

## THE DAILY BEE.

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THE BEE PUBLISHING COMPANY, PROPRIETORS.

E. ROSEWATER, EDITOR.

## THE DAILY BEE.

**Sworn Statement of Circulation.**

State of Nebraska, ss.

County of Douglas, ss.

I, Geo. B. Tschuck, secretary of The Bee Publishing Company, do hereby certify that the actual circulation of the Daily Bee for the week ending Dec. 31st, 1886, was as follows:

Saturday, Dec. 25, 13,775

Sunday, Dec. 26, 13,075

Monday, Dec. 27, 13,075

Tuesday, Dec. 28, 13,075

Wednesday, Dec. 29, 13,075

Thursday, Dec. 30, 13,075

Friday, Dec. 31, 13,075

Average, 13,075

Subscribed and sworn to before me this 1st day of January A. D. 1887, N. P. Felt, Notary Public.

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County of Douglas, ss.

I, Geo. B. Tschuck, secretary of The Bee Publishing Company, do hereby certify that the actual circulation of the Daily Bee for the month of January, 1887, was as follows:

For January, 1887, 13,075 copies; for February, 1887, 13,075 copies; for March, 1887, 13,075 copies; for April, 1887, 13,075 copies; for May, 1887, 13,075 copies; for June, 1887, 13,075 copies; for July, 1887, 13,075 copies; for August, 1887, 13,075 copies; for September, 1887, 13,075 copies; for October, 1887, 13,075 copies; for November, 1887, 13,075 copies; for December, 1887, 13,075 copies.

Sworn to and subscribed before me this 1st day of January A. D. 1887, N. P. Felt, Notary Public.

The senatorial election will probably be short, sharp and decisive.

Insider leaders are watching the political current of events in England very closely. When parliament opens next month the nationalists promise themselves stirring times at Lord Salisbury's expense.

Every county in the state containing more than fifty thousand people ought to have a county auditor and a larger board of commissioners. Here is an opportunity for the committee on counties to distinguish themselves by securing a much needed reform.

OMAHA will have little inducement to assist railroads in purchasing rights of way if all the property in this way transferred to the railroads is to be exempted from city taxation. More than five millions of real estate in this city is already tax free.

The last week of the senatorial canvass opens with the opponents of General Van Wyck thoroughly demoralized. Each following is reproaching the other with lack of zeal against the common enemy. The friends of Senator Van Wyck need trouble themselves very little about the result.

An intercollegiate prohibition convention has been called by some of the eastern colleges. Yale, Harvard and Princeton send no delegates. The young men of these ancient and flourishing institutions evidently consider the proposed meeting as another left-handed blow at a liberal education.

It was very pathetic to notice the disgust which settled over the faces of the Boyd-Miller emissaries at Lincoln after they had circulated a little among the democratic members and advanced their views upon the vote-in-the-air policy. The theory was not received with the favor expected.

The yanking and pulling of the various senatorial candidates to capture the Van Wyck following "when they have got through with the old man" is very entertaining. When General Van Wyck's following have finished with the senator's interests they will be of no possible use to any other aspirant for the senatorial brogans.

Too careful consideration cannot be given by the Douglas delegation to the subject of charter amendment. The drafting of the Omaha charter should be begun at once and the bill introduced as soon as practicable. Municipal reform will occupy the attention of the legislature to a greater extent than usual during the present session and will excite an interest corresponding to the growth of the municipalities represented in both houses. Nebraska is becoming a state of prosperous and growing cities and it is highly important that all legislation on subjects affecting municipalities should be carefully drafted and thoroughly discussed with a view to future as well as to present requirements.

The fact that the Hon. S. S. Cox will succeed Mr. Hewitt as a member of the ways and means committee of the house, occupying second place on the committee, which will give him precedence for the chairmanship when the committee is reorganized in the next house, will be gratifying to the friends of tariff reform. It is of course hardly to be expected that Mr. Cox will be enabled to accomplish anything at the present session. He has well defined views of what should be done, but the duties that will devolve upon him as a member of the ways and means committee are new to him, and Mr. Cox has been long enough in congress to understand that it is not wise even for an old member to assume too much ground in which he has not had practical experience and trial. Besides, while not an abnormally modest man, he will naturally feel indissolved to do anything which might seem like a usurpation of the prerogative of the chairman of the committee. In the period before the meeting of the next congress, however, Mr. Cox will have ample time in which to prepare himself and to formulate a policy that may command the support of his party. It looks as if the genial congressman had reached the golden opportunity of his political career, and there is no disposition to doubt his ability to make the most of it. But he will not escape the jealous vigilance of Mr. Randall.

## The Senate Committees.

As might naturally have been expected from the peculiar combination that organized the senate, the make-up of its committees has a decided railroad complexion. Mr. Colby, who dictated their composition, has had himself appointed to two chairmanships. He is chairman of the committee on judiciary and labor. Every member of the first committee voted with the historic eighteen. The chairman of the railroad committee, Mr. Brown, of Clay, professes to favor railway regulation and restriction, but it remains to be seen whether that means a continuance of the bogus commission and existing methods or something that will meet the demands of the public at least half way. The majority of the railroad committee, like Mr. Brown, are classed as friendly to the railroad interests. The committee on finance, ways and means, which controls appropriations, is fairly made up with Mr. Majors as chairman. In view of the fact that the committee will be relieved of revenue work by the new committee on revenue its work ought to be more thorough and expeditious than has been the case in previous legislatures. The committee on municipal affairs, of which Mr. Linniger is chairman, is conceded to be very efficient. Its membership represents the principal cities of Omaha, Lincoln, Hastings, Grand Island and Nebraska City. The deliberative perversity in the make-up of many of the committees is as plain as the nose on a man's face. For instance, Senator Casper, who is the only printer and publisher in the senate, is made chairman of the committee on libraries, while Mr. Kent, who probably doesn't know a hand press from a hand saw, is made chairman of the committee on printing. Colby as chairman of the committee on labor is almost an insult to the whole labor interests. Colby would have been a good head for the militia committee, but how he can come in as a champion of labor is problematic. The highly important committee on mines and minerals is generously given to Mr. Higgins, of Cass, while Mr. Sprick, a plain and honest farmer from Washington county, is made chairman of the committee on manufactures and commerce. The two democrats who made up the majority for the self-styled stalwarts, were generously taken care of. Mr. Campbell becomes chairman of counties and county boundaries and Vandamir is assigned to that on state's prison.

**Falsifying Sentiment.**

Boards of trade and freight bureaus all over the country are being used as tools of the railroads to pass resolutions against the inter-state commerce bill. In nine cases out of ten a few members, who have never read the law and know nothing of its probable workings, meet, resolve and adjourn after committing an entire business community in opposition to the measure. We had a taste of this in Omaha a few days ago when a freight commissioner arrogated to himself the right to telegraph to Nebraska's delegation a bold-faced falsehood, declaring that a hundred members in meeting assembled protested against the long haul and pooling provisions of the bill. This method of working up bogus public sentiment in favor of the railroads is being varied in the case of the stock jobbers who are being on the market. These harpies are now attempting to depress Union Pacific stock by telegraphing throughout the country the wildest kind of stories regarding wholesale bribery and corruption at Washington in favor of the funding bill. There seems to be a concerted attempt led by Wall street sharks to break down the credit of the company and to injure its financial standing. While this paper is not in favor of the funding bill, it is equally opposed to having its telegraph columns used as the medium for raising false prejudices against the company and branding its officials as second editions of Oakes Ames and Jay Gould. The brood of irresponsible correspondents at Washington who are willing tools for the Wall street gang can do irreparable injury to men and organizations if given latitude they strive to secure in the public press. Each of these methods deserve censure. The men who falsify public sentiment in favor of the railroads are perhaps no worse than those who spread broadcast their attacks upon railroad management to break down their credit and prejudice the public to their disadvantage.

**How Coal Consumers Are Taxed.**

The equity suit of the state of Pennsylvania against the coal combination and trunk line pool, now being heard in Philadelphia, is developing some interesting facts which are of general public interest. On Saturday the statement of the combination was examined relative to the production and transportation of coal. He gave it as his opinion that the maximum yearly capacity of the entire anthracite region, if all the mine openings were worked, is about 45,000,000 tons. The output agreed upon by the combination for last year was less than 21,000,000 tons, which is somewhat under the estimated requirements of the trade. It will be seen, therefore, that there is a surplus capacity of at least 12,000,000 tons, and to sustain the producers of this surplusage the anthracite coal combination was formed, each of the well-equipped ships restricting his output to an average of less than four-fifths of his capacity in order that the weaker members might be carried along. The consumers bear the penalty for this combination and restriction by paying an increased price for coal. They pay for the monopoly of coal lands, on which the royalties have been raised by the six carrying companies to excessive figures, the royalty on anthracite coal being nearly four times as great as on bituminous coal. They pay also for the speculative holdings of the coal companies. For instance, it is stated that the Reading railroad company holds coal lands with a capacity for producing 60,000,000 tons of coal annually, while its apportionment for last year was but one-fifth of this amount. The policy pursued is to burden the consumer not only with the cost of each ton that is marketed, but with the interest that must be paid to retain a hold on the four-fifths that are not mined or marketed. One of the coal companies, it has been shown, paid two million dollars for coal lands that were not worth one-tenth of that sum, and the coal consumer is called on by the combination to bear that load, as well as the burden of all the fictitious valuations that were placed upon the coal lands

during the wild scramble of competing roads for tonnage.

The methods of this greedy and unscrupulous combination take every form that the ingenuity of avarice can suggest. The coal carriers hold land to keep it out of the reach of other carriers. Unable to develop it themselves they are determined that no rival road shall obtain control of that source of tonnage, and for this dog-in-the-manger sort of this speculation the consumer must pay. It is authoritatively stated that the Reading company lost fourteen million dollars in four years while organizing its coal and iron adjunct, and those losses were capitalized as part of the cost of the land. The coal consumer of course bears the burden of this and of similar watering of securities, as well as the burden of all the bad investments of the carriers. It is estimated that the total tax imposed upon coal consumers to sustain the coal combinations amounts to more than twenty million dollars a year, yet as a Philadelphia contemporary observes, "Railroad presidents and railroad attorneys have the effrontery publicly to justify this imposition and to ask the coal consumer to pay the losses that should be borne by the holders of the securities of the coal companies."

This policy of plunder, which robs not alone the consumers of coal, but the miners and all the labor of the country dependent upon manufacturing industries in which the price of coal is an important factor, must come to an end. It is a grave wrong that has become intolerable and must not be permitted to continue. Not only is it necessary that the existing monopoly be broken up, but the way to similar combinations in the future must be effectually blocked. If the state of Pennsylvania cannot accomplish this a power strong and honest enough to do so must be found elsewhere. The people can and will protect themselves against the unjust exactions of this form of monopoly.

Two railroad accidents last week called renewed attention to the danger of heating coaches with stoves. Fire is now the great peril of railroad travel and it is a peril which no degree of luxury in the finish and appointment of cars mitigates in the slightest degree. Enclosing the stoves in closed closets does not remove the danger. If the car is wrecked, the fire is very certain to be communicated to the stoves. This peril has been illustrated so frequently that one would suppose that the companies would adopt other methods of heating, in their own interests. As they do not take these measures for the safety of their passengers of their own accord, the law should compel them to do so. There can hardly be an excuse for a railroad disaster, now that men know all about the management of steam, and have been taught by experience what dangers to guard against in the mechanical operation of the roads. A railroad in Connecticut has been heating its cars for four years by steam from the engine at low pressure. This is found to be not only feasible and agreeable as a mode of heating, but also entirely safe. A rupture of the pipes would expose no one to scalding or any danger, but would simply fill the car with a washing-lip vapor. Any accident which breaks the connection with the engine of necessity cuts off the flow of steam. The system has reached a degree of perfection which would justify the traveling public in appealing to the legislature to require the introduction upon all passenger cars of some method of heating not exposing the occupants to constant danger of broiling and roasting alive. To-day, with the general prevailing modes of heating cars, no passenger is safe from this dreadful fate.

**Whether or not the fact that American securities have again become the staple speculation on the London stock exchange is to be regarded with favor by the legitimate investors in such securities is a question. The first and natural suggestion of the statement, as made in our London cablegram of yesterday, that such is the case, will be that the circumstance can have very little concern to any but the English speculators, who take the risks and must pay the penalties. But the experience of the past has been that while the English speculators were sometimes made to suffer severely for their dabbling in American securities, being generally outwitted by the shrewder and perhaps less scrupulous Yankee speculators, the legitimate investors in these securities at home did not always escape damage from the plots and counterplots of the stock gamblers in New York and London. The disastrous consequences of this speculation some years ago, when American securities were staple on the London stock exchange, are remembered by a great many people who were the sufferers. Granting that all speculation, pure and simple, is demoralizing in its influence and damaging to legitimate interests, it follows that the more externalized is the greater will be the demoralization and the damage. The improved position of American securities in London may foreshadow another era of wild and reckless stock gambling such as that which came after the war. History repeats itself, and the English speculators of to-day may require a taste of the experience of their predecessors.**

One of the most striking parts of the eloquent address of Mr. Grady, editor of the Atlanta Constitution, at the forefathers' banquet in New York, was his statement in effect that the south had learned to regard the abolition of slavery as a boon and blessing. That it was so from the material point of view the facts which show the progress of industrial development in the south abundantly prove. The Charleston News and Courier bears testimony to the improved condition of South Carolina since the days of slavery, by a comparison of its condition in the year before the war with the record for 1885. Last year the total value of the farm products was \$44,109,501, while despite the decline in values of late, it was very nearly as much as the value in 1860, while the number of manufacturing establishments has advanced during this period from 1,230 to 3,242, the capital invested has more than trebled, the number of hands employed has increased more than five-fold, and the value of the products now reaches very close to thirty million dollars. Adding to agricultural products the products of the different branches of manufacturing and the outputs of the mines and quarries, it is estimated that the total income of the state is now fully 30 per cent larger than in the most prosperous era of slavery.

**Nebraska Jottings.**

The Belvidere Reform club has thirty members.

Governor Dawes' "mantle of oblivion" is a brick hotel building, to cost \$10,000, is going up at Randolph.

The poles have been set for a telephone line from Omaha to Ashland.

Three burr mills and one patent roller mill are in constant operation at Long Pine.

The Papillion Times has been sold to Magny and Haward to A. U. Hancock & brother.

The city council of Hastings is groping through the dark passage of a street railway charter.

The Masonic fraternity of Fremont has been asked on which to build a commodious lodge.

Crete is harvesting vast quantities of ice from the Blue river and shipping it to surrounding towns.

Pronger & Clary's store in Crete, was raided by burglars, Thursday night, and \$300 worth of goods taken.

The receipts of merchandise at the Plattsmouth depot in 1886 amounted to 907 cars, and shipments 1,008 cars.

James Nelson, of Batorsa, Ord county, was thrown from his horse on the lonely prairie last week and frozen to death.

Liberty, shot a prospecting clerk in the head, while shifting his gun to his hip pocket.

A Central City paper modestly confesses that Omaha's improvements for 1887 "slightly gets away with Central City."

A proposition has been submitted to the people of Exeter to vote \$20,000 in bonds in aid of the Union Pacific extension.

A burglar was caught in the act of loading himself with weapons in a gun store in Omaha, and tendered the freedom of the jail.

The board of trade of Long Pine will issue a "boom pamphlet" showing how the town holds a front view as a progressive community.

Weeping Water has a business record for the past year shows the shipment of 1,318 cars of stock, grain, produce and merchandise. The receipts were 400 car loads.

St. John, the apostle of prohibition as practiced in Kansas, is circulating among his followers in this state, telling them how to throttle the "demon" at \$50 a throttle.

Several townships in Nuckolls county will decide next Friday, the question of getting aid for an extension of the Kansas Midland road, a branch of the Santa Fe system.

The Liberty Gazette has been sold by Stephenson & Bloom to G. S. Coulter. The new owner has been as gracefully as a politician's rheumatism, the heritage of the great, will permit.

Fire tackled the railroad water tank in Crete last week, burned the plug in the bottom, and while the water was running out, the tank exploded, blowing the tank and consumed the entire structure.

The public land office at North Platte received in cash \$98,263.42 during the last quarter of the year. A little over 24,000 acres of land were disposed of, mostly in Carter and Cheyenne counties.

The mandate has gone forth, according to the Vidette, that peace shall hover over the bloody field of journalism in Crete for all coming time, but, like the blood of the beggar who catches in vain for charity, will never be content.

One hundred new-fangled boxes are to be put in the Hastings postoffice. They will have two knobs with a combination like a safe. More than one hundred boxes of this kind, the highest number more than that number can keep straight long enough to remember the combination.

The Papillion Times says: "A party of surveyors are at work securing another line of stakes through Sarpy county. The route is from South Omaha to Gilmore, and thence in a southwesterly direction to Cedar Creek, in Cass county. A railroad line on this route is almost certain to be built next season."

The admirers of Buffalo Bill in North Platte and vicinity are negotiating for a special car to take a party of forty to New York to witness the Wild West show at Madison Garden. The only question to settle is whether the party shall be composed of twenty men, their wives and moderate hilarity, or forty men and lots of fun.

A contract on the grade of the B. & M. south of Schuyler, stuffed the dump with clay, straw, cornstalks and weeds, and was tapping the pile with a sprinkling of earth when an officer of the road pounced on him with both feet. The stuffing was knocked out of that grade at once, the contract cancelled and the contractor bounced.

The town council of Tecumseh has closed up three saloons, causing a loss to the treasury of \$2,100 a year. To counteract this great means the salaries of school teachers have been reduced \$5 a month. During the reign of the saloons one marshal and one policeman preserved the peace and dignity of the town, but under the dispensation of bootleg lighting a double force is required to preserve the law. This is a specimen of hindsight that tax payers are pondering over.

The famous Duke Simpson, ex-treasurer of Otoe, now rusticated in the penitentiary, closed his duking on more of the public funds in his care than his sanguine friends ever dreamed of. The expense of his imprisonment, the cost of his food, his clothing, and the cost of his keep, his stealings amounted to \$78,327.33.

Duke was determined to pile up riches at any cost. The result is he finds himself in prison, his wife with bowed head and lighted hair, struggling under a crushing weight of shame and sorrow, and the friends who backed him with their name and means compelled to pay, from the fruit of their own toil, for his calamity. What profit a man if he gains a large slice of the world by robbing his friends and lands in the penitentiary?

**Iowa Items.**

The Dexter Normal school has 125 students.

The new Baptist church at Burlington cost \$21,574.

The recent valuation of Polk county is \$17,235,360.

The police of Ottumwa run in 131 persons during December.

The support of the poor cost Des Moines county \$10,114.97 last year.

There are 400,000 children in the state outside of the Sunday schools.

A large and elegant Baptist church has been completed in Burlington.

Keokuk had eighteen weddings and eighteen funerals during December.

The new Presbyterian church at Dedham which cost \$2,000 has been dedicated.

The semi-annual statement shows there are \$68,573.90 in cash and \$200,075 in bonds in the state treasury.

Candidates are multiplying for the vacant position of lieutenant colonel of the

Third regiment of state militia. Amateur warriors are drilling for the race.

Lee Schenck, proprietor of the Atlantic rendering works, fell into a slush tub of boiling water, from the fifth inst. and received injuries from which he soon died.

## STATE AND TERRITORY.

The town council of Creston have provided two poles for hanging cows. This is a step in the right direction and may lead to the establishment of a bureau of "animal literature."

The ravages of the hog disease have been very fatal in the vicinity of Arcadia. Earnest Drabner and H. Elders have each lost about 100 head, while other farmers in the vicinity are heavy losers.

A pan of flour dashed on burning oil from an overturned lamp saved the residence of James McCollo in Shenandoah from destruction. Here is a road to a flourishing business in connection with expedited fires.

The Wapsie Farmers' club which holds its meetings in and around West Liberty, is one of the established institutions. One feature that has a tendency to make it more permanent and interesting is the fact that ladies freely attend and take active part in the discussions.

Rev. Fred Harris, an Atlantic printer and preacher, has begun the publication of a monthly paper called the Atlantic Methodist. Mr. Harris does his own mechanical work and can make an impression with a roller as neatly as the average printer in a job shop. He sticks to his texts when the "devil" is around and hammers a galley as eloquently as he does the pulpit.

Mr. C. L. Becker, of Keokuk, has petitioned the city council to reimburse him for the loss of his house by fire. The amount claimed is \$282.50. His petition reflects negligence and mismanagement on the part of the city fire department.

The night of the fire the city water works were shut off for repairs. The easterners were full but the only machine that answered the fire alarm was a hose reel. Fully an hour later a steamer made its appearance, when the house was consumed.

Partments was properly notified of the condition of the water mains. A lawsuit will probably be instituted, and the result of the issue will be a matter of great interest.

**Dakota.**

Pinefork has struck Lead City.

The Sioux Falls postoffice took in \$9,042.48 in 1886.

The Iron Hill mine is now turning out \$1,000 a day.

The Masons of Rapid City have decided to build a hall.

An Episcopal church to cost \$3,000 is projected at Rapid City.

Lawrence county warrants are worth eighty cents on the dollar.

Coal from the mines in McClellan county is selling at \$1 a ton delivered.

Liquor licenses in Yankton county have been raised from \$250 to \$300 a year.

Eight thousand railroad ties, cut on public lands, have been seized by the government inspector in Custer county.

It is figured out that the wheat growers of North Dakota, in spite of the high rate of transportation, have an advantage of 7 cents a bushel over the farmers of Iowa, 14 cents over Nebraska and 16 cents over Kansas, on account of the difference in the price of the land.

Four horse thieves, viz: Jack Wolbank, James Pierson, Oscar Bangs and John Marston, were captured in the Turle mountains last week and it is reported they have been taken to the state penitentiary.

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## SELF-SKETCHES OF SIBERIA.

How the Political Prisoners and Criminals of Russia are Punished.

**RICH INVOLUNTARY EMIGRANTS.**

The vast Army of Exiles—Went March of 4,000 Miles—Details of the Journey—Good Guards and Bad.

For nearly two centuries Siberia has been famous, or infamous—writes Thomas W. Knox in the Cleveland Leader—as a place of banishment for those who offend against the social or political laws of Russia. Peter the Great began the transportation of criminals to Siberia in 1710; previous to that date the country had been used as a place of banishment for officials whom the government wished to get out of the way without putting them to death, but the number of these deported individuals was not large. Ever since Peter's day the work of exiling criminals to Siberia has been kept up; the ordinary travel of this sort is about 10,000 annually, and sometimes it reaches as high as 12,000 or 13,000. Outside of this deportation is that of revolutionists, nihilists and others who offend politically rather than criminally, though any opposition to the autocratic power of the czar is likely to be regarded as criminal in the eyes of the Russian government. After every revolution in Poland the number of exiles is rapidly augmented; in the year following the revolt of 1863, 24,000 Poles were sent to Siberia, and for two or three years afterwards there were sent nearly 9,000, 20,000 unhappy lovers of independence who traveled the same route.

Sometimes the political prisoners are mingled with the criminals, and ordinarily they are sent apart, to form detachments of prisoners were compelled to walk to their destinations, and the journey from St. Petersburg to the regions beyond Lake Baikal, a distance of nearly 4,000 miles, occupied two years and sometimes more, and many of the exiles died on the road from fatigue and privations. It was found more economical to transport the exiles in waggons, or sleighs, or by rail and steamboat, when possible, than to require them to walk, and for the last twenty years or more five-sixths of the exiles have been carried in this way. A waggon carrying from ten to twenty miles apart along the great road through Siberia there are houses for the lodgment of prisoners at night; they afford a shelter from the weather but very little else, as they are always cold, ventilated and very dirty, and occupants sleep on the bare floor or benches, without any other covering than the clothes they wear. Sometimes in summer the exiles are sent in charge of a convict guard, but in such a case he requires the personal promise of every exile in the waggon that he will not attempt to escape, and he further makes the whole party responsible for individual conduct. Under such circumstances if one of the prisoners should violate his parole he would be liable to a severe punishment. It is needless to say they take good care that the promise is kept. This privilege is accorded only to the convicts of political offenders; the criminal classes are not considered worthy of such confidence in their honor.

Prison life in Siberia is of many varieties, according to the classes of different individuals and the sentences which have been decreed in their cases. The lowest sentence is to simple banishment for three years, and for a severe hard labor for life. The simple exile without imprisonment is appointed to live in a certain town, district or province, and must report to the police at least once a week. He may engage in certain specified occupations, or rather in any occupation which is not on the prohibited list; for example, he may teach music or painting, but may not teach languages, as they are feared to propagate revolutionary ideas. He may become merchant, farmer, mechanic, contractor, or anything else of that sort, and it is not infrequently happens that exiles enjoy a degree of prosperity in their new homes that they did not have in European Russia. Exiles and their sons have become millionaires in the capital of Eastern Siberia, Irkutsk, the capital of Eastern Siberia, and the son of an exile scribe, his enormous fortune having been gained in the overland tea trade. Many exiles become so attached to their adopted homes that they never return to their native land, and their term of banishment is ended, but should be understood that their cases are the exceptions rather than the rule. The wife and immature children of an exile may follow or remain in their native land at the expense of the government, but cannot return to Europe until his term of service has expired. The object of exile is to furnish a population to this sparsely inhabited region, and to go without saying that a family man is much more likely to be a good citizen when his wife and children are with him than when they are thousands of miles away. The name of "prisoner" or "exile" is never applied to the banished individuals. In the language of the people they are called "unfortunates" and in official documents they are termed "involuntary emigrants."

Of those sentenced to forced labor some are ordered to become colonists; they are furnished with the tools and materials, and are sent to the frontier of ground allotted to them, and for three years can receive rations from the nearest government station, but when the three years have expired they are expected to follow or remain in their native land, and they are sent to the frontier of the fertile parts of Siberia, their lot would not be a severe one, but the most of these colonists are assigned to the most barren and sterile regions, and their life is a matter of great difficulty. Those who are kept in prison and sentenced to hard labor are employed in mines, mills, foundries, or on the public roads, many of