THE DAILY BEE.

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E. ROSEWATER, EDITOR.

It the pleasant Indian summer continues two weeks longer, Omaha's crop of brick and mortar will be beyond the danger line.

JONES, the lieutenant-governor of New York, is an extensive scale manufacturer, but his weight in politics, says the New York Journal, cannot be determined from his scales.

THE way in which the dirt is flying on the various grading contracts promises a future extension of paving which will still further increase Omaha's legitimate boom of development.

GENERAL LOGAN and Judge Foraker will not be in campaign request in New York another season. The mugwumps now claim that these orators "did it" with their sectional issues.

Mrs. Languay has dyed her hair red. Mr. Langtry has been painting the island of Jersey red ever since the decision of the English courts that he was no longer responsible for his wife's millinery bills.

IF Cyrus W. Field would take as much Interest in the statue of Liberty or the Grant monument as he does in the dynamited Andre statue his monumental efforts would be more appreciated by the people of this country.

THE special delivery system is not a very

profitable occupation The special delivery agent at the Salem, N. J., postoffice, has resigned, his receipts for one month Laving been only 88 cents. This was hardly enough to support his family.

PRESIDENT CLEVELAND is commended for doing the proper thing in going home to vote, but the Philadelphia Record thinks that Senator Cameron, who came from the Pacific coast to give the republican party a lift, takes the premium as a long-distance patriot.

WHEN Professor Maria Mitchell's sixtyseventh birthday came around, her pupils at Vassar presented the dear old lady with a jelly-cake in sixty-seven layers. What Miss Mitchell had done to provoke this deadly attack, is not stated in the

JOHN DARRAGH, a member of the Cininnati city council, was fined \$10 and kept one hour in the calaboose for opening his saloon on Sunday. Mr Darragh should move to Omaha, where he would not only be permitted to keep his saloon open on Sunday without such punishment, but could also soothe his feelings by threatening to make it warm for the authorities if they attempted to enforce the midnight closing ordinance.

The subject of "stiffs" and where they have been obtained by the Omaha medical college, has been pretty thoroughly agitated during the past week by the papers and political circles. The investigations have shown that two corpses have been obtained from the poor farm within the past year, but they were stolen from the grave yard near the poor house after being buried, and without the knowledge of the superintendent or commissioners.-Waterloo Gazette.

Nopody has ever charged that the commissioners were directly concerned in the disposal pauper corpses. The charge was that corpses were taken from the poor farm to the medical college and the taxpayers charged up with the needless expense of buying coffins. The superintendent of the poor farm was the responsible officer and the commissioners were blamed for keeping a man in charge of the county infirmary who, to say the least, had laid himself open to grave suspicions of dishonesty. He admitted that corpses were taken from the farm, but denied that he had received any pay for them. Taking him at his own word, it was his duty to call the attention of the commissioners to the fact. He never did this, and allowed the farce to go on of buying coffins for corpses that were carried off In gunny sacks. The commissioners cannot get away from that fact.

Ir is an open secret in English military circles that in a recent communication to the secretary of war, Lord Wolseley went so far as to say that in the Soudan campaign the incompetency of a large proportion of the regimental commanders was so clearly demonstrated that the commander in chief did not feel justified In sending them with their men to the front. The London Times, in commenting on this remarkable statement, argues that it is clearly shown that semority as a qualification for command, must promptly disappear. We venture to assert, however, that when the question of disregarding seniority below the rank of general is raised in the British army, there will be such a how! that the war office will find it difficult to enforce any such regulations. Every army suffers more or less from the consequences of regular promotion, but it is extremely doubtful whether the evil results of a Cavoritism, which would certainly manitest itself if appointments took the place of promotion, would not as seriously affect the efficiency of the service. In our own army promotion is according to seniority up to the rank of brigadier oneral. Beyond this the appointments is in the hands of the president. Our own experience in the late war demonstrated that the line was correctly

Diversifying Industry.

The spirit of enterprise which Nebraskn is exhibiting in the growth and push of her county seats and county towns is worthy of all praise. It is pleasant to note the vigor with which these communities are urging the establishment of mills and factories in their midst, utilizing neighboring water powers, and calling to their assistance for local comsumption the products of the adjacent country. Diversification of industry is the foundation of wealth and prosperity. The spirit of the age is no longer content with the old classification of agriculture and commerce, the one producing the other exchanging. The present century has added manufactures to the list and through long years of indirect taxation has at last placed American industries in a thousand lines of production, on a solid footing. Year by year the expanding limits of the great manufacturing area have pushed westward. The Allegheries were crossed twenty-five years ago. Ohio, Indiana, and Illinois, then almost exclusively farming regions, today rank among the first of the manufacturing states. The Mississippi itself has been crossed and Iowa and Nebraska are now ready to enter the field with other competitors.

The heavy cost of transportation is a strong inducement towards home consumption of our materials. Diminished bulk means diminished freight tariffs. Every bushel of wheat made into flour, every pound of meat packed or smoked, is money made, because it is money saved in transportation charges. There are few of our towns on lines of railroads which cannot support a local manufacturing industry, whether it be a mill, a creamery, a canning factory, a packing house, or an agricultural implement establishment. Dozens of minor industries suggest themselves, all directly connected with the wants of a farming community, and which would depend upon the local resources of the country for the raw material. Such industries subserve a double end. They consume the raw material at home and furnish employment for citizens of the community where they are located. In addition, whatever profits are made are expended where they are made, and not thousands of miles away.

That our people are seeing this in its proper light is a cause for congratulation. The time is not far distant when Nebraska, in spite of her disadvantages of Inland location, will be able to boast of the number of her mills and woolen factories, plow foundries, great canning establishments, implement works, besides pointing with pride to hundreds of smaller industries dotting the state in every town, and giving employment to thousands of her citizens.

The Street Railway.

The Omaha street railway swns the most remunerative right of way in the city. Its system, which during the past two years has been greatly extended, bids fair at no distant day to gridiron our. thoroughfares with its rails, and to a great extent monopolize that class of traffic in the community. Under its new management it has greatly improved, but there are several points yet where there is still room for further improvement in order to give proper accommodations to the traveling public

The running time of the cars, especially on the cross town lines, is ridiculously slow. On the Park avenue and Eighteenth street line the average time made is less than three miles an hour from terminus to terminus. Many clerks and merchants along the route decline to patronize the cars because in fairly good weather they can walk the distance to their offices and stores faster than they can be carried over the rails. The long waits on the switches added to the slow time between switches greatly detracts from the usefulness of the line. The same may be said of the Cuming street line and in a less degree of the Saunders street route. There is no good reason why the company cannot shorten the time. On a quicker schedule it would certainly secure enough additional patronage to more than pay for the difference in cost.

There is a general complaint that the arrangements for transferring passengers from one street car line to another are inadequate and unsatisfactory. Passengers are forced to catch the cars as they can on the Fifteenth street crossing, and unless the driver happens to see them enter, are subjected to urgent and embarrassing requests to drop their nickels in the box. At other points besi les Fifteenth and Farnam there are absolutely no facilities for transfer. Travellers who wish to take the Cuming street line from a Sixteenth street car must pay the additional fare and wait often from tive to ten minutes before making connections. All this trouble could be obvi ated by the use of transfer tickets good on the day of issue and distinguished by colors so that they would not be used for another trip. As matters are now arranged the transfer is an annoyance and often an embarrassing and unmitigated

Ultimately the "bob tail car" must give way to cars with conductors. They are too small in the first place and too economical at the expense of the public in the second place. There is no good reason why the public should be forced to act as employes of common carriers in collecting and depositing the fares, or in stopping or starting the cars. In small cities on all streets, and in large cities on the second class lines the "bob tail" will still have scope for its profanity-provok. ing work, but it has long ago been crowded, in other communities, from the main thoroughfares and lines of heavy travel, and one of these days it must be treated the same in Omaha.

A PLAN is reported on foot among members of the house of representatives to clip Mr. Randall's wings at the coming season of congress. A combination of democrats has been formed who will push for such a revision of the house rules as will take from the committee on appropriations all the bills that can properly be distributed among the committee having special subjects under consideration. This will hand over to the river and harbor committee, the committee on Indian affairs, the committee

on agriculture, the military committee and the naval committee, the appropriation bills relating to their affairs which have heretofore been prepared by Mr. Randall's committee. This movement has been organized on account of a general disgust at the arbitrary power with which the ways and means committee has been cloth d, and especially by reason of Mr. Randall's dictatorial conduct at the last session. Under the changed rule it is claimed that the appropriations committee would not then have ground for complaining that the burden imposed upon it was so great that it could not bring in its bills until late in the session. If it chose to hold back its bills it would be exposed to unfavorable comparison for industry with committees that had begun early and finished their work. Its power to monopolize time would be damaged, and seriously. It is said that the determination to effect this change will be carried out before the reassembling of the house of representative after the holiday recess and before the committees are announced, that it will be accomplished by an amendment of the rules, and that the proposition to amend the rules will be supported by a very large majority.

Mahone's Defeat.

Mahone is snowed under in Virginia. There is at least this consolation in the results of the late elections. No decent politician can regret his fate. He did more than any other one man to make an honest independent movement in the south impossible. Basing his party on repudiation of the state's plighted faith, he endeavored to build up his machino by the naked prostitution of politics for gain. He attracted to his banner many honest men, who saw, in his warfare on the Virginia democracy, what he claimed it to be, a struggle for independent political action. It is a diagraceful page in the history of the national republican party that he was able to make an open dicker for patronage with two administrations and to rally to his support the leaders of republicanism in congress and on the stump. Lee's appeals to the memories of sectional strife undoubtedly contributed to his defeat, but disgust at his dishonest and brazenly corrupt methods among the people of his own state assisted fully as much in his downfall. There is no reason why a single sigh of compassion should be heard over the exit of the Virginia readjuster. He did the republican party infinite harm by his connection with the organization, and republicans injured themselves more than they can at the present time appreciate by their semi-endorsements of a seldsh and dishonest politician.

LINCOLN, Neb., Nov. 6.-The \$40,000 asked by the Missonri Pacine for their extension to Lincoln has been raised, and work within the city limits began to-day. The right o way for depot ground cost \$100,000. Omain folks are greatly disappointed at this decision. They did everything possible to prevent the building of the branch. -[Chicago Times

This dispatch is on a par with everything sent out from Lincoln, and is in perfect keeping with the utterances from the local press of that city whenever folks are in no way disappointed at the decision of the Missouri Pacific to build to Lincoln. They took no interest in the project, and no obstacles whatever were thrown in the way of the proposition by our people. They have no more interest in a Missouri Pacific stub to Lincoln than they have in the Canadian Pacific. The head man in the enterprise is Mr. S. H. H. Clark, a large property holder and one of the wealthiest men in Omaha. If he had so desired he could have prevented the building of a Missouri Pacific branch to Lincoln.

TEXAS is slightly agitated over the falling off in the public land leases to cattlemen. At the last monthly letting, a hundred and fifty square miles were thrown back on the state by a large company which claimed that the rate of 6 cents an acre was exorbitant. Railroad companies in the state are leasing their grazing lands at 3 and 4 cents 'an acre and the ranchmen think the state should com. pete. Those who claim to know insist that the price of the state lands has not as much to do with the matter as the quarantine against Texas cattle migrating to the northern markets.

Ir is not often that a confederate note brings its full value, but the fifty-dollar confederate note sent by a Georgia man to the New York Grant monument committee has been sold at its face value In all probability the Georgia man thought he was doing something funny, and had no idea that he was going to contribute anything of value to the fund.

According to the New York papers of Nov. 6th, the grand total for the Grant monument fund was \$95,494.16. If there is anything grand about that total we fail

HON. ABRAM S. HEWITT wants statues erected to Fulton and De Witt Clinton. Isn't it about time for Abram to have a statue erected to the memory of Samuel J. Tilden?

CHICAGO hansom cab proprieters issue mileage books to protect people from overcharge by the drivers. This is a good ide a and ought to be adopted in Omaha

Takes the Cake.

The Printers' Auxiliary, published at Des Moines and Omaha, says: The Omaha nee "takes the cake" as well as the lead of all journals west of Chicago in the matter of facilities for rapid printng, a position that seems to have orced upon it by a wonderful circulation. A web perfecting press that prints 30,000 copies an hour from an endless roll of paper is the costly piece of machinery that has been added to the paper's plant, and this, with new type and stereotyping that began operations sim-ultaneously with the fast printing, brings forth a sheet that presents a metropolitan appearance throughout. It is creditable the BEE management, no less than to the state and its metropolis, that the business of journalism in Omaha will warrant such vast expenditure for improved machinery and the putting forth of a paper that would reflect credit upon any

PERSONALITIES.

Mrs. Kato Chase Sprague will spend the winter in Paris.

Lord Salisbury has the toughest kind of a touch English constitution. Mrs. Olive Wright, of Denver, is about to

stablish a woman'a colony in Colorado where "they can do what they like," Bill Nye, the foreign "funcy man," de clares himself to be irresistible as a tornado when he is insuited by a smaller man than

himsolf. It is said that Mme, Judia is probably the nost remarkable builder in the world, be susse whenever she sings off the keys she

makes a French flat. Paul Phillippoteaux, the eminent historical painter who painted the cyclorama of the battie of Gettysburg, has determined to make his home in tals country.

Count Herbert Bismar k, recently an pointed sceretary of state for the German empire, is only 36 years old, but he has been earefully trained by his father as a diplomat. Miss Mary bee, daughter of the famous general, is a great traveler. Sho has been in

almost every civilized country in the world,

work, as his life is not insured against acci-

and now contemplates visiting heathen Salvator Labua is the name of a Boston hairdresser, who is a brilliant wit and poet He never repeats any of his poems while at

dents. Mrs. Duff, one of "Josh Billings" " daughters, is a woman of rare integrity and uncommon artistic taste and ability. She is very charitable, giving liberally of her time and handiwork.

Dominick McCaffrey, the prize fighter, will rocceed to Australia soon to take possession of \$40,000 left him recently by his uncle-That is a prize worth going for, and he no doubt was glad to hear that the hand of death had knocked his uncle out.

Miss Howard, daughter of the well-known iterateur, is enroute to Hampton College Virginia, with seven young Indian pupils. she is devoting her life to the education of the Indians, and was once reported to have fallen in love with a gallant Sioux buck.

THE LECTURE FIELD.

Ell Perkins is lecturing in Nebraska fowns John Foster late editor of Lippinsont Magazine, will lecture on Madause de Stael

Owar Wible has again entered the lecture field, this time with short bair and long tronsers. His latest locture is a new one, but he is the same old chappie, y' know.

Cannon Farrar says American audiences are very undemonstrative, while giving perfect attention to the speaker. He will lecture in Chicago on Friday, Nev. 13, and will leave for Minneapolis the following Monday.

LITERARY NOTES. We have received with the author's compli

ments, a very handsome volume entitled The Wild Flowers of Colorado," by Mrs-Emma Homan Thayer. It is published by Cas-eil & Co., of New York, and is entitled to rank as a work of art. The wild flowers of Colorado are reproduced in colors from the original water color-sketches drawn from na ture by Mrs. Thaver. There are twenty-six plates in all, among then being the American or wind flower, the vucca or soan plant. Columbine, Mariposa Hiy, primroso, iris or flourde-lis, asters, tree cactus, knight's plume golden and spider asters, butterily flower thimble plant, painter's brusa, fairy lity, evening primrose, wild germinm any reference is made to Omaha. The leaves. The flowers are all destatement regarding the people of Omaha scribed in an accompanying narrative of a tonr in Colorado by Mrs. Thayer, who certainly has demonstrated that she is not only an artist of more than ordinary ability but a writer possessing admirable descriptive powers. She has reason to feel proud of this work, possessing merit enough to recommend itself to such an eminent publishing house as that of Cassell & Co. The people of Omaha take great pride in Mrs. Thayer's success as an artist as she was a former resident of this city, her father being George W. Homan, sr.

Funk & Wagnalis, New York, have made a very attractive book out of "The Wit of Women," as compiled and edited by Kate Sanborn. The author's pretty poetic introdoction, or "Proem, Not Poem," beginning "We are coming to the re-cue, just a handred strong," prepares the reader for a good deal of flashing scintillation. But in truth there is little or nothing in the book worthy of special praise till we come to the forty-afth and forty-sixth pages, where there are about nfteen sentences of George Eliot's that are worth all the rest of the volume. But a whole book of the wit and wisdom of George Eliot was published years ago. These sentences are human and spontaneous, but much of the reef is very saple s and fetched from afar.

The Century for November contains another chapter of the personal memoirs of Gen. Grant, embracing the Chattanooga campaignto which is affixed a fac-simile of the gener al's letter to his physician at Mt. McGregor' expressing thanks for the continuation of his life until he had completed his work, and also a finely engraved portrait of the general sitting on the porch of the Drexel cottage a few days before his death. Gen. Baldy Smith contributes a most interesting paper on. "Was Chattanooga Fought as Planned?" The purely literary features of this number are fully up to the high standard of the Century, and consist of contributions from Mary Hallock Foote, Edward L. Wilson, Lyman Abbott, Henry James, Helen Jackson, Margaret J. Preston, Edward Everett Hale, and many others.

In her summer-resort story called "Hyperesthesia," published by Fords, Howard & Huibert, New York, and for sale in Omaha by J. S. Caulneld, it can har dly be said that Mary Cruger has given a fractical illustration of the theory of her own tale, that is that hyper-nervous sensitiveness can be cured by pleasant counter-irritation. The theory is true, but it takes a good deal of soul and art to become the corrective force by means of literary production. But when the ambition of the author has been matched with cor responding labor the theory, in her case as in many another, may iffid a practical illustration. However, it's complications of the plot, and its blind mysteries, are very ingenlously worked out, and the finale of the ghost scene shows one of the few touches of humor in the book, though its beginning is creepy-crawly enough to satisfy the most exacting appetite. The book is written in excellent English, without the vulgarisms so common in novels of these rattling days of slang, and is agreeable and refined in tone.

Planting the Catalpa.

Chicago News: It is said that whenever Dr. George L. Miller, the talented editor of the Omaha Herald, meets with a political reverse or disappointment he goes out to his Nebraska farm and plants a catalpa tree. His catalpa grove is the finest in the world, and contains more than eleven hundred trees, all planted since Mr. Tilden's deleat for the presi-

WICGINS OF THE

The Storm Signal of Civil and Official Propriety.

The Counterpart of Scott in All but Fighting Qualities - Weather Wax William's Vanity.

(Written for the Bren.)

Is there no power in the department of war that can sit down on W. B. Hazon with a heavy weight, and keep him from disturbing the public peace, for, say, six months? Or, is a long suffering public to be everlastingly pestered with reports of his controberseys, his squabbles, his courtsmartial? One might suppose his own recent conviction by a courtmartial, and the severe repremand he received from the President, would have taught him a lesson that would have created a desire within him to live "at peace with all the world and the rest of mankind," as General Taylor said in one of his an nual messages.

One humble individual is moved to

inquire in what school of ethics or moral philosophy. Gen. W. B. Hazen was aught that it is degrading to an officer to withdraw insulting language addressed to a subordinate, and to repress egret for the same, when convinced that the language was improper and in-just? Are such ethics and moral philosophy taught at West Point? If so, the country will duly appreciate a know-ledge of the fact. This humble inquirer as always believed that it is honorable for any one, whether affeer of the army or otherwise to withdraw, and express regret for in-alling or unjust language addressed to suborhinates even, and that it is evidence of the true gentleman to make smends for the wrong done; and especially when the amend is made by an officer of the army to a private soldier, or by a citizen to one to whom fortune or fate has given a position inferior to his own, it bespeaks the pos-session of a noble manhood, and evinces the highest moral and physical courage. Such an one will prove a hero on the field of battle. And besides he illustrates one of the precepts of the great teacher vo proclaimed the sublimest ethics which man ever received.

I was once present when a general of high rank sent for a soldier, whom he found he had reprimanded without ause, and expressed to the soldier his ince regrets. That general rose several my estimation. This inquirer must ask, for he is seeking light, if the reles and regulations of the army prohibit as a crime, the signing a letter. petition, by, say, ten soldiers, couched in respectful language, and sent to their superior officer, where as if each should sign exactly the same letter by himself, and send, it, no offence would be committed? If there is such a regulation, or such a construction of military juris prudence, the sooner those who make such regulations, or give such construc-tions, have a little hard sense pounded

sto them, the better. Hazen seems to have a peculiarly sucestul faculty for getting into trouble He seems to have a great penchant for courtsmartial, either for himself, or for omebody else. If the things go on till is retirement as they have done during the few years he has been at the head of he weather bureau, the reports of Hazen's courtsmartial will be as numer ous as the reports of the supreme court of the United States. Whenever Hazen passes over the range, and if so fortunate s to reach heaven or shool, I predict he will not be in either place sixty days, before he will be trying to courtmartial

somebody or get himself courtmartialed. Whereas, I see the name, "Hazen," in the headlines of dispatches from Washof storm signals; one may know one of Hazen's storms is gathering. In this one feature of his character, he reminds one of Gen. Scott. He seems to have the same peculiarity of temperament. Scott was always in hot water-always in a controversy with his superiors, or in a row with his subordinates-always imagining somebody was trying to supplant him. He commenced a quarrel about his rank during the war of 1st3-15, while on the Niagara frontier, and kept it up during all the intervening admintrations down to the Mexican war and then continued to quarrel with William L. Marey, secretary of war, all the way to the City of Mexico; and then, when communications between him and the sec retary were so long in transit, he go into quarrels with most of his generals The result was, that, though Scott had fought, and carried through, of the most brilliant campaigns on record the campaign of Mexico, and had entered the ancient city of the Montezumas an American conqueror, he was and ordered back to the United States apparently in disgrace. The command of the army then devolved on Gen. Will iam O. Butler, of Kentucky, the next in rank, and under his command the evacu ation took place. This Gen. Butler was the democratic candidate for the vice presidency in 1848 on the ticket with Gen. Lewis Cass for the presidency. believe Butler county, in this state, Was named for this Butler, although it is a disputed point.

Gen. Scott came in a sailing vessel

from Vera Croz, and landed at Elizabethport, N. J., his place of residence, unatended and unwelcomed. I have always thought it harsh treatment of Scott to subject him to such humiliation after he had led the army to such victories as crowned his triumphal march from the eapture of Vera Cruz till the City of Mexico lay at his feet. He certainly had added new lustre to the fame of American arms. But it was the result of his insubordination, his petulant, complaining disposition, and his extreme vanity and self-conceit. I think it was Franklin Pierce who gave him the sobriquet of "Old Fuss and Feathers." It was prior to the presidential campaign of 1853, when Pierce was the democratic candidate and was elected over Scott, who was the candidate of the whigs. Another sobriquet by which he known, and which he b self originated, was "Old Hi Plate of Soup." Just before he hing-"Old Hasty Washington to take command of the expedition to Mexico, and during an angry correspondence with Secretary Marcy, he commenced a letter to the secretary in these words: Mr. Secretary: ceived your letter just as I was sitting down to a hasty plate of soup." pression was caught up by the boys and became a byword parase as well as title to him. During the canvass of 1842, be traveled about the country making speeches. In one of them he said, thinking to catch the Irish and German vote: "I love the rich Irish brogue, and the sweet German accent," and repeated it several times, but the Irisa and Ger mans saw through the flimsy dema gognery too quickly, and soon laughed him out of it. I think he received the electoral votes of three states.

Gen. Scott was the vainest, most self concelted man I ever saw, with one exeption, and that exception lives in Ne braska, and not more than 300 miles from Omaha; but I shall not name him It once fell to my lot to have a war of words with Scott which exhibited his real nature and characteristics. I think it was in '53, that I took the train at Dunkirk over the Eric road for New York. On the arrival of the train at Corry, where some road connected with the Eric, General Scott and daughter en-tered the car and took the two scats directly in front of the one occupied by

me. It was before the days of sleeping cars. I had an excellent opportunity to observe Scott and study him. His vanity displayed itself. As the train approached a station he would be on the bokont, wondering if there would be many people out to see him, supposing news of his being on the train had preceded him. Then he would fix and adjust his dress, rearrange his hair, pull up his collar and "pull down his vest." In fact, he would go through with all those, little motions to which young ladies are accustomed when they take the last look in the mir ror just before entering the parlor to meet callers, or just before being ushered into the reception room to be presented to the host and hostess. I believe it is called "prinking" or "primping." The lady just gives the lightest touch to the bang, to the coil of hair, to a curl, to a ribbon-how. She does not move or change the position of a single thing in the slightest perceptible degree, but she must go through the motion, all the same, for they are the last finlshing touches, And that was about what Scott would do, when about to go out on the platform to meet the people. If many had gathered he was delighted; if but he was mortifled and disgusted.

We arrived in Jersey City in the even-ing, and crossed over to the New York side on the ferryboat. I engaged the first backman I met to take me to the Astor house, and he put me in his car riage and went back after more custom ers, as I supposed. Soon I observed him returning with the giant form of General Scott and daughter. Upon his opening the door of the back for them to enter Scott discovered there had been a prio entry and occupancy of the back, and in a twinkling be was in a passion-be was furious-wanted to know who had dared to take a carriage he had engaged that it was his carriage, and he would have it at all hazards. I remained en tirely quiet, did not try to interrupt him till he had partially exhausted himself when I said: "General, I engeged this carringe before you did; it is mine for the time being, and I propose to stay in it till it lands me at the Astor. I don't intend to be bluffed by you (bulldozed would have been the proper word, but it was not in use then.) If you would ex ercise a little reason, you would see that I am not at fault in this matter, and if you want to complain of any one, it is the hackman for not inferming you h had a passenger already in the carriage. Then he turned his wrath on him for awhile, which I enjoyed, for he it was who had involved all of us in the dilli culty. After satisfying 'amself in tha direction he cooled down, and then said to me he had a sick daughter, and they were going up town, while I was going to the Astor house, and he would take it as a favor if I would take the Astor house carriage, which had just driven up, I then told him that in that state of the case the carriage was his. That incident iffustrated the temper and disposition of Scott. He was a great general, and an honest man; and vet that temperament and disposition of imes caused him to be exceedingly unjust. He was always imagining that some one was trying to deprive him of his rights, or what he claimed as his

rights.
Subsequent to the war of 1812-15, Gen Brown, who commanded at the battle of Lundy's Lane and Stillwater, where Scott distinguished himself, was the commanding general of the army down to the date of his death, during the admin-istration of John Quincy Adams, and Scot was all the time claiming the same position. When the vacancy occurred he was more persistent than ever. But the president gave the position to Gen. Macomb, recognizing his prior claims, Scott then renewed the controversy with him, and also with Gen. Games.

President Adams made the following entry in hes diary in regard to Scott: stated to them (his cabinet) that the conduct of Gen. Scott was insubordinate and disrespectful to a degree that were it not for the gallant service he had rendered to the country, I should have some time since have dismissed him from the army: that on the virorous princ military subordination, it was, perhaps my duty so to have done. He times successfully manifested a disposition of disobedience to lawful commanda and now asked for a furlough till nex-April, avowedly to make an application in some form to congress, against the orders and decisions of the president The allegation was of itself an insult for in what manner could congress con trol these orders and decisions? Cer tainly by no other mode than impeachment of the president, or by an expost factolar to annul a purely executive

Scott threatened to resign if congress did not relieve him, but it did not, and he did not resign. When Macomb died Scott beceme the head of the army, and was lientenant general subsequent to the Mexican war. JOHN M. THAYER. GRAND ISLAND, NOV. 6.

THEY POUNDED HARD.

A Fight Between Pat Killeen and Joe Lannon Won by the Former. people, including Parson Davies, Tommy

St. Paul, Minn., Nov. 8.—Three hundred Chandler and other noted sports of Chicago. with a full representation of local sports of the northwest and quite a number of wellknown citizens, by boat and carriages, as sembled at 5 p. m. to-day on the scene of the Wison-Cardoff aght. A ring was promptly formed for a 550 hard glove contest between Pat Killeen, of Philade,pina, who has been under Tom Chandiers training for three weeks past, and Joe Lannon of South Boston. The light was to a mish, Queeensbury rules. Killeen was much tailer of the two men and provided with a longer reach of arms, but they were fairly matched as to physicque, barring the fact that Killeen is heavier.

Lannon forced the fighting from the arm

against the advice of his frainers, Barnes and Brady, and expansived himself in face blows at Khileen, whose head was out of his reach and who countered on Lanuon's neck an face, wounding him badly by a back-hander across the throat. Up to this time Lannon had the better of the nght. The n billing was fast and furious and the men showed signs of exhaustion, and only a chance blow could decide the contest and it came Lannon's way.

came Labnon's way.
On the anish of the eighth round there was
considerable confusion when Davies cialmed
a knock out for Killeen, and at various times
when Dona doon, of Minneapolis, would break into the ring and make some foolish claim. At one time he and Brady wome have come to blows but for the prompiness of Referee Birly Wilson, who gave great satis faction, as he kept the men from fouling and cleared the ring from interlopers was desired to make a disturbance. Killeen was admira-bly handred by Chandler. Davies is willing to match Killeen against his old protege, Patay Cardiff.

The Smallpox Plague.

Toronto, Nov. 8.—The lieutenant governor has issued an order that every individual in the service of the province of Ontario be viceinated forthwith.

Montrala, Nov. 8.-11 is suggested, that as vaccination is an almost cer ain provenive of disease, question should at once be made as to pareins who wilfully neglect talpreventive, and whether indictment of a criminal character up to manufaughter should not lie where cultifren who have not been the cinated are permitted to be carried off by

A Friend to the Laboring Classes. Oxford Register: Senator Van Wyck's otest before the treasury departm Washington, against co wiet labor being employed upon government buildings to the detriment of the laboring classes was timely, and shows that the squator has not forgotten his friends.

"Woman and Her Diseases" is the title of an interesting illustrated treatise (160 pages) sent, post-paid, for 10 cents in stamps. Address World's Disconts in stamps. Address World's Dis-pensary Medical Association, Buffalo, N. Y.

THE SNAIL TRACK MAIL ROUTE

How Nebraska and Colorado are Benefitted By the Burlington Fast Mail.

TWENTY-FIVE HOURS TO DENVER

Two Hours of Restful Repose at Hastings-Twenty Minutes to Drill Railroad Sandwiches at Red Cloud.

To the Editor: Some months ago an rticle appeared in the BEE giving quite in interesting description of the running I tim fast mail train from Chicago to Council Bluffs. A supplement thereto showing up the slow mail and passenger from Pacific Junction west on the Burlington & Missouri rallroad may be of inrest to the readers of the BEE. Pacific Junction is the eastern terminus

of the Burlington & Missouri railroad in Nobraska, the junction of the Chicago & Burlington railroad and Council Blues & Kansas City railroad. Here a postal car is in readiness each evening to receive the mail from the fast mail train from Chicago, which arrives at 5:45 p. m. Mail from southern Nebraska and all of the Colora to mail is here transferred to the car in waiting, when the white train goes flying up the valley to Council The regular passenger train are rives at Pacific Junction from Chleago about an hour after the fast mail. Then three trains are made up, one for Coun-eil Bluds transfer, one for Omaha via Plattsmouth and the through train west for Denver. The latter train claims our attention. The postal car full of Nebraska and Colorado mail with its two busy clerks, is attached to this train. Here most all advantages gained by fast running from Chicago is lost by the

slow process which now begins. The great through train for Denver pulls out of Pacific Junction for Denver at 6:45 p. m. A run of ten miles brings us to Oreapolis. Here a stub train from Omaha transfers its load of passengers and mul to the through train. Then the great Colorado express charges up the Platte valley, through the towns of Louisville and South Bend, then up Salt creek to Ashland, on through Greenwood and Waverly, and sails into the capital city at 9:15 p. m. Here twenty minutes for lanch is allowed. Leaving Lincoln t 9:35 we slip over the hill to Crete, then the through the now sleeping towns of Do.-chester, Fairmout, Howard and Sutton, end dash into Hastings at 2:35 a. m., hay ng run 161 miles in about eight hours. lere another opportunity is given for A GRAND REST, SO TO SPEAK.

from 2:35 to 5:15 a. m., giving the passen-gers ample time to see Hastings by moon-The company is not only thus considerate for the comfort of their passengers, but to add to the ease and comfort of women and children the train men lock all the closet doors. The passengers—those who are not so fortunate as to be able to occupy a berth in the sleeping car, and there are many such— can play the contortionist by trying to sleep in his seat, or promenade the hurcieane deck of the depot platform or the streets of Hastings. For three hours and lifteen minutes he can do just as he pleases, waile the great Colorado express is resting. At 5:15 we leave Hastings and make a rush for Red Cloud, distant forty-one miles, which we accomdished in two hours and ten minutes, could have twenty minutes for breakfast. We sat down to the breakfast table, hungry and tired from our night's work and hurrically eat, wishing we might have been permitted to utilize some of the time fooled away at Hastings to enable us to eat with comfortable speed. Lingering as we supposed to the last minute at the table, we hastily brushed our chie, grabbed our hats, dropped 75 cents and bolted for the train. On reaching the platform we were not a little sur-prised to find no train in sight. Supposing we were left we ventured to ask a leman what became of the train, and were politely informed that our train stopped there, that we would have to take the train from Kadsas City which would arrive at 8:5) for Denver. HOW DELIGHTFUL.

Another rest of nearly two hours after hurrying through our breakfast in twenty

The passengers were highly pleased, so to speak, with the prospect of getting to Denver on the great through Colorado express, having been on the road four-teen hours and traveled 205 miles. All seemed to feel like the old geutleman who said blankety blank the blanketed road. He would not travel over it again if the company paid him \$5 a mile and a chromo to every side track. When he started to go any place he wanted to go; he did not want to stop and examine every section house and mile post along the three times blanketed old road. As all things have an end so did our waiting at Red Cloud. Leaving there at 8:50 a. m we kept moving without any more long rests until Denver was reached at 8:10 p. m., 25 bours and 25 minutes from Pacific Junction to Denver, 563 miles. Railroad employes claim that this rrain could reach Denver at 2 p. m., instead of 8:10 p. m., thus making connections with

all afternoon trains out of Denver for passengers and mail if they so desired.

But I have not forgotten the mail. Let it be remembered that the postal car loaded with mail for Nebraska and Colorado, with but two clerks to distribute it, was with us until McCook was reached, where the mail was transferred to a car ess in dimensions, with but one clerk from McCook to Denver the Colorado mail having been worked up or arranged for distribution to the different lines at Denver. And right here I will say that it is vonderful the amount of mail distributed by these two clerks running from Pacific Junction to McCook. All night long and milf the next day

THESE CLERKS ARE CONSTANTLY AT WORK. No one can long endure such hours and such work. It is a shame that men should be required to exert themselves so both mentally and physically, when Uncle Sam is able and willing to pay for men enough to do the work in a manner as to not make life a burden, but for personal or political reasons those whose duty it is to see that sufficient clerks are appointed to do the work easily and properly will not do it.

The question arises here why should all this Colorado mail be sent out on this slow train to Denver when the mail for the city of Denver and most all of northern Colorado would make better time on the Union Pacific railroad by way of Julesburg. The Union Pacific arrives in Denver at

6 p. m., and the Burlington & Missouri at 8:10 p. m., a difference of over two hours in favor of the Union Pacific, and quite a number of important towns in north ra Colorado, such as Greeley, Evans, Boul-der and Fort Collins, would get their mail some twelve hours sooner than now. It was confidently expected that after the visit of Mr. Knott, the second assistant peatmaster general, so the wild west some time ago (a ded must have convinced him that the west is inhabited by something besides cowboys and prairie dogs), that something would be done to-wards securing the running of the fast mail train to Denver. The benefits resulting from such an arrangement to the west can hardly be estimated. If this cannot be done, there is no good reason why mail for Denver and northern Colorado should be delayed from two to twelve hours. It is time for a general shaking up of the railway mail service in the west. The country west of the Mis-souri river is no longer a nowling wilderness, but full of towns and e ties full of live, energetic citizena, who can and will press their claims for fair recognition in the matter of mail facilities with a vigor