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THE BEE PUBLISHING CO., Preps E. ROSEWATER, EDITOR. A. H. Fitch, Manager Daily Circulation, Omaha, Nebraska.

Push right along with public improve ments to the fullest extent of the public

WE hope the council will second Mayor Boyd's urgent appeal in favor of grading Harney street this season.

Anorner long-felt want will be supplied in a few days at the stock yards in the shape of a daily paper.

stand that she has no patronage for those who discriminate against her. By the way, who is governor of Ne-

OMAHA must make the railroads under-

been out of the state for more than a THE Indians at the Davil's Lake agency have harvested 60,000 bushels of wheat. They find raising wheat is more profitable

than raising scalps. AFFAIRS are generally becoming serious batween Spain and Germany. The towns of Aragon have decided to boycott German beer. This ought to bring Bismarck

success, but we would impress upon our real democratic victory has yet been won, merchant; and manufacturers the imperative necessity of each and every one mak- 1888, and will spare no personal exertion ing a craditable exhibit.

Now that Senator Saunders has dealmplified.

Monday at 9 a. m., taking only eight days. This is the quickest time on record of the transmission of mail between the two countries.

THE manner in which the great railroad companies are jumping onto the Omaha Belt railway infant with injuncbelieve that the infant is really going to amount to something. It may be a giant yet.

OMAHA is to have a sidewalk inspector. The creation of this office will make an additional expense, but the offices of boiler inspector and building inspector would not cost the city a cent, as the salaries of those officials could be paid out of the fees.

PARNELL has given a fearful twist to the British lion's tall. His Dublin speech in favor of the repeal of the union is characterized by the London Standard as a declaration of war, and it calls on the statesmen of both parties to crush

Ninth and Fifteenth, without any cross- the largest ever known, while the yield walks, we are now doing half-way work will be the most abundant ever on upper Farnam. If cross-wilks are produced. In South Carolina there wil desirable-and in our opinion they are be 4,000,000 bushels more of corn and an absolute necessity—they should reach 300,000 more bales of cotton than last clear across the street. Under the di- year. In Georgia there will be 40,000,rection of the board of public works the | 000 bushels of corn this year, against cross-walks are being laid on each side 31,000,000 in 1884 and 24,600,000 in of the street railway tracks, but between 1888, and reports from other states show the tracks only common paving stones are a proportionate increase. It is estimated being put down. Why not lay the flat- that the south will produce 50,000,000 stone cross-walks as well?

stir up a large-sized European family yield of the staple products are largely row. The latest cable advices are to the due to the modern methods of sgriculeffect that Bismarck declines to propose ture which were unknown in the south or accept arbitration of the differences during the days of slavery. between the German government and the Spanish to maintain their attitude. It would seem that there is a strong tenof the Prussians. England, it is underinteresting complications may arise.

THE republicans of Iowa have held a thoroughly united and determined. Whatever factional differences there may gotter, and the party enters the camhibition has been a serious drawback in bers of elither of these parties, and an attempt to carry the state with a fusion tempt to carry the state with a fusion was manifested.

One of the best evidences of educational failure.

Week.

One of the best evidences of educational failure.

Week.

One of the best evidences of educational failure.

Week.

RANDALL'S ASPIRATIONS.

perhaps because of the duliness at presmaterial. They assure us that Mr. Carlisie intends to be a candidate, and that his old opponent, Randall, may also appear in the field. This would renew the the country. factional fight in the democratic ranks with regard to the tariff question. Even if Randall does not finally conclude to make a contest for the speakership, it is tariff, as they do to get revenge.

the pretended surrender of the Randallbraska just now? Governor Dawes has ites on the speakership question is simply a part of a plan to strengthen him as a presidential candidate to succeed Grover Cleveland. As confirmatory of this statement, an interview with a western democratic congressman is pub lished in the New Yory Tribune. Acording to this eminent democrat, Cleveland's administration is going to be a stormy one, with every prospect that it will end his political career. He tells us that although Sam Tilden is keeping pretty quiet, he is still alive, and is disappointed in Cleveland and his adminis-THE Omsha exposition is bound to be a tration. Tilden does not think that a but he hopes to live to see it achieved in to that end. This knowing democratic congressman, whose name is not given away, assures the country that Tilden's hopes clared very emphatically to a St. Paul depend very largely upon the success of Pioneer Press reporter that he will not his efforts to promote the political for be a candidate to succeed Van Wyck the tunes of Mr. Randall, whom he regards senatorial problem has been materially as the one man under whose banner the democratic legions can march to victory in the next presidential campaign; and LETTERS from Dublin, Ireland, bearing had it not been for his advice Mr. Randate of August 16, reached Chicago on dall would have accepted a seat in Cleveland's cabinet. If Mr. Randall is not a candidate for the speakership, then the public may take it for granted that he has patched up a truce or compromise in regard to the tariff question, and has gone

THE NEW SOUTH.

The prosperity of the southern states is a matter of congratulation for the whole country, as it tends to create contentment among the people of the south and occupy their minds with the busy thoughts of to-day rather than to brood over the bitter memories of the war and the long period of depression that followed the great civil strife. The introduction of northern enterprise and the investment of northern capital in manufacturing enterprises, the construction of railroads, the development of mines, and the efforts of the scuthern people themselves, together with abundant crops, have indeed brought about a wonderful change in the south. The acresge HAVING paved Farnam atreet, between of the corn, cotton and tobacco crops is bushels more corn this year than last and 1,500,000 more bales of cotton. THE Caroline "Incident" promises to The increased acrosge and the abundant

In its railroad mileage the south Spain. Meantime the French news- is rapidly increasing. According to papers are patting Spain on the back for Poor's Manual, the total number of miles the stand she has taken. They advise of railroad constructed in the United States last year amounted to 3,977, which was a considerable decline from 1882 dency to form a Franco-Spanish alliance, with its 11,602 miles, and even from 1883 and this naturally excites the fre of Bis- with its 6,800 miles. To this total the marck. The French cannot forget the south contributed 1,496 miles, or more drubbing which they received at the hands than one-third. North Carolina, which in 1883 made only 36 miles of new railroad, atood, sides with Germany in this contro- built 174 miles last year. But the greatversy. So it will be seen that some very est relative progress has been made in the long-neglected state of Florida, which last year constructed 182 miles of railroad and 790 miles in the last four years. very enthusiastic and harmenious con- With the exception of Texas and Arksnvention. There never was a time in the sas, all the southern states have made history of Iowa when the party was so noteworthy progress in rallroad construction. In Texas there has been a material reduction from the feverish activity exist have for the time being been for- of 1881 and 1882, when 2,765 miles of railroad were constructed in its territory. paign with an unbroken front. The out- Last year the number of miles of new come can not be coubtful. Although pro- railroad constructed in Texas was only 113. In Arkansas the same reaction is many respects in the past two years, but visible, though in less degree, the milesge it is safe to predict an old-time majority of railroad in that state declining from 245 for the republican at to ticket. The in 1883, to 33 in 1884. The south, since fusion between the democrats and green- the abolition of slavery, has taken very backers is not satisfactory to many mem- | kindly to rathroad enterprises, but before bers of eliber of these parties, and an at- the war much opposition was manifested.

new south, and has assisted as much as can boast. any other agency in uniting the friendship between the two great sections of

BIRKHAUSER'S DISLOYALTY. The surveyor-generalship of Nebraska is a big hone upon which there is now predicted, with a marked degree of but very little picking, inasmuch as fat certainty, that his friends will put for surveying contracts are no longer at the ward another man in the hopes of disposal of the surveyor general. For all defeating Mr. Carllale, the free-traders' that, the office has become a big bone of champion. Who this man will contention in the democratic camp.

be, in that event, the prophets have not Ever alice Dave Stephenson stepped yet told us, but we are assured that he down and out to make way for Mr. will be from the south, and that his views Gardner, whose appointment was among with regard to free-trade will be much the things expected, there has been a less radical than those of Carlisle. Fur- terrible wrangle between Dr. Miller and thermore, that he will be a man who, if the democratic backers of Mr. Gardner elected, will be more careful than Car- as to the political record of lisie in the selection of members of the the new surveyor-general. The latest coinage committee. It would seem, then, broadside fired by the Omaha Herald at that the friends of Randall care not so the surveyor-general's office, charges that much for their principles regarding the Surveyor-General Gardner is not only not a democrat, but who does not know The recent professions of friendship on a democrat when he sees one.

on the part of the Randall men towards "It has been proven," Carlisle is viewed with considerable sus- the watchful boss of the Herald, picion. The adherents of Carlisle are "by the short record which Mr. said to have no confidence in Rangall's Gardner now holds at Plattsmouth when professions in favor of a revision of the he installed Birkhauser as his chief deptariff. It is even intimated by them that uty over the heads of sound democrats. Birkhauser must be a bold, bad man. His "charack-ter" is given by Dr. Miller in the following pen-and-ink sketch:

Brigadier-General Birkhauser is a "democrat" after the following manner: The gallant brigadier has been a hybrid sort of independent-anti-monopoly-republican political pirate who, for ten years, did the little he could to defeat democratic men and democratic tickets. He was a member of the legislature in 1877, when he voted for Charles F. Manderson, the present republican senator, through thick and thin when such democrats as George E. Pritchett, who was a member of the same body, voted "first, last and all the time" for James W. Savage. We are not in a position to take up the

cudgel for Mr. Birkhauser. We have no part or parcel with the democratic spotlsmen, nor do we care a straw as to which democrat draws a salary as aurveyor-general or chief clerk. The allusions to the senatorial campaign of 1877 are, however, very ill-timed for Dr. Miller, whose reference to Birkhauser's votes in the leg'slature recalls some memorable incldents in Douglas county politics. Birkhauser may have voted for Manderson inatead of his partner, Judge Savage, as he had a right to, because neither of them at that time stood a ghost of a show of being elected. Mr. Pritchett, on the other hand, was bound by a solemn pladge to vote only for a democrat. He voted for Savsge as a mere matter of form, with into training under Tilden's direction for the presidential nomination in 1888, even if it is a good ways off.

the rest of the delegation, who were each pledged in open convention to vote for a democrat for senator first, last and all lowest of any city of its size in the world.

San Francisco's death rate for the part year 19.58 per 1,000, is lower than that of thirteen foreign and eleven American cities and the lowest of any city of its size in the world.

Cago to Omaha should be made as to these lower prices. A very little information seems to have ratisfied the commission and they were not only ready the time. But Dr. Miller, who had bargained to deliver the democratio vote of Douglas county to a republican, Mr. Hitchcock, under the pretense that Hitchcock would sustain the title of Sam Tilden to the presidency, came very near getting Pritchett to bolt James W. Savsge, and vote with Birkhauser for a republicrn. The only reason why Dr. Miller failed to deliver the goods, in an unbroken package, was that Charles H. tions of the nominating convention. Dr. Miller should be consistent. If it was representatives of Dauglas county, to cast their vote for a republican for United States genator in 1877, it certainly was not very criminal for Birkhauser to vote for Manderson at the same time. Birkhauser had been elected as an independent, and his actions were in fu'l accord with his constituency. But the true inwardness of Dr. Miller's anxiety to have Mr. Hitchcock, the republican senator, re-elected was not so much to assist Sam Tilden and his party as it was to please

and aid Jay Gould and Sidney Dillon. IT seems to us that the time has come to compel the gas company to carry out its contract with the city, or at least the city should notify the company that the stated. He wishes the report were true. contract is annulled. The reports of Iqspector Gilbert show gross negligence on the part of the company and pronounce the quality of the gas inferior. Now the company cannot justify its failure to give us gas of the best quality or its neglect to replace the wretched lamps which its managers have foisted upon the city in place of the lamps required by the contract. No other bustness in Omaha is as profitable as the manufacture of gas. The cost of water gas is said to be about 57 cents per thou- ter, Mass. eand cubic fest, making a profit of about 400 per cent. for the gas company. With such enormous profits and a constant increase of consumption, the company cerwith its obligations and supply gas of the ciaco poorhouse. He has made several forbest quality.

For public convenience the county commissioners desired that flat-stone the mourners who followed Grant to the grave, is 78 years of age. Sheridan is but 54, though he looks much older—being much the youngeach wing of the grand stair-case of the est of the great military generals on the union court house, so as to enable parties to Hancock 61, Schofield 54, and Wade Hampcross the street from the stair-way instead of walking to the street corners. So far, however, the board of public works has given no order to the contractor. It seems to us that such an order should be made at once, as the pavement between Seventeenth and Eightsenth atrests will be laid within a wesk.

south in aute-ballum days. Their oppo- sudden and wonderful development of THE CORPORATION APPERS, on to one switch to be leaded and switches It is a little early yet to discuss the sition was based upon the belief that rail- journalism in that country. Twenty-five speakership of the next house, but never- roads afforded too many opportunities for years ago there was not a single journal theless the Washington correspondents, the escape of slaves. All this is now in that country. To-day there are two The Ackiely of the Nebraska Rall coad changed, however, and the railroad is a thousand newspapers, a greater number ent prevalling at the national capital, are welcome visitor. It has become an im- by far than either I aly, Austria, Spain, handling the subject for want of better portant factor in the development of the Russis, or the whole continent of Asia

WESTERN NEWS.

MONTANA. In Benton on the 14th the mercury went up

The office of the Butte Town Talk was During the recent hot weather the mercure at Billings went up to 115 in the shade.

The capacity of the great smelting plant of he Ausconda company, at Butte, is to be loubled. It is estimated that 95,000 head of cattle will be shipped east from the Montana ranges this year.

There were 750,000 pounds of wool shipped om Fillings this sesson, up to the middle of this month.

Seven thousand five hundred and forty head of cattle have been shipped east this

month from Miles City. Fred Derwent bas returned from the Sweet Grass hills with forty-three ounces of dust, which he sold in Helena for \$795, An immense vein of fine marble has been found in Bly Hole river, near Dewey's plat. The marble is sa'd to be equal to any quarried in Vermont.

A number of the woolgrowers of Northern Montana, whose flocks are becoming too large for their ranges, will ship from 2,000 to 4,000 wethers to the Chicago market this fall. A fire at the depot, Helena, on the 18th, bu ned Faust's bakery, Mrs. Laurenna's store and the Denver house, causing a loss of \$12,-00) to \$15,000. Lack of water crippled the

fire department's efficiency. Fort Maginnis is at present commanded by ion. Forsyth, lieutenant-colonel First cay alry, and garrisoned by three troops, C. A and F of the First cavalry, and two companies, D and G, of the Twentieth infantry.

The corner stone of the Catholic college at Salt Lake was laid on Sunday evening last. The Chinese are moving out of Ogden at a lively rate since the Knights of Labor got

A Salt Lake paper tells of shearing sixty-even pounds of wool from a sheep in a single eecs of twenty three months' growth. The official canvas of the votes cast at the late election showed 21,610 for the Mormon

candidates and 1,795 for the opposition, The banks of Salt Lake City report the re ceipt for the week ending August 19th, inc'usive, of \$35 211.99 in bullion and \$16,140.99 in ore; a total of \$101,342.98.

"The present condition of the Salt Lake ore market," says the Tribune, "is most encour-eging to mine owners and business men. It has not been so active for years as it is at the present time, and, what is batter, a good price ir paid for all the cre that is brought in.

CALIFORNIA. The assessment roll of Sacramento city and county shows a coin assessment of \$209,530. The pay rolls of the several Comstock min-

ing companies for the month of July aggregate \$115,000. A poker game which lasted for seventy-six hours without intermission is mento's latest sensations.

Some hoodlums at Amador City soaked the oil, and then set fire to it. The scheme to buy the peninsula near San

Diego and convert it into a watering place has fallen through owing to imperfection of A gendeman in San Bernardino county marketed 4 5.0 pounds of blackbarries grown on a single patch. They brought \$322, being at the rate of \$1,000 an acre.

in the Temescal mountains, about sixteen miles from the California Southern railroad. A duel was fought with French rapiers near the Ocean house, San Francisco, on the 15th. The participants were a Frenchman and German. The former is named Garcon, and it is said he owns a ranch of 2,000 acres in Marin county. The latter, whose name could not be learned is said to be a San Francisco lawyer. Both were mounted. The fight was desperate and bloody. The German came off victori us. Both were wounded. The French-

man was badly cut up, The work on the Merced irrigation ditch Brown, James Craighton and several other in the San Joaquin valley, California, was bedemocratic members refused point blank and March 13, 1883 Its entire length will be thirty-five miles, of which sixteen will be thirty-five miles. miles is now completed, and for the first ten miles it is sixty feet wide at the bottom and ten feet deep, while for the rest of its length right and proper for the ten democratic depth eight feet. The company have already expended \$700,000 and it is estimated that the entire cost of the undertaking will double

PERSONALITIES.

Ex-Vice President Wheeler is troubled with rheumatism.

Secretary Whitney will spend a month at Lenox, but will not go gunning for dolphins. Senator Sharon recently put his servants at Menlo Park in knee breeches and befr. gged

Bob Toomba appears to have decided to let Jeff Davis and the New York Tribune fight The venerable Simon Cameron, aged 87, made \$300,000 by sharp financial transaction

last year. He is worth \$4,000,000. It is even said that Albert Edward hates Brother Battenberg so much he won't let the upstart Dutchman use his tennis racket, T. B. Aldrich asseverates that no fortune of

\$75,000 has fallen into his hands, as currently A gentleman familiarly known as "Snatch-em" recently died at Rockaway. He was a policeman, and they say he actually did. One of Gen. Santa Anna's widows is still living in Mexico, and is bright and interesting

Col. Gilder. the Arctic explorer, is at Long Branch, enthusiastically talking about the pole, which he thinks can be reached by slcds.

as ever. She was married at the age of thir

A "new book by Rose Elizabeth Cleveland, daughter of the president of the United States," is announced by the London Literary World.

Mrs. Esyard, wife of the secretary of

state, has recovered from her recent illness and is now at a seaside resort near Glouces-An Omaha woman has three husbands living and was photographed with all of them the other day. Two of them were divorced, but kindly consented to sit for the group.—

Chicago Herald. W. D. Babecck, the inventor of the patent times speculating, and received an annuity of \$5,000 for ten years for his invention, but re-neatedly failed in business and finally took to drink.

General Joseph E. Johnston, the oldest of Rancock 61, Scholler 64, and Wade Hamp-ton 67. Admiral Porter is 72, and Admiral Rowan 79. If General Robert E. Lee were alive he would be nearly 80, and "Stonewall" Jackson 61. Abraham Lincoln would be 76,

and Jefferson Davis is 77. Ida Lewis, the Newport harbor heroine, has had, for a dozen years, a faithful companion on her little rocky island, a big, black New-foundland dog, which recently died, causing her great grief. "I remember well, long ago," says one of her acquaintances, "her putting her arms around the big affectionate fellow

Commissioners to Serve Their Masters.

Freight Rates From Chicago Omaha and to Papillion-An Analysis of Both-The Commission's Organ and Its Delusive Gab.

To the Editor of The Bur.

The railroad commission, at the suggestion of Magney and Howard, of Papillion, had asked Thos. L. Kimball. manager of the Union Pacific railroad, why that road charges as much for hauling freight from Omaha to Papillion, a distance of 14 miles, as from Chloags to Omahs, a distance of 500 miles. Mr.

Let us look at the facts from a different state. If the average charge is I cent standpoint than that of a railroad com- per ton per mile, the people of Nebrasmissioner, for a moment, and analyze for hausing local freight as the average their facts and logic in an impartial man-

carload lots is  $7\frac{1}{2}$  cants par 100 pounds. people, and are making the people of This is \$1.50 per ton. The distance is 14 miles. The average rate is nearly 11 rates that we get cheap through rates, The wash water from the Chinese laundries cents per ton per mile. The Journal re- and much cheaper through rates than in Salt Lake City is a nuisance of loud smell- cently pub ished a statement to the effect parties east of us. The rate given by cently pub ished a statement to the eff of parties east of us. The rate given by that the average charge on the C. B. & the Journal on freight from Chicago to Q railroad, for the preceding year, as Omaha is twice the rate they state as snown by Poor's manual, was about one the average charge of the Chicago, Burcent per ton per mile. The rate from lington & Qulacy during the past year Omaha to Papillion is over ten times the The rate on corn, a cheap and bulky average rate charged by the C. B. & Q product, and on which the charge should railroad. If Magney & Howard were be below the average rate, from not correct in their assertion, they have Lincoln to Chicago is 30c per 100 lbs. developed the fact that the rate from This is \$60 per ton. The distance being Omaha to Papillion IS MORE THAN TEN TIMES

the average rate charged by the C. B. & Q. railroad. Mr. Kimball gives their haul of 550 m les, of so cheap, easily rates on nine classes of freight from Chihandled, abundant and bulky an article cago to Omaha. From these figures the Journal concludes that the average rate is about 54 cents, the lowest being 23 and the highest 90 cents. This is not a fair way to consider the question. Mr. Kimball does not state what the different classifications include, nor what proportion of their freight is covered each classifications It may be that a very few articles are included within the the state of Nebraska are in the iron classes for which 50, 75 and 90 cents per 100 pounds are charged, and but a small amount of such freight is carried. It may be that nearly all the freight transported from Chicago to Omaha falls within the classes on which the rate is from 23 to 35 cents. If so, that fact should be known and a comparison of rates from Omaha to Papillion and Chieigo to Omaha should be made as to these lower prices. A very little informission and they were not only ready bed of choice potter's clay has been discovered state and endeavor to convince them, on a delading and imperfect statement made by the railroad manager, that Papillon and not only a low but is fact a cut rate. Mr. Gere says that the average charge from Chicago to Omaha la 545 per 100 pounds. This is \$10.80 per ton, or a trifle over two cents per mile. The rate from Omaha to Papillon is more than five times as great.

But is Mr. Gere correct in asserting hat the average rate from Chicago to Omaha is 54c per 100 pounds? This rate would make a carload of fifteen tons from Chicago to Omaha cost \$162. Will Mr. Kimball or Mr. Gere tell the people upon what ariticles the rate from Chicago to O naha is \$160 per car and how much of such articiss are transported? But it must be recollected that this is the average charge. There must be as much charged at a higher rate as at a lower. What is charged higher and how much o it is haulad? The haul from Chicago to Omaha is a long one, and must exceed in length the average haul by the railrad companies hauling it. Therefore the charge for it should be at a less rate than the average charge of the company. But we have the Journal and Poor's Manual as authority for the statement that the average charge of one of the companies that carries freight from Chicago to Omaha, (and it is well known that all the companies charge the same through rate for the preceeding year, was but one cent per ton per mile. Mr. Gere has gathered from Mr. Kimball's figures that he average charge from Chicago to mile. Mr. Gere must be substantially

incorrect in his conclusions drawn from Mr. Kimball's rates. But he says the haul from Chicago t Omaha is a long one and from Omaha to Papillion is a short one, and that on account of handling the freight at "terminal points" the rate from Omaha to Pa piliton should be higher than from Chi ago to Omaha. His "Pamphlet Authority" written concerning the Tehauntepec thip canal, says the handling of freight at terminal points is equivalent to show the name of the voter sworn in, in expense to a haul of 100 miles. Therethe attesting witness, the notary fore the haul from Chicago to Omaha is the equivalent to a 600 mile haul and the name does not haul from Omaha to Papillion to a 114 the regular list, etc. In this way, it is mile haul. If the average charge from thought, the affidavita will be reduced to Obicago to Omaha ta \$162, and the haul such a form that the question of their 600 miles, on the above theory the cost of handling the cars at "terminal points" would be \$27. There would be the same S. Wood as representing Mr. Murphy, expense in handling the car from Omaha and John F. McManus, represent to Papillion, and as the company charge ing Mr. Boyd. The case Gere's calculation, the company are hauling from Omaha to Papillion for \$4 50 to make a report. less than cost of handling at terminal points alone. This is so grossly improbable that we must conclude that Mr. Gere is in error in this proposition also. Mr. Gere calls on any one who knows to tell what the cost of handling freight at terminal points is, if it is not worth as much as hauling the freight 100 milest That is a difficult question for one no engaged in the ra'lroad business to answer accurately, and it is a question that

them back again into a train. When they have arrived at the other end of the terminal point the same process is recare? Certainly not as much as to haul the same car one hundred miles-a days' run with a freight train. In fact the entire business, ordinarily, does not amount to more than hauling the car one mile at each of the terminal points. At one cent per ton per mile it would cost (a car containing fifteen tons) fifteen cents at each terminal point or say thirty cents at both It is true this short havl is attended with more expense than hauling the car the tion, by reason of the necessity of employing awitchmen, brakemen, flagmen, etc , about the terminal points. Probably ene car is moved several times or several cars are moved to reach one car. But it is unreasonable to assume that it requires movement of cars equivalent to hauling one car 100 miles to switch a single car in and out of a station. If it was placed at twenty miles it would seem more nearly right. At the average rate Omahs, a distance of 500 miles. Mr. given by the Journal for transporting Kimball replies with an array of rates [reight this would amount to \$3.00 per prepared by himself and says it don't. car. Now if the rate per ton per mile The Lincoln Journal prints the correst the average charge over the C. B. & Q was the same from Omaha to Papillion as pondence, and with an editorial a column the charge per ton from Omaha to long, endeavors to prove that not only is Papillion would be fourteen cents, or on a the rate to Papillion from Omaha as low, but in fact, relatively, a lower rate than from Chicago to Omaha. The Journal is easily convinced by Kimball's logic and instead of \$22 50, the amount now has "other reliable information" ready to the rate from Omaha to Papmake the case more clear for the railroad The common local rate is from 5 to 10 cents a ton per mile, all through the The rate from Omaha to Papillion on Quincy. In other words the railroads are hauling at chesp rates for some other

> 550 miles, it is more than one cent a tor a m'le, or more than the average charge of the company for all classes of freigh as corn, we ought to get a rate less than the average rate, but we do not. We pay five to ten times the average charge for our local business, and more than the av erage charge on our through business and the railroad commission see no cause for complaint, but herald all criticism a "wild and groundless newspaper charges." The fact is that the people of grip of great railroad corporations. The profit of their unremitting toil is taken away from them in an unseen, insidious, but effectual way. The robbers who heights of Tariffan, and levied toll on the passing commerce were not so thorough so relentless, so exacting in their demand as are the rathroad managers who levy toll on every industry in the state of Ne

But It is said while we pay high local

Nebraska Railroad Commission.

utler County Press. The mountain has labored and behold a mouse. The railroad commission has rang up the curtain on the first act of the comic drams, furnished by i.s crestor, the Nebraska legislature, the Opera Comique company has completed the circuit of all the Burlington & Missouri lines. The actors have learned their parts well. Mr. Gere is the star, and Cowdry and Buschow supporters. Mr. Holdrege, of the Burlington & Missouri is prompter and stage manager, and travels with the troops night and day and hauls them around in his own

special car, lest some of them should get This august body has made a report and the people are laughing all over the state. In fact, the roar of their haw!! haws!!! can be heard from Cheyenne county, on the west, to the Missouri river, on the east, and from the Niobrara, on the north, to the Kansas line on the south. The commission don't like to see the people quiet so gleeful, for fear they will tire of the show too soon.

The following is a fair sample of th recommendations of the commission gravely notifying the rathroad company that the switch at Bellwood needs length enting cut; that the hog yards at Saple burst are cramped and muddy, etc. Oh -Sugar!

The Election Contest Case.

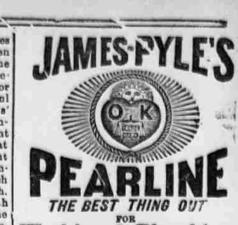
Yesterday morning the Murphy-Boyd election contest case came up for hearing in the county court. Attorneys for both Omaha was over two cents per ton per sides and a number of in erested parties were present. Mr. Joseph Southard, city clerk, was first summened as a witness. The affidavits, the validity of some of some of which are disputed by the friends of Mr. Murphy, were produced by him, and submitted to the court.

Judge McCalloch decided to submit the effidavits to a committee of two, one representative of each side, in order that they might be "tabulated." This tabulation is reason why persons appear validity can be more easily determined. Judge McCulloch has appointed Capt. J. the committee announces itself prepared

City Mortality.

"How has the mortality in the city been this summer in comparison with last?" was asked of City Physician Leis

enring yesterday. "Not greater than that of last year, when the fucroase in population is taken into consideration. On the whole the we would not expect to be answered city is in a pretty healthy condition. truthfully and fairly by a railroad mau- The greatest mortality last month was to sger. If the answer was not false in its by noticed among children under one stance and effect, by reason of its partial year of sge. I believe the number of statements and truths half told. As men deaths of infants under one year, in July, of ordinary intelligence we can form some idea of the cost of handling freight mostly of summer complaint, and occur at terminal points in car load lots. The principally among the lower classes, railroad company neither load nor unload where children do not receive all the care the cars. It simply switches the cars and attention that they should,



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