CITY RAILROAD TAXATION.

Red Hot Debate Yesterday Before the Omaha Charter Committee.

THE ATMOSPHERE GROWS WARM

Three-Cornered Fusillade Between A. J. Poppleton, E. Rosewater and W. J. Connell—A Decidedly Racy Meeting!

The Charter Committee.

There was a fair attendance of members at the meeting of the charter amendment committee yesterday afternoon. The first question discussed was that of railway taxation. As he had previously announced his intention to do, City Attorney Connell reported his amendment providing that the property of railway and telegraph companies be assessed for taxation the same as that of all other corporations and individuals.

Mr. Poppleton objected. He held that the amendment was to the contempt of the committee—had no business there.

Mr. Connell said that he had followed right in the line of other changes offered. If the committee objected, it was simply a matter of striking out a very few lines from the pages already prepared with amendments, which in nine cases out of ten have been approved by the committee.

Mr. Poppleton said he did not like to see the amendment go in.

Mr. Connell said it was to subject the railway and the telegraph property to the same tax precisely as the property of other corporations and individuals, on the theory that there is no reason why these companies should not pay for maintaining the police department, fire department, and other necessary expenses of the city, precisely the same as he was required to do, and the same as the horse railway, telephone company, and every other corporation in the city, except the railways and telegraph companies, were required to do. Mr. Poppleton had remarked on another occasion that he did not propose to engage in any side controversy or curbstone debate. The speaker advocated the amendment on the theory that it was right, and can be defended upon principles of right, and cannot be successfully opposed or resisted in any theory of fair and just taxation. The question had arisen in court, where Mr. Poppleton filed a petition asking for an injunction. The speaker had asked him the question: "If the charter were amended so as to give a clear right to make this tax in this way, would it not be constitutional, and in your judgment would it not be in conflict with the present law?" His recollection was that Mr. Poppleton said it would.

Mr. Poppleton: I did not say any such thing. I said if it was put in the charter it would repeal the general revenue law to the extent it would affect probably as against the general revenue.

Mr. Connell: The general law was not intended to cover this, and it is only by a strained and forced construction of it by the railroad people that it is allowed to cover railroad property for municipal purposes. The law is evidently framed with respect to county and state taxes.

Mr. Chase: How is it with other cities?

Mr. Connell: I am not familiar with other cities. The district court of Toledo, O., has just rendered a decision in the matter of railroad taxes. The Wabash road, in order to escape the levy, has hitherto had it assessed in the lump and prorated by counties. But the treasurer of the county assessed the depots and grounds apart from the prorate, and the court has now sustained the assessment as a just one. It is right, isn't it? I am honest in my conviction that railroad property ought to be taxed the same as the property of citizens.

Mr. Poppleton moved the adoption of the section as it was agreed upon and recommended by the committee. Seconded by Mr. Chase.

Mr. Rosewater: Mr. Chairman, when I was here last, it was my intention not to take part in the deliberations of this committee again. To me personally this committee seemed inclined not to take a broad and liberal view of the very important questions which are involved in framing this charter. It appeared to me that its action in some respects was so narrow-gauged and so utterly incompatible with the great duty it has to perform as representative of the tax-payers, I thought perhaps it would be best at once to cut short and say nothing. Because after all the responsibility is with our legislative delegation, who could readily understand that what this committee had done was largely in its private interest, and not in the interest of the people who have sent the delegation to represent Douglas county in the legislature. But I have concluded once more to take part in your deliberations, because I was notified that there would be a very important matter discussed to-day. If I could have my own way, I would have this committee take a wider latitude on the whole question of city taxation by simply inserting four lines; That the property of all corporations shall be taxed for municipal purposes just the same as the property of individuals.

Mr. Connell: There are only four lines as it is. All except railroad and telegraph companies are taxed.

Mr. Rosewater: I do not see any necessity for even admitting for one moment that there is such a great injustice and such a one-sided system of lawmaking as the exemption of any class of property from a proper share of taxes. I have talked with one of the circuit judges of the United States on this question, and if the railroad people are determined to stand stubbornly in the way of their own interest and resist fair dealing, this question is going to be brought up in the courts. I say that the time will come when this whole revenue law will be knocked to pieces as a fraud. It is a mockery of justice which will not be permitted. There is nothing in the constitution of this state which authorizes it, and I have the highest legal authority for saying that if a test case was made in the federal courts not in Nebraska, but in Iowa or Ohio by some outside property owner, our whole tax system would have to be revised. The fact is this, the constitution of the state of Nebraska says that the property of all corporations shall be taxed just the same as that of individuals—not only corporation property, but their franchises.

Now in the city of Omaha there are to-day over 1,000 lots exempted from city taxes. We published two years ago 269 lots that have never been assessed or levied upon. Since that time the Burlington railroad has built reads which will certainly increase the number to over 1,000. I believe that fully 10 per cent of the entire property of this city yields no tax for municipal purposes. If there is any man that can stand here and defend such tax-shirking I want to look at him.

Mr. Poppleton: I want to say that assertions like these that are made week after week and year after year are not true in fact. The place we want to meet this question is in the courts.

Mr. Rosewater: The court has not had a chance to pass on this question.

A warm cross-fire of words took place here which the reporter was unable to record.

Mr. Poppleton: I rise to a question of order. Slander of the courts is out of place before this committee. I hope that Mr. Rosewater's stenographer will take what I say as well as what Mr. Rosewater says. I rise to a point of order. This committee should not listen to abuse of the state and federal courts.

Mr. Rosewater:—I have made no reference to the state courts. I simply speak of a test in the federal courts of some other state, where the rights of the people are respected and protected. I am not practicing before the courts of Nebraska and have no favors to ask of federal judges. I am not afraid of this court of justice. I think a day of reckoning will come before long. We are simply asking that the 1,000 lots located in the city of Omaha owned by railroad companies shall pay their just proportion of the city's taxes. The sewerage of this city drains these lots; the police of this city protect the corporate property against raids; the fire department that we maintain at public expense protects their buildings. The men who represent the railroads enjoy all the privileges of our city: they have the advantage of our public schools maintained at public expense. Why not tax those lots for municipal purposes? It is stated here that I am not telling the truth about these untaxed lots. I have published a description of the lots as taken from the county records. If these records are incorrect I am not to blame.

Mr. Poppleton: They are taxed for all that, but you do not know the law.

Mr. Rosewater: I think I know as much about the revenue law as Mr. Poppleton. The law provides that the assessment of all railroad property shall be made by three state officers as a board of equalization.

Mr. Poppleton: This is a mistake. This law provides only for railways that pass through more than one county.

Mr. Rosewater: All right; that does not make any difference.

Mr. Poppleton: It makes all the difference in the world. If you build a railroad wholly within the limits of a county it is assessed by the county assessors.

Mr. Connell: Do you know of any railroad so built?

Mr. Poppleton: The Belt railroad.

Mr. Rosewater: I will ask you another question; is the property of the railroads of this state assessed the same as other property?

Mr. Poppleton: It is assessed in accordance with the law of the state.

Mr. Rosewater: Is that law in accordance with the constitution?

Mr. Poppleton: Why don't some of your agrarian friends help you to change the law?

Mr. Rosewater: The constitution says that all property shall bear its due proportion of public taxes and be assessed alike. The property of individuals and corporations, except railroads, is appraised by the precinct assessor after proper inquiry and inspection. The railroad property is assessed by three men at Lincoln, who never view the property and know nothing about it except what the railroad managers see fit to report. This is in violation of the spirit of the constitution, if not of its letter. All property should be assessed alike. The assumption that municipal taxes should not be imposed upon this species of property is unjust and unreasonable. Bills have been introduced to remedy this wrong in every session of the legislature for the last ten years, but the railroad lobby has defeated them. Suppose that all our streets and public highways were gradually given up to the railroads, and lots along these streets were exempted from city taxes, how would we maintain the city government? Is it right? I don't care what action this committee takes the people of Omaha look to their delegation to do its duty without fear or favor.

Mr. Connell: I would like to hear Mr. Poppleton on this question, and give any reason why this proposed change is not just and right. I would like to have him explain why the property of the Union Pacific railway should be taxed on a different basis than property of the Belt line railroad is taxed. In other words, why not ought all the corporations be taxed alike?

Mr. Poppleton: I know perfectly well the object of these gentlemen in coming here with their stenographer. They are welcome to all there is in it, but I think that when they do so they put themselves outside the pale of the right to ask questions and to ask for any exposition of this subject. I said when this matter was up before that I would not discuss this question except in court. I am not going to waste my time to make a public record for myself. I came to assist in framing a charter that would be adopted. Mr. Rosewater comes here to tell you that this is all unconstitutional. In other words he wants this committee to pass upon a question of constitutional law. The only answer I have to that is that the supreme court of the state has declared that it is constitutional. He comes here and tells you that this property is not taxed—that it does not bear any of the city expenses. My answer is that it is untrue in fact. It does bear city tax. The only difference is that its valuation is taken from the valuation made by the state board of equalization. This is all the difference. Now another question in respect to the policy of the law. I think it is pretty generally true in the states of the Union that there are two methods of taxation of railroads; one is by percentage on gross earnings; the other is by a valuation of the railway which extends into one or more counties by a common assessing board—a state board. It is easy to see what the reason of that is. A railway extends through a state or two counties; you take it and cut it in two at the county lines and assess each portion separately, and it is not worth anything. Its value lies in its entirety and you cannot assess it otherwise. You cannot value this property without looking at it as a whole. The supreme court of the United States in a case that went up from Wyoming decided that this was a just and equitable method of assessment, and that it was impossible to arrive at a just valuation of railways in any other way. Acting on that policy as long ago as 1871, and even before that, this state adopted that method of assessing railways and it has been in vogue ever since. Nobody has complained of it except some of the towns that thought that this distribution of value along the line of the road was unjust, and the same towns have sought to assess all the rolling stock at the terminus of the road. Now the same reasoning that the gentlemen indulge in would tax all the rolling stock, all the Pullman cars, all the engines—everything taxed here in Douglas county. Every engine, car, caboose, every side track, every switch, every building, every freight house, every depot, is a part of the entire road, and should be treated as such. The whole road now stands assessed—all real estate belonging to the railroad that is not used directly in its operation, apart from the depot grounds, is assessed. We pay a local tax upon the headquarters building and upon a number of other structures as defined by the law. I do not recollect the exact terms of the law. Now when this valuation is made the city takes its valuation for the length of road within the city limits from the state board for purposes of taxation. It gets down to the simple question of jurisdiction, if any lot is wrongfully assessed by the city board.

Mr. Rosewater: In what way do the railroad lots pay city taxes. Why should not lots that are leased by the railroads pay taxes?

Mr. Poppleton: Because they are assessed with the whole road.

Mr. Rosewater: What proportion of city tax have you paid on your million dollar's worth of property in Omaha?

Mr. Poppleton: Why bother this committee with such questions? This is a state matter, and it looks very much like impertinence for this committee to undertake to recommend a change that would revolutionize the whole revenue law of the state, in an amendment to the city charter. Now this matter has been gone over. This section was passed upon—was recommended by this committee as it was changed at that time. Mr. Connell said he was going to move an amendment. I do not think it was right to have his amendment incorporated in his general report. The committee should not undertake to revolutionize a method that has been in vogue fifteen years. If the city wants to assess railways different from what they do now the place to meet it is in the legislature. It has been up repeatedly in the legislature and always starts out with a hurrah, but when the legislature comes to understand—when it comes to discuss and know the reason why property is assessed in this way, every legislature has voted it down and in my opinion it will do it again.

Mr. Connell: If your railroad company is already paying city taxes upon a full and fair valuation of all railroad property, why do you object to this additional clause.

Mr. Poppleton: Because it simply breaks up another system of assessment and the very object is to prevent its having a fair distribution. They want to cut it off and tax it as a separate thing when it should be distributed over the line.

Mr. Connell: I move that the further consideration of this amendment be postponed until Friday afternoon at 2 o'clock; that it be made a special order of business for that time, and that the secretary require every member of the committee to be present at that time.

The motion receiving a second was carried. Mr. Poppleton objecting on the grounds that it would make it a town meeting.

A large number of sections were then disposed of without change. The section regulating assessments was changed to provide for the making of assessments in October instead of in June. The tax levy, after 1887, according to the new charter, will be made in January. Under the head of sidewalks and street improvements an addition was made, giving the council authority to park and otherwise improve and beautify the streets and alleys of the city. The question of authorizing the council to furnish material and employ men on grading and other city improvements came up for discussion, and was made a special order of business for Friday afternoon. The question of creating a fire and police commissioner was taken up and discussed until 5 o'clock, when an adjournment was taken without final action until 2 o'clock this afternoon.

A New Firm.

Messrs. Turner & Gray, the former of Chicago and the latter of New York, are the latest addition to the list of wholesale dealers in gents' furnishing goods, with the special line of hats, caps, gloves and straw goods. They have opened in the second and third stories of 1011 and 1013 Farnam street.

Merchants Hotel, Omaha, Nat Brown, Prop. $2 per day. Cor. 15th and Farnam. All street cars from depot pass house.

NEBRASKA QUILL DRIVERS.

Annual Meeting of the State Press Association Last Night.

PRESIDENT CORRELL'S ADDRESS

Legal Advertising—A Home For Editors—Officers For the Ensuing Year—Needed Legislation—Other Local Notes.

The Nebraska Editors.

The time of the average country editor is fully occupied, especially so at the end of the year, when in his capacity as editor, business manager, advertising agent and bill collector, he is working day and night to settle up his accounts for the year. This fact accounts for the small attendance of the annual meeting of the Nebraska State Press association, which was called to order by President Correll at the Millard hotel at 8 o'clock last evening. Those responding in the roll call were:

E. M. Correll, Hebron Journal; H. M. Bushnell, Lincoln bureau of the BEE; J. M. Craig, Crete Globe; J. Montgomery, Bennett Union; D. W. Butler, Osceola Record; J. W. Hammond, Salem Index; F. S. Hassler, Table Rock Argus; E. Whitcomb, Friend Telegram; J. A. Macmurphy, Wahoo Wasp; Atlee Hart, Dakota City Eagle; D. F. Davis, Columbus Democrat; L. B. Cunningham, Kearney Journal; B. H. Goulding, Lincoln News' bureau; J. L. McDonagh, Ord Democrat; John H. Bloom, Courtland Journal; B. B. Bloom, Liberty Gazette, L. W. Hastings, Aurora Republican; W. D. Hart, Minden Gazette; R. B. Claiborn, Holt County People.

Secretary H. M. Bushnell read the minutes of the last annual meeting held in Lincoln in February, which were approved.

PRESIDENT CORRELL'S ADDRESS.

E. M. Correll, of the Hebron Journal, president of the association, said that in the absence of any order of business that could be found in the imaginary constitution or unknown by-laws of the association, he would submit his annual address, which he read as follows:

Gentlemen of the Nebraska Press Association: I esteem it a privilege and a pleasure on this important occasion to extend cordial greetings to you all, and to express the hope that the friendship and fraternal feelings among the members of our association may be increased and cemented at this our annual meeting.

It is also my duty to present for your consideration and such action, if any, as you may deem proper, a brief statement of the present condition of the association, and a report of transactions since the last annual meeting.

The condition of the association is such as to afford us all a subject for mutual congratulations. Never before in its history has the society been as large and prosperous as it now is.

The last regular annual meeting was in January, 1883. From that date until the 23d day of February, 1886, no meeting of the association was held. On the latter date, at a special called meeting held in Lincoln, the present officers of the association were elected. The by-laws were also amended providing for the annual election of officers in December instead of January, as formerly. While this action has shortened the term of the present officers to ten months, they feel so well satisfied with the arrangement that no question of constitutionality will be raised—although cases reported in the 110th Patagonia and 99th Alaska seem to settle the point that our successors in office cannot draw any part of our princely salaries for the two months in issue.

EXCURSION OF 1886.

The anticipations relative to the Nebraska Editorial excursion of 1886 were more than realized, and the encomium it received as "the most extensive and successful state editorial excursion on record," was deserved. So far as our information extends, no excursion taken by the editorial association of any other state has equaled it in the essential and distinctive features of distance and duration of trip, route traversed, number of party and courtesies received. A brief mention of the trip may not be inappropriate here. The excursionists met in the city of Omaha, August 5th, where they were received with distinguished consideration by the Board of Trade of the metropolis of Nebraska, taken over the city and its expanding suburbs in carriages, given an elegant banquet, and started off on their long journey with pleasant memories of Omaha's hospitality. As the guests of the Union Pacific, they traveled through the fine and varied scenery of the last thousand and thirty-two miles westward, with a side trip to Park City, Utah. At Sidney they were presented with a spectacular demonstration—an old Black Hills stage coach being decorated with the productions of a region once considered a desert, but now rapidly winning of recognition as an agricultural country. The U. S. military band stationed there also gave the party a number of fine selections. At Echo our Pullman was taken by special engine to Park City, where the officers of the Ontario silver mine took the party through their extensive shafts, drifts and reducing works. From Ogden the party sped westward over the Central Pacific through the wonderful scenery of Utah, Nevada and California to San Francisco. A week was busily filled in sight-seeing in this magnificent city and vicinity. One of the trips of most interest to many was a ride in the government vessel (generously placed at our disposal by General Howard) on the bay of San Francisco and out through the Golden Gate on the swells of the broad Pacific. Another ride of much interest was a trip as guests of the San Francisco & Northern Pacific railroad to its terminus at Cloverdale, through the productive, fruit-growing country of the Sonoma valley. On the return trip, after leaving San Francisco, the party was the honored guest of the city of Sacramento, where the Nebraskans were taken around the city in carriages and given a banquet by the Pioneer club. Not the least of the attentions shown the editors while in the capital city of California, was the adjournment of the senate (then in session) in their honor.

Returning over the Central Pacific, our party was met at Ogden by the mayor and council of Salt Lake City, who came to welcome and conduct us to the noted metropolis of Latter Day Saints. A trip to Garfield, bath in and steamboat ride on the great Salt Lake, a similar trip to Lake park, a view of many objects of interest in the city and a banquet at the governor's mansion were a few of the prominent features of the visit to this great city of the desert.

From Salt Lake City, as the guests of the Denver & Rio Grande, we passed through the wonderful scenery of the Gunnison, rode after the panting engines as they climbed and descended the dizzy heights of Marshall pass, traversed the magnificent Grand canon of the Arkansas, and came to Manitou with its varied attractions. Then on to Denver, magic city of the plains. From Denver, again as guests of the Union Pacific, up through the rocky cliffs of Clear Creek canon and back. Then the attractions of Denver. Then homeward over the broad prairies of Colorado and Nebraska, as guests of the B. & M.; then, "good-bye," warm hand-clasps and partings.

Such is a condensed outline of a trip 6,000 miles in length and of three weeks' duration. But I do not attempt a description of the vast plains, towering mountains, frowning canons, lakes and waterfalls, of architectural and engineering achievements. It would be almost sacrilege to make such an attempt in the short time I may claim your attention. I can only say in this brief mention of an excursion worthy volumes of eloquent description, that we came back with a wealth of ineffaceable memories of grandeur and beauty; with delightful recollections of personal attentions, courtesies and kindnesses, and of honors bestowed through as all upon the grand young commonwealth we came from. We brought back enlarged ideas and broader conceptions of the extent, enterprise, wealth and power of our great nation. And last, but by no means least, we attained a loftier appreciation of the universality of American courtesy, intelligence and energy.

I should be indeed derelict in duty on this occasion if, while in general terms mentioning many attentions received, I did not especially express our grateful appreciation of the favors shown the Nebraska editors by Mr. J. W. Morse, of the Union Pacific, Mr. P. S. Eustis, of the B. & M., and Mr. Dickey, of the Western Union telegraph line.

While upon the subject of excursions it is suggested that a winter trip through the southern states, with a week in Washington city, might not be unfavorably received by the association—especially as there are many editors who might be better able to go in the winter than in the summer. Intimations have also been received that a trip to the City of Mexico is within the probabilities of the association. These suggestions may be "filed for future reference" by my successor.

If it be but a step from gay to grave, I may be pardoned for making a rapid transition from the pleasures of our profession to its evils.

Among the evils most frequently complained of by publishers is

LACK OF SUPPORT.

For the existence of this cause of complaint, the publishing fraternity is itself most to blame. The newspaper business is subject to the same principles that apply to other kinds of business. Did it never occur to you, my journalist student of political economy, that there could be "over production" in the field of newspaperdom as well as in the wheat field? Did you never reason from the law of compensations and values that if your paper did not bring in many shekels to your coffers it was because it was valued low on the market? And is it not also a true proposition that whether the lack of appreciation on the market was deserved or undeserved, the result on your pocket was the same, and that you should therefore abandon a field that was unproductive? There is too much of

UNNECESSARY COMPETITION

among publishers. This is true of cities as well as towns, and is perhaps one of the principal reasons why colossal fortunes in the newspaper business are like the often-mentioned dental appendages of hens.

Newspapers are too often established in towns with no "long felt want" to be filled. In such instances, the newspapers themselves soon develop symptoms of a "long felt want" disease—the want of funds. They struggle on in a precarious existence until some kind-hearted sheriff with a chattel mortgage, attachment or execution mercifully puts them out of misery. In some places, often mere villages, of from 200 to 500 inhabitants, two papers fiercely contend for the scanty patronage insufficient for one. Some localities that have been the burial places for newspaper enterprises, time after time, continue to find sanguine publishers who fondly imagine they can grow fat where others starved. The customary result follows

Another reason why newspaper men do not prosper better is because they are the victims of a

STUPENDOUS SYSTEM OF SPONGING.

So far as I know, there is no other business as greatly victimized in this respect. The state, county and town, which ought to be the publishers' most liberal patrons, are the worst beggars. With unnumbered millions of wealth and large income from taxes, they take the publisher's space, which is his capital, without returning even thanks. Then, "Thick as the leaves that strew
The brooks of Vallambrosa,"
come raids on his subscription list, his advertising space, and his job department. Churches, Sunday schools, sewing societies, aid societies, library societies, temperance societies, secret societies and charitable societies, innumerable, and as aggressive as the cannons at Balaklava—

Societies to the right of them;
Societies to the left of them;
Rally and plunder.
Societies in front and rear;
Societies afar and near;
Societies without number.

—and I might touchingly add:

And so on and on ad infinitum,
Societies of every kind to bite 'em.

In so important a category we ought not to omit the very earnest and energetic committee that demands "free" a column announcement, a long editorial notice, posters, tickets and programs for a meeting to raise funds to send fans and parasols to the Esquimaux and embroidered stockings to the natives of Africa.

But to enumerate all the evils afflicting the long suffering newspaper man would weary us. Let us dismiss the unpleasant topic with the pious remark made by the devout woman who heard her husband had been killed—"Thank heaven it is no worse!"

RECOMMENDATIONS.

The secretary will present for your consideration the question of securing a lot on the Chautauqua grounds at Crete. Should your decision be in the affirmative, it is respectfully recommended that early steps be taken to erect a commodious and attractive building—a structure benitting the importance of our state and the dignity of our association.

It is also recommended that in compliance with a resolution passed at our last annual meeting, a committee be elected to look after legislation favorable to our interests. Among the special features of their work should be an enactment for the general publication of the laws for public benefit.

OUR PROFESSION.

The profession of journalism is worthy the noblest efforts of its votaries. Let us be worthy our profession. Cardinal Richelieu recognized the necessity of worthiness as a condition to influence and power when he said:

"In the hands of men supremely great,
The pen is mightier than the sword."

In no other profession do men occupy, to so great a degree, the dual and almost mystic relation of direct and reflex impress upon that wonderful mainspring of social and political action we call public opinion. The press, though often prostituted and misused, is yet the greatest power in the civilized world. It is the great educator of mankind, the protector of their rights and the avenger of their wrongs. To its fostering care civilization owes its most brilliant achievements and progress its noblest triumphs. Under its protection oppression retires abashed before the calm advance of liberty. Under its guardianship enlightenment tenderly guards the highest hopes and aspirations of humanity. To inertness and retrogression, to ignorance and wrong, it is the fate of destruction through the power of light, but to mankind seeking a loftier plane of thought and action, it is an inspiration and a help.

I take much pleasure in returning my thanks to the efficient secretary, Mr. H. M. Bushnell, for his very able and earnest cooperation.

It now only remains for me to tender to the members of the Nebraska Press association my earnest acknowledgments for their uniform courtesy and kindness to their president. I highly esteem their good will, because I am proud of the ability, energy and noble manhood of the journalists of Nebraska.

Secretary Bushnell made a report showing that there are seventy-nine members of the association, including the nine additions made since the meeting was called to order. His report of finances tallied with that of Treasurer E. Whitcomb, to the effect that the assets and liabilities of the association were equal.

LEGAL PRINTING.

Mr. J. A. Macmurphy, of the Wahoo Wasp, read a pointed paper on legal printing. He claimed that while the working men, farmers, railroads and all other classes had been clamoring for legislative benefits, the editors of the state had received no legislative protection of their rights. It had been the custom of law-makers when economic legislation was called for to cut down the rate for public printing. He demanded in the name of fair play an equal division of fees and that the editors should not be entirely stripped of their rights. The farmers are the greatest grumblers about the laws they make themselves. The school teachers, editors and preachers are seldom seen in the legislature and have suffered more from poor legislation than all other classes. It is directly to the farmer's interests that good men are kept at the head of the country papers and they can only be kept there by honest fees promptly paid. The trouble was with the editors in a great measure. They should stand united and demand a uniform and just rate for the publication of all legal notices and the publication of all the laws in at least two papers in each county.

RESOLUTIONS OF CONDOLENCE.

A committee consisting of Messrs. Goulding, Macmurphy and Whitcomb, presented the following resolutions, which were adopted upon the death of W. A. Putney, formerly of the Fairmount Signal, a member of the association:

Whereas, An Allwise Providence has called from the field of labor our worthy friend and coworker W. A. Putney, of the Fairmount Signal.

Resolved, That the association has sadly suffered in his loss; that the state has lost an able editor and the people an able defender of their rights and interests and his wife and family a kind husband and father.

Resolved, That we tender to the family of the deceased our tenderest sympathy.

Resolved, That a copy of these resolutions be forwarded to the family, and be spread upon the records of the association. State papers are requested to publish the above.

AN EDITOR'S HOME.

Secretary Bushnell presented a proposition from F. I. Foss, of Crete, president of the Nebraska C. L. & S. C., requesting the association to unite in a movement for the establishment of an editor's day during the next Chautauquan convention, which will be held in Crete, commencing June 30, 1887, and lasting fourteen days. The proposition also requested the association to select some newspaper man of national reputation who will be secured to deliver an address upon editor's day. It was also proposed to give the association the lease of a lot upon which shall be erected an editor's home for the use of editors visiting the convention.

The scheme met with the hearty approval of the association. The proposition of Mr. Foss was accepted, and George W. Childs, of the Philadelphia Ledger; Henri Watterson, of the Louisville Courier; Colonel Pierce, of the Inter Ocean; Judge Goodwin, of the Salt Lake Tribune; Colonel Pat Donovan, of the Bismarck Tribune; Bill Nye and Bob Burdette, named as among the men from whom it was desired Mr. Foss to select a speaker. A committee consisting of H. M. Bushnell, J. W. Craig and J. A. Macmurphy was appointed to prepare a programme for editors' day and to take steps looking to the erection of the editor's home.

ELECTION OF OFFICERS.

The election of officers resulted as follows: President, H. M. Bushnell, of Lincoln; first vice president, F. R. Morisey, Omaha; second vice president, E. Whitcomb, Friend; third vice president, L. B. Bunningham, Kearney; secretary, J. A. Macmurphy, Wahoo; treasurer, F. D. Davis, Columbus. The president elect was authorized to select six members of the executive committee.

REFRESHMENTS.

After the election of officers a recess of thirty minutes was taken for the discussion of a neat lunch that was provided with the compliments of the Millard.

Upon reassembling the question of the passage of suitable legislation in the interests of publishers, the publications of state laws and the necessary amendments to existing laws was referred to a committee consisting of the president, the first vice-president and secretary with full power to act.

STANDING COMMITTEES.

Mr. Bushnell, the present, then took the chair and announced the following standing committees:

On Advertising.—D. M. Butler, Osceola, Record; L. W. Hastings, Aurora, Republican; Atlee Hart, Dakota City, Eagle.

On Legal Printing.—James Ewing, Wood River, Gazettee; E. Whitcomb, Friend Telegraph; J. L. Oliver, Fairfield News.

On Job Printing.—E. M. Correll, Hebron Journal; Percy Pepponn, Falls City, Journal; J. L. McDonough.

On Circulation.—F. S. Hassler, Table Rock Argus; John H. Bloom, Courtland Journal, M. L. Thomas, Holdrege Republican.

A committee was then appointed to revise by laws as follows: B. H. Goulding, J. W. Craig, J. Montgomery.

Thanks were tendered to Mr. Frank McDonald, manager of the Millard hotel for courtesies shown the association.

It was decided that an adjourned meeting be held at Lincoln during the session of the legislature, the president to decide the time and make the call.

STOOD ON HIS HEAD.

A Kansas Land-Seeker Jumps From a Nebraska Train.

A passenger arriving here last night, states that yesterday when the train on Fremont Elkhorn & Missouri Valley road was between the stations of Ewing and Inman and running at the rate of twenty-five miles per hour, a man threw himself from the platform of one of the cars, and it was thought he had killed himself by the fall. The train was stopped and backed and the man was found staggering along the track. He was badly bruised about the head, shoulders and back, and acted like one in a semi-demented condition. He was placed on the train again and a doctor found who claimed that the jumper had not been seriously injured. The victim was strengthened by a dose of whisky, from the effects of the over indulgence in which he was suffering when he jumped from the train. Had not the track been lined with a healthy bank of snow, which served to break his fall, the man would have fared in much different manner. He gave his name as Clark Adams and stated that his home was in Miltonville, Cloud county, Kan. He had been up to Hay Springs, Cherry county, Neb., looking for land, and was on his way home. He was transferred to the Northwestern train at Fremont and sent to Lincoln to which place he was ticketed, whence he will take the train for Kansas.

THREE OF A KIND.

A Suicide Mother and Two Murdered Children Going East.

The train on the Chicago, St. Paul & Milwaukee road, which arrived here last night, conveyed the bodies of three dead people who met their death in a very sad manner at Rushville in this state, a few nights ago, as recorded in the telegraph colums of the BEE. Two of the party were children, and the third was their mother. The little ones were murdered by the mother, who then committed suicide. The remains were in charge of the husband and father, who seemed broken down under his weight of affliction and refused to talk. He was conducting them to the east for interment.

Little Ones In the Annex.

Last evening a most entertaining school exhibition was given by the children of the school of the Holy Family parish in the annex of the exposition building. There were about 500 people in attendanne. The following programme was very successfully rendered:

Welcome Chorus, the school; "Jerry"—Recitation, Miss D. McDermott; Waltz Song—Chorus, the school; The Tram To Mauro—Dialogue, Miss Buttermilk, Miss A. Hannan; Johnnie Buttermilk, Master A. Houser; Mr. Knight—Clerk, James O'Hanlon; "I Love the Sea"—Chorus, the school; "The Music Stool"—Recitation, Miss M. Shannon; Exercises in Free Gymnastics; Entertaining Sister's Visitor—Recitation—Miss A. Grace; Calisthenic Song, little ones; Gracie's Christmas Eve Surprise Party—Cantata, Grace Wells, Miss C. Burkhard; Winnie Ward, Miss D. McDermott; George Lee, Miss C. Whalan; Susie Gray, Miss Margaret Beck; Bessie Reeves, Miss E. Miller; Mary Duff, Miss H. Smith.

AMUSEMENTS.

TEN NIGHTS IN A BARROOM TO-NIGHT.

"Reddie, the Child of the Wilderness" introduced Eva Vincent last evening at the People's in one of the most breezy and volatile characters in the frontier drama. It is a mixture of "M'liss," "Chip," "Chispa" and other woodland sprites which have long entertained theater goers. It is one of Miss Vincent's most entertaining characterizations, and was played with an abandon and vivacity which evoked hearty peals of applause. She was well supported by her company. The farce of "The Limerick Boy," followed, Mr. J. D. Bernard very entertainingly assuming the title role.

This evening "Ten Nights in a Barroom" will be played.

BOYD'S

Effie Ellsler closed her engagement last evening at this theatre, to a good-sized audience, in her play of "Woman Against Woman." This morning the company leaves for Des Moines.

Personal Paragraphs.

Mrs. Cyphers, a well known resident of Omaha, left last evening for Salt Lake City for a protracted visit with friends.

A. H. Clinton, one of the most popular pressmen of the city of a few months ago has just returned from a surveying trip to the mountains.

N. K. Fairbank & Co. are circulating a paper asking congress to repeal the butterine law recently passed and are requesting those interested to sign it.

Charles Taggert, formerly one of the clerks in the auditor's office of the Union Pacific, after an absence of five months in the wilds of Idaho, is again in the city.

Charles H. Cowing, of this city, who has been in Chicago for some time back at work upon the plans of a new packing house for South Omaha, is home on a visit of a few days.

Richard Claiborne, the energetic editor of the Holt People, of O'Neill, arrived in town last night and will remain in the city for several days. He is in attendance upon the meeting of the Nebraska Press association.

NEW YORK STOCKS.

The Market Assumes Its Old-Time Bullish Character.

NEW YORK, Dec. 29.—[Special Telegram to the BEE.]—The stock market began to assume old-time bullish character to-day. London cables came in strong, and showed higher prices for nearly all American securities in spite of the fact that money was quoted in London banks at from 12 to 15 per cent. The improvements in foreign markets made shorts anxious to cover, and in addition the settlement of the Reading strike and rumors of favorable developments to come out soon regarding Jersey Central and Reading caused a sharp boom in all coal stocks. Jersey Central advanced to 54, and the talk was that several bull cliques, one of which was controlled by Gould, were operating in it. The bulls claim that the inter-state commerce bill would not affect the railroads unfavorably, because the long and short haul clause related to charges in the aggregate and not per mile. Vanderbilts were all very strong. Lake Shore was up again to the figures current in ante-panic times. It was claimed that a strong clique was buying Lake Shore and would put it to par before the middle of January. Among fancies Richmond & West Point was particularly active, advancing 2½ per cent. Western Union was higher, but Gould's brokers were large sellers, and the impression was that he was feeding out the stock. The boom in stocks was more pronounced during the closing hours of the session than at any other time during the day. Shorts were large buyers, but besides buying to cover there was a good deal of stock taken by pools and by traders who were counting on a continuation of the boom. Richmond & West Point made a gain of 5¾ per cent. Coal stocks gained about 3 per cent and closed very stiff. It was reported that Omaha earnings for the month of December would show an increase of $100,000. This and the expectation that dividends will be declared on all Vanderbilt properties helped the bull side materially. The market closed at about top prices for the day. The total sales were about 400,000 shares.

DOINGS AT VAIL.

Interesting News From a Lively Iowa Town.

VAIL, Ia., Dec. 29.—[Correspondence of the BEE.]—A small dwelling house next door to the Vail opera house caught fire about sunset last evening and for a short time the flames blazed fiercely and threatening, but the fire department was promptly on the ground and the fire extinguished without very serious damage, the injury by tearing off shingles and weatherboarding being about as great as the damage by fire. The house was owned and occupied by Gus Peterson, a poor laboring man employed in the railway section gang.

Sheriff Morney came up from Denison yesterday afternoon armed with authority to search for contraband merchandise, but, although it is popularly believed that there are six or seven places where suck goods are sold, nothing was found except in one of the drug stores, which claims to have a permit to sell. The contraband was taken in charge by the sheriff, pending further legal proceedings.

Mrs. M. Burke, an aged lady, wife of a well-to do farmer, living four miles north of town, died to-day. She had been ill for some weeks.

Some of our amateur dramatists are preparing for a theatrical performance in the near future.

The Vail schools are enjoying a week's vacation during the holidays, and several of the Vail school mams who are teaching country scools are spending their vacation at home.

The death of Senator Logan makes a profound impression here and men of every party and creed agree in lamenting the loss.

Scenes in Modern Athens.

Cornhill Magazine: Without seeking guidance at the hotel, I plunged into the warm daylight of the streets, designing to find the Acropolis or lose myself educationally, if that were possible. For a moment the glare of the white buildings and white pavement in this Stadion street was blinding. The sky was of the deepest blue; there was nothing more opaque than a few shreds of diaphanous cloud to temper the heat of the sun.

There were tram-cars in the street and hackney-coaches and produce carts drawn by mules or asses. Both pavements were thronged with pedestrians, military and civilian; merchants, Albanians countrymen and foreigners. Newsboys rustled their sheets under the noses of the passers: "Ultimatum from the Powers! More British ships in Piræus!" eliciting shrugs of the sholders from those who were content to hear the news philosophically without paying for it and coppers from others. At the corners sat elderly women, lean and yellow, with little tables of confectionery, pens, ink and paper; and a Greek boy hurrying to school, would now and again pay his half-penny and snatch a cube of "Turkish delight" from the crones. The cafes were opening, and the bakers sending their carts full of rolls here, there, everywhere. Hydrostatic vans did what they could to lay the rising Attic dust. A troop of ugly Nubian women with muscular frames, stood in a recess, chattering, with much glitter of white teeth; they had greens to sell, fresh picked from the banks of the Ilissus—all the necessaries for the salid so much beloved of a true Greek; and at intervals a smart youngster darted at the feet of the respectable wayfarer, and besought to be allowed to clean his boots for five lepta, or less than a half-penny.

Confessedly, the Athenian thoroughfares have their share of animation, and of noise, too, for, leaving the palace of King George more and more to the rear, the shouts of itinerant sellers of this thing and that (from the entrails of a lamb to a packet of pins and needles) became increasingly annoying. Moreover, the Oriental's love of a bargain was no insignificant factor in the riot. The true born Greek would no more think of paying a first price than the wife of my lord duke in Mayfair would think of demurring to it and chaffering for an abatement. "What cost?" "Two drachma." "Too much. Will give half a drachma." "You shall have it for a drachma and a half. Couldn't think of paying such a preposterous price. It's not worth more than half a drachma." "Well, sir, it's yours for a drachma." "Good! here's the drachma," etc.

Athens is not an extensive city yet, but it is growing marvelously. In 1850 its inhabitants were about 45,000, in 1880 more than 63,000, while it is not excessive to reckon the present population at 80,000. Already houses are edging far on to the plain toward Piraeus; the gentle Kephisus is bordered with bricks and mortar; the olive woods are being gradually encroached upon, and, unless some great international combination arrests the progress of Greece, within a measurable time Athens and its port will be one city. But, though striding over