#### THE OMAHA BEE.

Omaha Office, No. 916 Farnam Sc. Council Bluffs Office, No. 7 Pearl St., Street, Near Broadway. New York Office, Room 65 Tribune Building,

Published every morning, except Sunday The

BRMS BY MATE THE WEEKLY RES. PURLISHED EVERY WEDSERDAY.

TERMS POSTPAID. American News Company, Sole Agente, Newsdeal ers in the United States. CORRESPONDENCE

nunications relating to News and Editoria uld be addressed to the Euron or Thu BUSINESS LAVYERS.

Business Letters and Remittances should be sed to The Bee Publishing Company, Qualita, Checks and Postoffice orders to be made pay the order of the company. THE BEE PUBLISHING CO., PROP'S

E. ROSEWATER, Editor. H. Fitch, Wanager Daily Circulation ,P. O. Bo

THE scales of Justice have been knocked out of balance by the wind, This may be regarded as a favorable omen by the persons who have been indicted by the recent grand jury.

Ir seems that the fraudulent money changers are not all employed with Cole's circus. The same kind of robbing business is carried on by the employes of Doris' circus, which exhibited in Omaha the other day,

THE Wabash ought to be one of the best dressed corporations in the country. It has about 550 summer suits on hand, amounting to over \$2,000,000. The receiver has asked the aid of the court in reducing this extensive wardrobe of secondhand stuff.

THE Aldrich family, which will soon hold a convention at Saratoga, includes Senator Aldrich of Rhode Island and three judges, respectively of California, Georgia and Massachusetts, with many men of considerable wealth, Dr. Aldrich, whose monument once ornamented the Farnam street pavement, will not be there.

THE numerously signed petitions of the letter-carriers for an annual vacation, which were sent into the senate from every city in the United States, have had the desired effect. The senate bill granting fifteen days leave of absence each year has been passed by the house. The letter-carriers ought to be happy now, particularly as they lose no pay by taking their vacation.

Ar last the forfeiture of the Southern Pacific lands will soon be an accomplished fact, as the house committee on public lands has agreed to report a bill forfeiting such portions of lands along that formed about every political event, this bill, about 5,500,000 acres will be restored to the public domain.

prove nothing more than a farce. Boards of equalization, from the state board to the town board, are nothing but boards of discrimination instead of equalization. The board of equalization simply ratifies the work of the assessors, who, either owing to negligence or laziness or a desire to make friends, have made returns entirely out of proportion to the value of the property, and which in no way represent the increase in values of the improvements that have been made in this city during the last five years.

THE democratic national convention promises to be a sort of mardi-gras festival. Fifty Hoosiers will appear at the picnic in a uniform of navy blue cheviot coats, white duck pantaloons, and helmets, and each will carry a bugle from which at the proper time there will be blown blasts long and loud. This is but a sample of the various uniforms that hundreds of democratic clubs will wear. When they are all assembled in convention hall the picture that will be presented by the many-hued organizations will bear a close resemblance to a crazy quilt.

Under the recent act of congress providing for another bridge across the Missouri river at Leavenworth, a company has been organized in that city for the construction of the bridge, work upon which is to be commenced at an early day. The officers and directors comprise the leading business men and capitalists of the city. The president is ex-United States Senator Caldwell. By the way, what has become of the contemplated company that was to be organized for the construction of another bridge at Omaha, for which a charter was granted by congress? Has the enterprise laid down, and died for want of breath ; if not, what is the matter with it ?

of Denver and Colorado that Mrs. Iliff, and failed for millions, but not without the cattle queen, was captured by Bishop securing a "poor man's competency" for Warren. The influence of her eminent the rest of his days. His failure naturhusband has induced her to give \$100,000 ally involved others, who followed in his to Denver University for the purpose of wake in the course of time. The list is a establishing a theological department, to long one, and includes not only railroad be called the Hiff School of Divinity. kings but bankers and brokers who have Mrs. Warren was formerly a school teach- dabbled in railroad stocks instead of ater, and upon reaching Denversome years tending strictly to legitimate business. ago she launched forth as a sewing ma- Grant & Ward failed for \$14,000,000; chine agent. Iliff, the cattle king, became James D. Fish, a several time millionacquainted with her, and recognizing in sire, is a bankrupt; President Seney, of her a woman of superior talent, he mar- the Metropolitan national bank, is in a ried her. Upon his death he left her his similar condition; John C. Eno stole lar army. vast estate. Having millions of dollars \$4,000,000 [from the Second national now at her command she no doubt will bank of New York and lost it all in

It has long been the custom in the regcause congress has uniformly refused for him, too, throw up the sponge.

tion of the private soldier and endeavor rison, may after all prove true. It canto remove the main cause of desertion. army appropriation bill providing that other railway kings. Huntington is the mechanics, clerks, laborers or teamsters shall be paid for such duty at the rate of 50 cents per day for mechanics, clerks and school-teachers, and 35 cents per day for laborers and teamsters. This pay is in addition to pay as proper soldiers. The senate amendment appropriates \$250,000 to pay for such extra work in the future, and if it is retained in the bill there will be less desertion hereafter from the ranks of the army.

NON-PARTISAN DISPATCHES.

GRAVE charges are preferred against THE BEE by the self-constituted boss who happens at this time to edit the Republican. We are accused of opposing Blame and Logan by the publication of dispatches convening reports of bolters' meetings and unfavorable comments by leading papers and men. Our special dispatches are said to be identical with those telegraphed to the Chicago Times, an independent paper, with democratic antecedents, which is opposing Blaine and Logan. The headlines, over our telegraphic dispatches, are also objected to as disloyal to the republican candidates. First of all the BEE is a newspaper in

the fullest sense of the word We do not propose to garble our dispatches or to suppress facts telegraphed to the press even if they are not in accord with our lar subscribers to the daily and weekly BEE there are people of all shades of political opinion. There are stalwart republicans, bourbon democrats, independents, greenbackers, monopolists, anti-monopolists, prohibitionists, and free drinkers and free thinkers. Our aim is to keep these highways and in public houses, fully in- imposing penalties for crime.

Right here let us say that our special dispatches are made up at Chicago, not from dispatches received by the Times but from every medium which conveys interesting facts not embodied in the associated press dispatches. Our reporter at Chicago is a republican but he is in no way hampered by instructions from this office as to the political complexion of the matter telegraphed by him. Our headline writers may occasionally indulge in sensation, and sarcasm, but a rule they are expected make the headlines correspond with the contents of the dispatches.

It is true that we have not seen fit to denounce and blackguard George William Curtis, Henry Ward Beecher, Carl Schurz Andrew D. White, president of Cornell College, Prof. Eliot, president of Harvard university and other independent kickers who refuse to support Blaine and Logan for reasons which may be frivolous but which appear to be satisfactory to themselves. We don't believe that votes can be made for Blaine and Logan by a

TOO MUCH WATER.

One by one the millionaires are going to the wall, and those who are yet considered solvent have had their wealth enornously reduced by the shrinkage in the values ofstock. As a rule the millionaires who have failed are the ones who have for years been engaged in inflating values by injecting water into stocks. Now that the water is being squeezed out of the sponge they are suffering the natural

consequence of their own acts. The first notable failure among the the great inflaters was that of Henry Ir was a lucky thing for the Methodists Villard, who begun life with nothing Hatch A.W. Dimock, and a host of others, not.

REMOVING A CAUSE OF DESER. have all followed in the wake of disaster. And now Commodore C. K. Garrison, the great railroad king, brings up the ular army to employ the privates in vari- rear. He was supposed to be impregnaous kinds of labor without giving them ble, and the first rumors of his financial any extra compensation. This treatment embarrassment were indignantly denied. has been one of the principal causes of He, too, has failed for millions, and his the wholesale desertion that has prevailed failure involves the same old story of the for several years. Recently an order shrinkage of values in railroad stocks. was forwarded to a frontier post to have And still another large failure, that of enlisted men cut four hundred cords of Morgan & Sons, is reported from New wood during the present summer and York, and attributed to the same cause. within two weeks from the receipt of the Throughout all these disasters Jay Gould order at the post thirty-five men deserted. has held his head above water, but there Officers of the army have always depre. is no doubt that he is a heavy loser with cated this policy of forcing soldiers all the rest. It is estimated that he has to perform labor not contemplated lost fully \$25,000,000, or one half of his by the terms of their enlistment, ill-gotten wealth. Should the depression but the imposition has been necessary be. continue it would surprise no one to see

several years past to make appropriations | The rumor that Central Pacific Hunt for furnishing proper supplies. It is ington is financially embarrassed, although now proposed to ameliorate the condi- denied, as was the rumor concerning Garnot be denied, however, that Huntington The senate has inserted a clause in the is a big loser, along with Jay Gould and enlisted men detailed for extra duty as chief manipulator oi the Chesapeake & Ohio, whose bonds have within a week dropped from 1 05 to 75, the tendency being still downward, Evidently we have not seen the end of failures among the inflationists and public plunderers.

> INDICTMENT AND IMPEACH MENT.

The position which the suspended mayor now occupies with relation to the courts and city council does not seem to be generally understood by the public. The indictment by the grand jury and the impending trial in the district court are proceedings entirely outside of the jurisdiction of the city council. As the mayor of Omaha, Colonel Chase is at the same time a citizen subject to the penalties imposed by the criminal code. The indictment against him relates to his conduct as an officer, but had he been a private individual the same charge might have been preferred, so far as it relates to his being an accomplice with the criminal classes or levying blackmail upon

Judge Neville for technical reasons may set aside the indictment, or he may grant Norfolk. It would require a strong miput upon trial the jury may disagree or would be benefitted in running from charge of bribery. But all this has no relation whatever to the impeachment of build a line parallal with the Union Papolitical views. Among the 31,000 regu. the mayor by the city council. The im- cific, is not probable nor would it be peachment is an accusation brought negligent in the discharge of his duties or whose conduct unfits him for the pub- to the interest of the company to push lic trust. The object of impeachment is the extensions of the Blair roads, recentthe removal of a bad or incompetent officer and the authority of the court of impeachpeople, and the thousands of others who ment cannot go beyond displacing him The Independent, however, asserts there

In the case of Mayor Chase the charges were republicans, and had been from the If the charge of drunkenness is establishcause for his removal.

> his office in case the indictment is dismissed, or he is acquitted on the charge of bribery is simply preposterous.

The council has simply neglected bad habits and mental disability of the mayor. Public opinion and the indictment by the grand jury have compelled the council to begin proceedings for his removal. The outcome will depend enit has preferred against him.

Advocate General Swaim is evidently were 85,515,284.94, and the net earnings weighing very heavily upon the mind of \$1,891,458.27. The total stock of the that officer, and it is now rumored that he is exhibiting signs of insanity. It is quite likely that General Augur, who was once located at Omaha as commands of per cent; and including taxes, 65.70 per cent, against 61.83 and 65.31 respect
of England and Great Britian generally puronce located at Omaha as commander of lively for the preceding year. The gross the department of the Platte, will be ap- earnings per mile of road operated were pointed the presiding officer of the court \$4,046.36, against \$4,751.70 the precedcan be made for Blaine and Logan by a martial. This rumor has brought out mud-slinging campaign, and above all as a some queer stories that are told about net receipts \$1,052.90, against \$3,103.31; and the net receipts \$1,573.46, against \$1,648.39, republican journal we have always been General Augur in army circles. One is per mile of road operated. The number opposed to gag-laws and coercive politics. that while commanding the department of acres of land sold during the year 1883 of Texas he invariably disapproved any recommendation for elemency, and approved every sentence by court martial proved every sentence by court martial has been increased during the year loss. Number of acres of land remaining unsold at the close of the year, 629,998 58 acres. Equipment has been increased during the year by dismissing officers who were higher in the purchase of 16 locomotives, 2 dining rank than members of his own family in the army. He gave up the command of caboose cars and 200 coal cars. The the Texas department to accept the pres-idency of the board appointed to examine section of northeastern Nebraska by the cavalry officers for retirement, which was in session for so long a time at Fort Leavenworth. That department is the largest and most important in the United States, and has the bulk of the cavalry arm within its limit. There, it is alleged. arm within its limit. There, it is alleged, arm within its limit. There, it is alleged, water tanks, and two stall engine house, his actions caused much surprise and The Florence cut-off recently opened, comment. He has two sons in the cav- was laid with 60 pound steel rails. The alry service, and since his incumbency as extensions in this state, the details of president of the cavalry retiring board an which have not been made public, which unusual number of cavalry officers have will bring the rich and rapidly growing been dismissed or retired. Objection to districts of northeastern Nebraska in Augur sitting in the Swaim and Morrow cases is made on this account. The argument is that no officer whose family would be benefited by a dismissal of the accused should be appointed on the

MR. GEORGE GOULD, of New York, son Astor, one of whom is the daughter of John Jacob Astor, went to Bridgeport, Conn., recently, and paid an extended visit to the kennels of Luke White, at eral fine dogs in training. Mr. White entertained his visitors with an exhibiion of hunting with quail, after which Mr. Gould purchased a litter of pups. The ladies expressed their admiration of the valuable dogs which were exhibited. New York Journal

Sons of great men all remind us that we can make our lives sublime. All that is necessary to acquire fame is to purchase

WEST OF THE MISSOURI.

The movements of the Union Pacific surveyors in Hamilton county, Neb., have mystified the country people as well as the inhabitants of towns through which lines have been run. Two surveys are said to have been made from Stromsburg, Greene river was washed out. This is the present terminus of the Omaha & the largest bridge on the line, and is Republican Valley road, to Aurora, in serious loss. The management is doing Hamilton county. These surveys tend all in its power to repair these inroads but the work will take weeks of time to to confirm the reports recently in circulation that the company contemplated ex-tending the Republican Valley road from Stromsburg to Hastings, and thus secuse a share of the business now controlled exclusively by the B. & M. The importance of such a line is apparent. Besides tapping three of the best counties in th state, it would divide the business of Hastings, a city whose growth and com-mercial importance makes it an active rival of Lincoln. A cluster of thriving young towns already dot the proposed route, while the southern half of Adams and Kearney counties offer unequalled inducements for a competing line of road The famed Republican valley would greet another road with a liberal patronage. Its construction would divide the domain of the B. & M. in the southwest, and offset the division of the Union Pacific territory by the latter company. There is plenty of room for both, and the rapid growth of the country in population and wealth would give both a paying business.

& M. extension. She reaches out for more railroads to conquer, and casts a longing eye toward the Chicago & Northwestern, which the Independent confidently believes will be extended down from an extention of time, or when the case is croscope to discover wherein the railroad even acquit Champion S. Chase of the Missouri Valley northwest to Norfolk and then southwest to Grand Island. To profitable. As corporations have quit against an officer who is either grossly building railroads for the benefit of few cents a bushel. communities, it is more likely and more lp acquired, into northwestern Nebraska and to the Black Hills, where a profitable field awaits the coming of a railroad. incidentally read THE BEE on public from office. The courts are charged with is good authority for the report that highways and in public houses, fully insums up the advantages of the line as stated that the Canadian government follows: "There is no road leading to had consented to a modification of cuspart of the road which was completed since July 18, 1880. By the passage of whether it occurs at home or abroad. But even if all the subscribers to The Bee enness, mental disability and corruption. There would be no occasion to run an outset for Blaine and Logan, we should still regard it as decidedly improper to as a natural consequence, whether he is THE city council will sit as a board of publish only what is favorable to their convicted or acquitted of the charge of and the lumber regions, which would at equalization on Friday, and as usual it will candidates, and keep them in bribery in the courts. If the charge of once reduce the freight, and consequenignorance about the lopposition, from drunkenness is not established, and it time would be an object of great interest within and without, by suppressing all can be shown by competent witnesses both to city and county inasmuch as it is unfavorable reports in the contents of that he is mentally unfit to discharge the so rapidly settling up, and as so much duties of his office there will be sufficient building material is in demand at this time and increasing every year as the country is being developed. It would The idea that the mayor will resume bring us in close connection with the great flouring interests of Minnesota. Then give us an outlet by the extension of the B. & M. into the coal fields of of the B. & M. into the coal fields of Montana and the great problem of fuel is solved and the success of Nebraska insured. It would at once place her where solved and the success of Nebraska intake action heretofore in regard to the sured. It would at once place her where she is bound to stand at no distant day, the foremost state in the union. All hall

> The Chicago, St. Paul, Minnesota & Omaha railroad company operates 1274 tirely upon the ability of the council to miles of road between Elroy, Wis., and establish any one of the charges which this city. The annual report of the company for 1883, recently published, shows the company to be in a flourishing condi-THE approaching court martial of Judge tion. The gross earnings for the year closer communication with the markets

the coming of the Northwestern.

The "Scenic Route of America," better known as the Denver & Rio Grande, which connects the Burlington route with board. It is a fact that about 350 fami. Salt Lake City and the Central Pacific, lies now control a large majority of the is in a demoralized condition at present. 2,200 commissioned positions in the regu- Traffic beyond Denver is entirely suspended and all the Utah business is trans-ferred to the Union Pacific. The melting now at her command she no doubt will bank of New York and lost it all in stock speculation; Russell Sage has lost while she lives, so that she may have the pleasure of witnessing the effect of her pleasure of witnessing the effect of her good deeds.)

SIDNEY DILLON'S confidential letter to discontinuous in the mountains formed mighty torrents in the canyons, tearing away miles of the snow in the mountains formed mighty torrents in the canyons, tearing away miles of the road bad, destroying in a few hours work which required the good deeds.) complish. The greatest damage has been to Montreal,

in the Black canyon. The river in this Toilsome Hill, where Mr. Gould has sev- grades are entirely missing, and the canon presents the same appearance it did be fore the building of the road through it. A gentleman just arrived at Denver informs the Republican that the damage there is far greater than has been pub lished. Trains not running this week he came through the canyon on foot, and he says he would not venture the trp again for a large sum of money. The water came rushing through the canon in deafening torrents, the volume of which can scarcely be imagined. He and his party picked their way along the precip-itous sides of the canyon, around the places where the tracks were washed out, and at times waded over knee-deep in water which covered the track. In some places the roadbed was completely wash damaged. One span of the bridge over

The discoveries of coal beds in the Gal latin valley of Montana, which have been mentioned from time to time in THE BEE, have proved on development to be quite extensive and of fine quality. Among the rich deposits of the territory there is none of more lasting importance to the entire people than coal. One greatest drawbacks to the prosperity of

the territory has been the scarcity of fuel and it was greatly feared that on account of this apparent scarcity her growth and prosperty would be materially impeded. The recent discoveries removed all fears from this source, and if all reports from the coal region are not greatly exaggerated, the future of the territory is as

Recently new deposits of coal were discovered but a few miles from the banks of the Missouri river, known as Grand Island is not content to rest with the laurels won in securing the B. the Sand Goulee mines. It is said the quantity of the coal is fully equal to the best found in Pennsylvania. It is bittuminous in character, and the vein is from twelve to twenty feet in depth. In this particular it surpasses the soft coal of Pennsylvania, which is seldom found in greater thickness than seven feet This mine is in every respect favorably situated: the facilties for drainage ar excellent; it is easy of approach by tunnels, hallways, etc., and is not so far removed from railroads and waterways as to render it useless. It is but eight miles from the Missouri river, and it is thought that with proper machinery coal can be mined and laid down on the river bank for a

Should these mines develop as they now give promise of doing, Montana will soon be perfectly independent in the matter of fuel, and with this last obstruction removed will be fairly started on the road to prosperity.

A dispatch from Ottawa, Canada, published in these columns on the 20th, toms regulations so as to permit Ameribehalf of the cattle ranchers of Wyoming and Montana, the Canadian Pacific railway authorities presented to the minister of customs the propriety of allowing cattle of the western states and territories to be carried through Canadian territory in bond for export. The Wyoming and Montana ranchers propose entering stock at Chevenne and Ft. Walsh and from the latter point driving them to the Canadian Pacific railway for shipment, thus making Montreal the cattle market of Montana and other western thence to Montreal.

The present and prospective benefits of this concession is thus set forth by the Cheyenne Sun;

"The dispatch indicates that one of the most formidable obstacles to the long desired and greatly advantageous plans of Morton Frewen Esq., and Hon. Thos. Sturgis, the secretary of the Wyoming Stock Growers association, to ship cattle to England and enter them at Liverpool on the hoof, has been successfully overcome. The other important step was the passage of a bill by p rliment and the house of lords, permitting the introduction of live cattle to their ports. This bill has recently passed and only awaits the signature of the queen to become a law. This signature, it is

of England and Great Britian generally pur-chase the attenuated Irish cattle or the Am-erican dead meat, paying therefore about \$100 for 1.200 pounds of meat, they can receive fat ang edible American cattle, and the breeders and shippers of cattle will receive the monotary advantage. It is estimated that the net profit to a shipper in Wyoming will be about \$70 a gain of \$25 over the present method of shipment.

about \$70 a gain of \$25 over the present method of shipment.

"The proposed route is from Cheyenne to Omaha, thence to St. Paul, and finally to Duluth by rall; thence by lake transportation to Algona; and thence on the Canadian Pacific railroad to Montre-1 or Quebec. From either of these points which is made the final unloading station on this continent, the cattle will be taken on shipboard and conveyed to Liverpool to be distributed throughout Great Britain."

It is possible that a few favorites in It is possible that a few favorites in

Wyoming may be benefited by the gener-osity of the dominion government, but why such a roundabout route as the Canadian Pacific should be selected can be explained on the ground that the government is interested in the road, and is anxious to boost its business. A shorter and better equipped route in every respect is that by was of Chicago and Detroit. It would not be in keeping with with Canadian selfishness, however, to encourage business on the Michigan Central, or Grand Trunk road, because they are largely owned by Americans. But the Canadian Pacific is the nursling of the government, fed on official pap, and nat-urally every effort will be made to secure the drippings of American commerce to increase its income. The scheme will prove barren of results. The shipping of cattle to Duluth, and from there to Thunder bay, to connect with the Canadian Pacific, would be a waste of from two to four days over the present routes to the seaboard. The gain in rates, if any, would be lost in the loss of weight of stock and the increased expense of attendants. The Canadian concessions, however, may be beneficial to the few cattlemen of the ex treme northern portion of Montana, who could drive their herds quicker to the Canadian Pacific than to the Northern Pacific. But there is no immediate or remote danger that the cattle market of America will be transferred from Chicago



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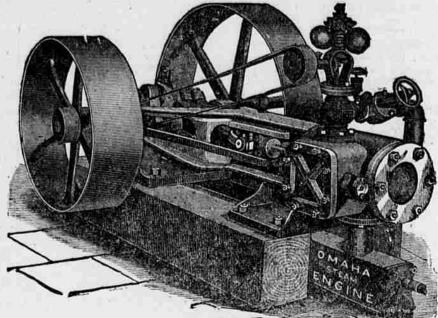
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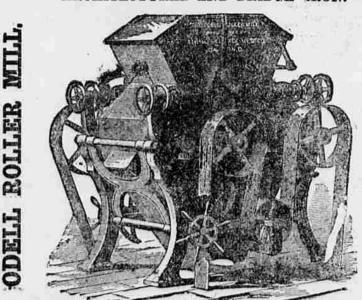
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