

LINCOLN.

The German Societies Close Their Feast of Song.

Friendly Bodies Participate in a Gigantic Demonstration.

Notes From the Census Workers--Matters About Town--Movements of Persons.

AT THE CAPITAL.

Reported by The Bee's Bureau.

LINCOLN, Neb., June 26.--By 10 o'clock this morning everyone had gathered to witness the grand parade of the seagerfest. Firemen, knights of pythias, grand army, and all kinds of uniformed men were rushing to and fro, preparing for the eventful hour to arrive. Shortly after 10 the procession began moving. They were more than an hour passing a given point. The Irish brigade rather outnumbered any other society. The business interests of the city made a fine showing. Not less than 25,000 people were on the streets during the parade. To-morrow will be the greatest day of the week, being picnic day, when everybody will be on the grounds.

The grand ball which virtually closed the musical demonstrations of the seagerfest is in full blast at midnight. At the meeting of officials of seagerfest it was decided to hold the next seagerfest in Kansas City, in 1887. Fred Bremer was elected corresponding secretary. The Omaha musical festival union is furnishing the music for the ball. The programme consisted of twenty different dances, and was participated in by over four hundred people. Every one is praising the seagerfest, and the picnic to-day will be one of the grandest affairs that has occurred here for many a day.

During the parade a sewing machine man undertook to chastise a boy, and in doing so knocked down a couple of small children, hurting them considerably.

In the parade of yesterday Miss Annie Funko appeared as goddess of music; Miss Hoppe, Germana, and Miss Potvin goddess of liberty. These are three handsome and popular young ladies of this city and they added much to the appearance and interest of the parade.

A mail carrier horse took fright yesterday and made a lively run on O street. Yellowstone Dick is here lecturing and interviewing the people, and realizing on his wares.

The family of F. Hulbert have arrived from Council Bluffs, they will make this their future home.

Mr. Phillips, editor of the "Kicker" at Beatrice, was among the visitors on Thursday.

The state Sunday school convention closed its three days session. They elected H. B. Gilbert of Hastings as recording secretary.

Quite a number of small burglaries and robberies are reported, but so far nothing very serious has occurred, and police are keeping a vigilant outlook for crooks and confidence men.

A large number of census portfolios are still out. Among them are some from Omaha and Lincoln. The work and examination of all the portfolios that are in is completed and the clerks are at work copying.

Brad P. Cook, first assistant in the census department, has resigned his position to accept a desk in the land commissioner's office. Mr. Cook is a competent and worthy man in any position. The change will take place the first of July.

Mr. A. H. Harrington, who is at present in the land commissioner's office, goes into the district clerk's office on July 1st.

Among the day's arrivals were: Charles N. Phelps, Nebraska City; W. L. Stark, A. Price, R. Bickley, and P. A. Blair, of Aurora; John Williams, Tony Ellibrandi, Grand Island; J. M. Johnson, John Roberts, W. C. Ramsey, Sutton; J. N. Oralg, Crete; J. M. McFarland, Columbus; Robert Fuller, Fairmount; R. D. Hamilton, J. F. Allen, Frank Riley, C. E. Squires, and E. A. Ellen, Omaha; William Crooks, Hirose, and F. G. Simons, Seward.

Senator Hyers, of Cass county, is doing the city.

The Lincoln bureau of the Bektonders is hearty thanks to the Kansas City band and arion. They are not only good musicians, but gentlemen, and our kindest thanks and well wishes accompany them.

It seems strange that when a policeman arrests a party while in the act of gambling for \$10, another policeman should prefer a loose woman. She was charged for simply gambling for cigars, when he was no present at the time of the arrest.

POLICE COURT.

The Usual Record of Transgressors and Fines in Judge Stenberg's Tribunal.

As usual yesterday morning, victims of liquor constituted the greater part of the prisoners arrayed before Judge Stenberg.

Andrew Stanley, Joe Dixon, John Wallace and F. Doyle had succumbed to the pleasures of the cup. They paid the penalty this morning, in individual fines of \$5 and costs.

Tom Lacy, an old totter who has been on a spree for a week, and had in a bad condition generally, was arraigned for intoxication. He pleaded guilty, and the judge sent him up for five days. Lacy is on the border of delirium tremens, and the rest, under Joe Miller's care, will probably restore him.

Kitty Howard, a rather pretty girl but very frail and dizzy, was arrested on the charge of being a loose woman. She was released on payment of her regular fine.

Albert Flambeck and William Bangs, two bad boys, who had been fighting in a saloon on Tenth street, were arraigned this morning and given a good fatherly lecture by Judge Stenberg. They were released with a solemn warning to go, and fight no more.

Max Friedlander, the young traveling man from Chicago, arrested Thursday at the instance of Mr. Julius Meyer for obtaining money under false pretenses, has been released on bail. A. C. Wakeley, secy. is his counsel.

Judge Stenberg will allow John Shanber, the thug who assaulted Mr. Fayther, of the Occidental hotel, to plead guilty to a charge of assault and battery.

Exposition Echoes.

Secretary Wheeler is busy day and night getting up matter for the premium list which will be ready to send out about the 15th of July.

That the Omaha exposition of 1885,

will be a big thing no doubt now remain in the minds of those who have arrangements in charge.

A special premium list is being gotten up, which will be the means of bringing to the exposition many displays that probably otherwise would not be there.

Among the special prizes already offered is a \$40 silk dress by N. E. Falconer to the fastest team of farm horses. The requirements are that in the race for this prize all teams may be driven either by the farmer, his wife, son or daughter. Hired hands are barred. Parrot, Robinson & Co. offer a phaeton for the handsomest crazy quilt.

The contract for printing 300 large posters has been let to a Chicago firm and they will be out in about two weeks.

THE NEW GOLD FIELDS.

Further Information Received About Them.

A telegram was received at the Union Pacific headquarters yesterday relating to the new gold discovery in the Snake river region, Oregon. It reads as follows:

HESTER, June 25.--There is a big rush going in from West Side, but little work done as yet. Every day will show it off to better advantage. There are two hundred men on the ground now and increasing at a rate of about fifty per day. Wagon road reaches within eight miles of camp. The only way to get in is by way of Huntington and C. R. & N. to Darke or Baker City. No arrangements are made yet for transportation from the track to the camp. Horses can be procured at either place. The camp is at an elevation of 7,000 feet, situated in Eagle Creek mountains and a spur of the Blue mountains, in Union county, Oregon. There is plenty of water and heavy pine timber. The mining consists of placer and quartz. Below all quartz ledges, placer mining is passing from 15 cents to 25 cents. What sorted rock one man could pound out in a mortar in one day's work has yielded as high as \$200. Old prospectors pronounce it a decided bona fide discovery. This information is from an old prospector of undoubted veracity.

D. W. Cummins, Agt. There are some people who are inclined to look upon this alleged discovery of gold as mythical. If, however, it should develop that the find is a good one, there will be, no doubt, a great rush to the new El Dorado of the northwest. Omaha will greatly profit from the rush as a city naturally fitted to become the base of supplies for the gold seekers.

A Harmless Nuisance. The seventeen-year locust is a harmless little bug; There's nothing frightful in his phiz, No danger in his hug.

The entomologists declare He never touches you, Nor when he comes, but feeds on air, And only lives to die.

He likes to show his slender shape, And tuck his tiny tunic, While crowd he crawls all stand agape To hear the creature croon.

The gourmand greets him with delight, And says he's good to eat; Though not attractive to the sight, To taste he's quite a treat.

Now as he leans against a tree And puts on his "bug," This little locust seems to be The dude of buzzing bugs.

The Dromedary Cream. And his eyes burned luridly into mine With a dancing tiger gleam, And I prayed to die in that moment sweet, Ere waking from the dream. --Chicago Sun.

And small it is the wonder that he should glare With a dancing tiger gleam, As he says they say in that moment sweet, With the doze of a plate of cream. --Washington Hatchet.

Card of Thanks. I desire to thank the members of the fire department for their masterly effort in subduing the fire, which occurred in my place of business yesterday afternoon. C. F. GOODMAN.

DIED. MORONEY--In this city, June 25, at 10 o'clock a. m., Margaret Moroney, mother of Mrs. Michael Moroney, aged 80 years. Funeral will take place Sunday, June 28, at 2 o'clock p. m., from the residence of her daughter, 312 North Tenth street. Interment at Holy Sepulcher cemetery.

WANTED 250 DOREN LIVE PIGEONS. Will pay \$1.50 per dozen until July 31. P. H. ALLEN, Wholesale Fresh Fish and Poultry Dealer, Omaha.

Notice. Notwithstanding the fire at my place of business yesterday afternoon, which was confined to the cellar, I am prepared to execute all orders entrusted to me without delay. C. F. GOODMAN.

An examination of school teachers will be commenced Monday at the high school building, for teachers who have made applications to teach in the city schools next year.

The burial of Willeld, infant son of Rev. and Mrs. Willard Scott, will take place in the churchyard of St. Mary's avenue Congregational church this evening at sunset. Friends are invited.

NO POISON IN THE PASTRY

IF DR. PRICE'S SPECIAL FLAVORING EXTRACTS ARE USED.

Vanilla, Lemon, Orange, etc., Flavor Colfax, and many others, are delicately and uniformly as the Fruit from which they are made.

FOR STRENGTH AND TRUE FRUIT FLAVOR THEY STAND ALONE.

Price Baking Powder Co., Chicago, Ill. Dr. Price's Cream Baking Powder.

Dr. Price's Lupulin Yeast Gems, Best Dry Hop Yeast. FOR SALE BY GROCERS.

WE MAKE BUT ONE QUALITY.

MORE FACTS.

Another Chapter on the Discrimination Practiced By the Railroads in Nebraska.

Completion of Mr. Rosewater's Statement to the Senate Commerce Investigating Committee.

The last of Mr. Edward Rosewater's statement to the U. S. senate interstate commerce investigating committee is given below. He says:

The only thing further would be as to the questions, you have in the circular, with regard to the remedies to be applied by congress. In the first place the primary remedy would be, if possible, to bring the water out of all the land grant railroads and if congress has the power I would be in favor of wringing it out of all of them. If congress is going to fix the rates to be charged for transportation it should be done on a basis of the actual value of the railroad. The bureau of railroads already established, with headquarters at Washington, is amply competent to handle the matter so far as its jurisdiction goes.

It already has jurisdiction over the land grant roads and in my opinion all the roads could be required to report to it, but its power should be extended. There should be a limit to the leasehold stocks and also bonds for railroad purposes. When this is done the initial step will be taken so far as extraneous incomes to railroads are concerned. The present owners of these railroads probably had nothing to do with their construction.

I have heard a good deal said about the "orphans." Now, I believe if any person who is an administrator for orphans and widows would invest their money in stocks to be gambled in Wall street ought to be branded and sent to the penitentiary. It seems to me congress should not look at a few widows down in Massachusetts, but to the millions residing here in this western country, who are subjected to this special tax. We hear about these western railroads being in such a deplorable condition financially. I received a few days ago from Bell & Hotch, bankers and brokers, a table showing the average value of eighteen of the leading stocks between September 1873 and June 10, 1885. We will take the roads we are interested in, for example, the Chicago & Northwestern, in 1873, quoted at 40; in 1884, 93. It had gone up to 93 and now stands at 90. Right here, I will mention a case of discrimination by this line. They are building a line through this state in the northern part, and I am told nobody can ship goods for life insurance because of the determination of its managers to send everything the long haul to Chicago. I do not know the exact figures but I was told to-day that parties up in Pierce county who wanted to purchase white lead from Omaha could not afford to do so because the rates were so high from here, hence they were prohibited and had to be established from Chicago. They do not seem to wish to carry on the commercial affairs of the railroads, but also to control the commerce of the country entirely, and determine where a man shall buy his goods.

Returning to the stock quotations, The Rock Island in 1873 was quoted at 86; May 1884, 108; June 10, 1885, 114. The Northern Pacific, in 1873, 35; in 1884, and 54 on the 10th of June, 1885; and the Union Pacific, with some twenty odd millions merged into it from the Kansas Pacific (worth five cents on the dollar) is still 33, and the widows and orphans in Massachusetts are not so very bad off after all. They could legislate with regard to these roads without overburdening these widows, and at the same time do justice to our people. I think the fixing of maximum rates that would be reasonable per ton per mile, and establishing two units, 100 pounds for broken car loads and one car load for each unit as car load lot, would be very beneficial to this section of the country.

Q What would be the effect of a reduction in the rates on the net earnings of the road, say a 25 per cent reduction? A. I do not think a reduction of 25 per cent would be admissible. I don't think the traffic of the road would increase proportionately to make up that amount. There is of course a limited amount of traffic now. We have five other Pacific roads competing with the Union Pacific.

Q It costs about \$125.00 for a ticket from New York to San Francisco. Now supposing that ticket was reduced to \$100.00, would it not have the effect of increasing the business over the road? A. I think a 25 per cent reduction could be made, not a horizontal reduction, but a reduction of 25 per cent on some classes of freight as the rates are not now uniform considering distances and service. The effort has been made to compute the amount of indebtedness of the Union Pacific, to cut it down into a low interest bearing bond and then fund it and keep it running for the next sixty years and allow the company to make its rates accordingly. That is one of the things we object to in this section of the country.

Q What would you do in that respect? A. I would treat them the same as national banks. The national banks are more or less under the protection of congress, and under the charter, have been endowed with the right to issue money and conduct their business. If a national bank should find its assets were materially reduced, and it was discovered the bank could not meet its obligations, would congress enact a law that would extend its debt or liabilities and request the patrons to make up the principal and interest, or would it wind the bank up and say the directors should make good whatever amount was due? Here is a case almost parallel, you have a bank that has been robbed, and everybody will admit it--Mr. Adams would--that millions and millions of money were charged to the company that had not been expended. Stocks have been issued \$300,000,000 to the company and it is not over ten cents on the dollar paid in. Now I think it ought to be let go without aid or else wind it up and let it meet its obligations in the same

any other debtor would meet its obligations, and not say to the people, we are going to tax them on the imaginary assets of this railroad and make them pay the interest and principal in taxes to that corporation.

Q--Your idea is that if the government recognizes the bonded debt of the Union Pacific the result is that this whole western community, that does business with the railroad, has to pay 2 to 3 times as much for freight as passenger rates as they ought to pay?

A--Precisely. If that road was sold to-day for what it was worth they would make a new beginning and from that moment they would have rates that would give them a reasonable income upon the investment. As it is now we are taxed for an enormous sum of money never spent and for millions upon millions of imaginary stock issued without any equivalent.

I do not know whether this is a theory that has struck the members in the senate, but everything bearing on the question indicates that there has been a faithful performance of obligations since the change of administration in the Union Pacific, and that the company is going to do an honest and legitimate business from now on, with the consideration that this bonded obligation and all their stocks are to be legitimized by congress, if congress will legitimize all the millions upon millions that have been fraudulently piled upon us. My idea with regard to congress has been expressed. I do not believe it necessary, nor that anything is to be gained by it; on the contrary, the commission would only be a delay of the final result.

The bureau of railroads at Washington is a very necessary thing and the head of that bureau can do just exactly as much business in getting statistics, getting returns from the different roads, and notifying them of complaints, if these should go to him, as nine men could do. No completion of ninety men could possibly regulate the railroad of America if you allow everybody a hearing of complaints. I think the commission scheme is simply a device to procrastinate and delay justice. If congress is competent to regulate the traffic, which is a very intricate thing, why is congress not competent by a very few rules to establish regulations for the railroads and leave the complaints to parties in the respective localities, with proper authority for the district attorney to prosecute them. The most of the commission bills attempted, seem to be about on the plan of the Iowa commission, a committee of inquiry to ascertain what the people need in the way of railway legislation, to report from time to time to congress, what in their opinion would be desirable, and also to hear complaints and report them from time to time to the railroads. If the railroad companies are willing to recede from any arbitrary rule, all well and good, but if not the commission is powerless. If the commission could be constituted as the English commission is, if you could transfer the judicial power, so that it could investigate a complaint, arbitrate it and enforce their dictum without reference to any other tribunal, it would be a very desirable institution.

Q The only objection to that in the constitution is that the judges would have to be appointed by congress.

A. Of course, the influences brought to bear upon the appointment of the judges would be very peculiar, but probably if they were appointed for life they would be more likely to act independently than if their action while in office governed their re-election.

I was in favor of a commission if it could be established in the district courts and thought that would be one of the ways of remedying the matter, but when the California commission, which is a constitutional body, came into power, I found that the legislature threw it over because it had rendered itself entirely powerless, and put all the powers of state into the hands of these three men, and the third man, the legislative man, elected two out of the three, I concluded that it was more dangerous than to leave the matter alone and let the legislature enact from time to time. If congress should once enact this railway commission with nothing more definite to do than to make inquiry and to employ a large number of clerks to keep records of all the transactions of all the railroads and they would simply supplement the work that is already being done by the railroad bureau in Washington.

Colom--No one who is in favor of anything done is seeking to provide for the appointment of a commissioner without giving that commissioner some power and without passing a law restricting the action of railroads. The line of distinction is right between the railroads and the people, just as near as we can come with safety to the business interest of the communities and the country. And now suppose we should pass a law either prohibiting or regulating pooling, prohibiting the payment of drawbacks and rebates, requiring the publication of rates, without doing anything else, it might be deemed safest by the question of long and short haul, and fixing a uniform classification of freight, all these provisions put in a statute, then what would you think about the propriety of appointing a commission or some sort of special tribunal, giving it such power as we can give it under the constitution, to regulate whatever it might be deemed safest by the question of long and short haul, and fixing a uniform classification of freight, all these provisions put in a statute, then what would you think about the propriety of appointing a commission or some sort of special tribunal, giving it such power as we can give it under the constitution, to regulate whatever it might be deemed safest by the question of long and short haul, and fixing a uniform classification of freight, all 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