is found, the importance of the discovery to Nemaha county can hardly be estimated. Let every man help all he can."

The business men of Laramie city and the stock men of Albany county, Wyoming, have organized a company for the purpose of securing control, by purchase from the Union Pacific railroad, of most if not all the land owned by the company in the county. This is a movement of vital importance to the people named. Heretofore the railroad land has been the common grazing ground of all, but now that it is in the market and huge parcels of it already sold, the cattle men as well as the business interests of Laramie realize the necessity of securing control or be driven from the country. The company organized has a capital stock of $1,000,000, so that owners of large and small ranges can subscribe and secure pro rata a share in the purchased land. The best of this land is along the Laramie river and it is regarded as very fertile. The railroad had offers from outside parties for its entire possessions on the plains, but being desirous that bona fide settlers should have the first right to purchase, the residents were so notified. A committee of prominent citizens were appointed to visit land commisioner Burnham and the result has been satisfactory to both parties.

The fourth overland line to the Pacific coast was opened for business on the 9th inst. The completion of the Atlantic and Padific road, with the exception of a bridge over the Colorado river, gives St. Louis her first direct connection with California and brings her several hundred miles nearer the commercial metropolis of the Pacific. The completion of the road was put back about two years by the combination made by the Central Pacific managers, by which the road obtained a per cent of through traffic on condition that the road should stop at the Colorado river. The scheme proved penny wise and found foolish and the owners soon rebelled and pushed the road through the mountains to the coast.

The completion of this road is not likely to give the shippers of California the desired relief from the domination of the Central Pacific railroad. The fact is that there are too many roads for the business of the state, and all of them must, as a measure of self preservation, combine to keep up the tariff. It will be a repetition of the experience of the Northern Pacific, which for a week or two after its completion, promised great benefits and fair treatment by the business men of San Francisco. A bonus of half a million dollars a year, however, induced it to pull in its horns at Portland, leaving the Central Pacific master of the field.

Foreign Land Owners.

St. Louis Post-Dispatch.

The Chicago platform-makers stole democratic thunder in their declaration regarding unearned railroad land grants, and they came over to the democratic side to borrow an idea when they incorporated in the platform the expression of their opposition to the holding of large tracts of land in America by foreigners. The leading republican sentiment of the east is more English than American, and it would never have occurred to eastern anglomaniac republicanism to utter a word against British land-grabbing if western democracy had not prompted it. The subject is an unpleasant one, but it is too important not to be noticed. Any restrictions of any kind against foreigners are repugnant to the traditions and precedents of American legislation. Nevertheless, it is the part of common sense for every nation to consider its practical interests as more valuable than sentiments and theories, and there is no nation in the world which would permit within its limits the movement which is now going on in our limits—the absorption of vast bodies of land by citizens of foreign powers. It has been but a few years since the fashion began of carving small principalities out from the public lands of this country; the movement has barely begun, yet already hundreds of millions of acres have been set aside for themselves by syndicates, corporations, noblemen and millionaires who owe allegience to and claim protection from foreign monarchic governments.

It is bad enough to see lands by the the hundred million acres absorbed by our own corporations. But there is at least the consolation that the gain represented by their increased value goes to our own citizens and is held here to add to the sum of our wealth. But to go a step farther and to allow foreigners to hold these lands at nominal prices until they increase tenfold in value, to have our citizens to buy back at increased prices lands which have increased in value solely through their energy and enterprise, is asking too much from human nature. It cannot be permitted. Fortueately it is not hard to prevent it. Capital is timid and sensitive. Capitalists are constitutionally opposed to investing money anywhere beyond the ocean. The mere dread of hostile legislation is ordinarily sufficient to deter them from investing. We may expect the democratic convention to express the opinion in even more emphatic language—and then American lands will lose a large charge of their attractions for foreign investors. If legislation is needed, it will be quite easy to secure it.

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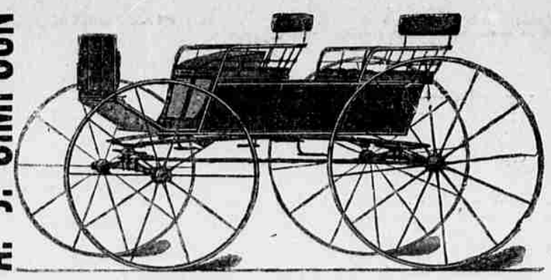

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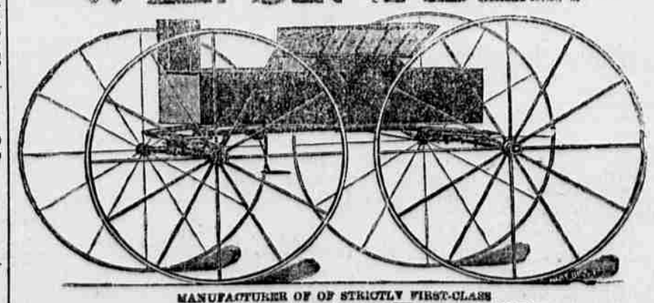

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