THE DAILY BEE.

OMARA OFFICE, NO. 914 AND 916 FARNAM STREET, NEW YORK OFFICE, ROOM 53, THIBUNE BUILDING WASHINGTON OFFICE, NO. 513 FOURTEENTH STREET CORRESPONDENCE:

. All communications relating to news and edi-torial matter should be addressed to the Edi-Ton of the Ber. BUSINESS LETTERS! All business letters and remittances should be sideressed to THE BES PUBLISHING COMPANY. OMAHA. Drafts, checks and postoffice orders to be made payable to the order of the company.

THE BEE PUBLISHING COMPANY, PROPRIETORS. E. ROSEWATER, EDITOR.

THE DAILY BEE. Sworn Statement of Circulation.

State of Nebraska, County of Douglas. S. s. Geo. B. Tzschuck, secretary of The Bee Publishing company, does solemnly swear that the actual circulation of the Daily Bee for the week ending April 22, 1887, was as
 follows:
 14,570

 Saturday, April 16
 14,570

 Sunday, April 17
 13,350

 Monday, April 18
 14,740

 Tuesday, April 19
 14,000

 Wednesday, April 20
 14,150

 Thursday, April 21
 14,100

 Friday, April 22
 14,500

25th day of April, 1887.

[SEAL.]

[SEAL.]

[SEAL.]

[SEAL.]

[SEAL.]

[Seo. B. Tzschnek, being first duly sworn, deposes and says that he is secretary of The Bee Publishing company, that the actual average daily circulation of the Daily Bee for the month of April, 1886, 12,191 copies; for May, 1886, 12,439 copies; for June, 1886, 12,298 copies; for July, 1886, 12,314 copies; for August, 1886, 12,464 copies; for September, 1886, 16,030 copies; for October, 1886, 13,348 copies; for December, 1886, 13,237 copies; for January, 1887, 16,266 copies; for February, 1887, 14,195 copies; for March, 1887, 14,400 copies.

GEO. B. TZSCHUCK.
Subscribed and sworn to before me this 15th day of April, A. D., 1887. [SEAL.] N. P. FEIL, Notary Public.

THE two Sams, Jones and Small, are slinging slang in Minneapolis.

creased. The torturous organ grinder continues on the free list.

ITALIAN custom duties have been in

OUR dispatches state that New York capitalists have sailed for China, where they will introduce the telephone.

Speaker Carlisle predicts an extra session of congress in October. The country cannot escape all afflictions. NATURAL gas has been found in New

Jersey. There has been none found in Nebraska. No one seems to be looking for it. SECRETARY LAMAR'S speech on Cal

houn made fourteen columns of small type. It was a masterly as well as a lengthy effort. THE French and German war-cloud has

dissappeared. The European war correspondent has made many "scoops" during the last three years. THE 333d anniversary of Shakespeare's

birthday was celebrated in Philadelphia Sunday. Mr. Bacon missed it in not copyrighting his plays. RA is raging Mexico. The Sal

vation Army is raging in the United States. The man who asked "Is Life Worth Living?" didn't know a good thing when he saw it.

ROBERT PINKERTON, general superintendent of Pinkerton's detective agency, is out in a card in the New York Times denying the charge that any of their agents have attempted to secure facsimiles of Patrick Eagan's handwriting.

THE Pennsylvania road has boycotted thirty-two roads in the west-refusing to sell through tickets. Just what effect this will have remains to be seen later on. It is thought, however, that a general cut in "excursion" tickets will fol-

THE people of a few counties in Virginia are poverty stricken. They are ont of food, and have called for help from outside counties. The tobacco crop proved a failure. The tobacco planters will attempt to raise corn this

CAPTAIN J. M. LEVY, of the postoffice department, Washington, has been fasting for four weeks and expects to make up forty days and forty nights of abstinence from all food. The civil service reform is calling for great sacrifice on the part of public servants.

DETECTIVE MOYNAHAN presented the chivalrous knight of the quill, whose father-in-law's residence had been burglarized, a slungshot to ward off housebreakers. Detective Moynahan is a very handy person to have about when a man makes a murderous assault with a crook's weapon.

HERR KRUPP is now engaged in the manufacture of a gun 524 feet long to weigh 315,000 pounds, whose lightest projectile will weigh 1,632 pounds. Ten hundred and seventy pounds of prismatic brown powder will be used to charge this gun once. This new creation will be the regulation size as adopted by Nebraska editors at the last meeting of the press association.

Down at Leominster, Mass., two ministers have raised quite a disturbance in a somewhat novel way. At a conference held there last Sunday the two preachers accepted the hospitality of a Mr. Curtiswhose wife is a devoted Christian. The story goes that after morning prayers the clergyman asked Mr. Curtis to go to church and attend services, but he excused himself by saying he had a previcus engagement with a man to go fishing. The bad practice of catching fish was commented upon at the church, making Mrs. Curtis feel very bad about her husband. At the noon recess both clergymen returned to her house for dinner and ate heartily of trout captured in an unholy way. The good wife insisted that eating fish caught on Sunday was as bad as catching them on that day, and went and quietly informed the parishoners of the two clergymen about the occurrence. The consequence is that complaints of anchristianlike conduct have been preerred against the two ministers and an nvestigation will follow.

hension in the fact that Europe is now Contempt of Court. adding to our population at the rate of According to one of our amiable contemporaries some lawyers have expressed half a million a year, so long as the peothe opinion that Police Judge Stenberg ple who come are of the class of which good citizens are made. For protection would be warranted in sending the editor of the BEE to jail for contempt of court. against all others the present laws are This is decidedly cool. Contempt of ample if properly enforced. court for what and for whom ? Is there any reputable man or woman in Omaha that does not regard the decision in the Rothacker assault case a judicial outrage? Talk about contempt of court! What else than contempt can people have

conduct of court officers who play sleight

Railroad Building In Nebraska.

commerce law may be upon railroad

interferes with their construction. It

the United States than any other one

year in the history of our country. Judg-

ing from the way the season starts in

Nebruska, this statement is true. The

Chicago Times, speaking of the Burling-

ton extensions, says that the company is

already doing considerable work in new

territory in Nebraska, Wyoming and

Colorado. From Broken Bow, near the

Middle Loup river, this state, the B. &

M. is to be built to Fort Laramie. From

Curtis, also, an extension is to be built to

Cheyenne, crossing the Union Pacific at

Sterling, Wyoming. The Times says: "At

a short distance from Sterling and north-

west of Hiff an extension from

McCook taps the Cheyenne ex-

tension and then diverges and

runs in a southwesterly direction,

tapping the main stem at Akron. From

Orleans, in Nebraska, another extension

is being built crossing into Kansas and

touching at Wano, near the Colorado

line; thence it runs direct to Pueblo,

crossing the Kansas Pacific at River

Bend. These lines are what is known as

The Chicago & Northwestern is also

contemplating extensions and branches.

The Rock Island which built from Atchi-

son, Kan., last year through Pawnee and

Gage counties, is pushing west by the

way of Grand Island. The Union Pacific

has several branches upon which work

will be done this year. Their branch

from the main line will be built north-

west from Callaway. The B. & M. is

also ribbing Colorado. Three projected

The Swelling Tide of Immigration.

Last week there was recorded at New

surveyed in this state.

proves the rule.

and that the time is perhaps at hand

when we should abandon the policy of

inviting the oppressed of all the world to

our shores. This idea is not new. It has

been heard from time to time for a good

many years. Nor is it any less narrow

and illogical now than in the past. There

are laws to keep out criminals, paupers,

the insane and contract laborers, and

there can be no objection to the demand

that these shall be vigorously enforced .

But to ask that we shall go beyond these,

and exclude reputable and worthy peo-

ple who come here from other lands

with the intention to make homes here.

to comply with our laws, and to become

useful citizens, is to demand not only

that we shall renounce a cardinal policy

of our political system, but take an atti-

tude hostile to sound economic principles.

It is quite unnecessary to remind intel-

ligent people of what immigration has

done for this country, and such people

will not require a nice demonstration to

convince them that there is ample room

for it to do much more. The territory of

tion of three or four hundred millions

without being as much crowded as most

of the countries of Europe. Is it rational

to say that we should place a Chinese

wall between ourselves and all the rest

of mankind, and leave the attainment of

this population to natural increase? If

there was no emigration from this coun-

try in the meanwhile that result would

be achieved in about a hundred years,

but if our own people were permitted to

go at will the time required for its ac-

complishment would not be much less

than a century and a half. Even with im-

migration maintained at the highest point

it has ever reached the country could not

attain a population of two hundred mil-

lions in less than fitty years. There is

manifestly no cause of trouble or appre-

the United States will sustain a popula-

the extension of the Nebraska system."

Whatever the effect of the inter-state

to protest against such outrages?

But as a matter of fact all people who bring here their labor and skill, albeit that is their only capital, with the purpose of industriously employing it, are still needed. There is abundant room for them in the growing west and south, and if they distribute themselves with for a court which makes justice and law a mere mockery. Why did the judge exjudgment they will not crowd or jostle anybody already here. We shall thus press the opinion two days before the trial that the complaint could not be sushave more people to feed at tained? What do the lawyers that talk home and a steadily diminishabout contempt of court think of a judge ing necessity for seeking a foreign who decides cases before he has heard market for our products. We shall see the evidence? What do they think of the villages grow into towns, towns into cities, and cities expand to metropolitan of hand with subpoenas for important proportions. Our farms will become witnesses? Would it be contempt of court more valuable, and all forms of property will improve. The general prosperity will be advanced and the aggregate wealth increased. In all material re spects, at least, immigration must continue to be to our advantage for years to earnings, certain it is that it in no way come. Meanwhile it may be pertinent to ask those who think otherwise to propose has been stated in Bradstreet's that the a plan for shutting out immigration, that summer and fall of 1887, would witness is at once practical and in accord with the building of more miles of railroad in our system of government.

Street Railroad Franchises. The Omaha horse railway company asks for a franchise and right of way for a cable road through our principal streets. An ordinance granting this franchise has been passed by the council and placed before our citizens for ratification at next Tuesday's election.

When this ordinance was before the council an effort was made by some of its members to make this franchise conditional, so that our citizens would have reasonable assurance that the company would build at least two or three miles of cable railway within as many years. This was however voted down by the majority of the council and the proposi tion submitted to popular approval is therefore without any guaranty, In other words the citizens of Omaha are asked to vote away a valuable franchise without any assurance that the Omaha Horse railway will build a mire of cable

road in ten years. While we realize that Omaha wants all the cable lines, tramways and motor roads that capitalists are willing to build, we do not believe that an indiscriminate voting away of franchises is judicious, or in the public interest. Before another franchise for any street railway is voted, the corporation that asks for the right of way should give a specific guaranty of good faith and assurance that it will build a given length of road within a reasonable time.

lines of that system are already being THERE has been a very marked decrease in east-bound shipments of dead freight from Chicago since the inter-state commerce law went into effect. Last week the total shipments amounted to a frac-York the largest number of immigrants tion less than 30,000 tons, while in the that have arrived there in any one week week before the law went into effect they of the present year. The aggregate of aggregated a fraction over 71,000 tons. big and little, old and young, who had The shipments of last week were below turned their faces upon the old world to those of the corresponding week a year find new homes here was 12,454. They ago, when the stagnation of business was represented many nationalities and the more pronounced than ever before, destination of most of them was the far Doubtless a relative decline has taken west. They were generally a good class place at all points shipping to the east. of emigrants, who may be expected to There is also a decrease in the shipments become useful citizens. The authorities westward. This state of affairs is in part at Castle Garden express the opinion that this is but the beginning of a season of explained by the heavy movement of immigration never excelled and not even date when the law went into effect, and equalled before in years. The exciting which for a time filled the channels of conditions in Europe favor this view. demand, but it is of course due most Besides the incentive to emigration largely to the fact that buyers are operatwhich the pointical situation there gives, ing with great caution under the adthe industrial state of affairs is far varced rates, and will continue for a from satisfactory. There is no diffitime to do so. The readjustment is not culty in finding reasons why Irishyet perfected, and cannot be for men and Germans should leave their some time. If the policy thus far purcountries for the larger freedom and opsued by the commission continues to be portunities of America. In some degree the influnces that induce emigration are followed that time may be greatly and unnecessarily prolonged. Meanwhile the the same with all-oppressive laws, burloss is falling on the railroads, whose ardensome taxation, an ill-favored existbitrary course could have no other effect ence that holds up no promise of better than to block trade, and was undoubtthings in the future. The years of great edly designed to have that effect. Of immigration have been those of a removed prosperity in this country, of course the roads expect to make this all up, when the necessities of the country which the people of Europe seem to learn with remarkable promptness. The augshall force a more active movement of commodities, but it is just possible that mented immigration of this year coincitheir calculations in this respect may be dent with our industrial prosperity found at fault. Thus far the arbitrary This inflow of population from the old policy of the corporations appears to op erate in the direction they desired, but it world is not universally regarded with must not be assumed that they will be favor. A number of newspapers, voicing, it is supposed, the sen timent of a permitted to continue in their present respectable and considerable element, course. The commission has declared that the language and the tenor of the have effected to see in it a law wholly fail to justify the railroad menace which the country ought to guard against. The idea of these managers who "embarrass the custom writers is that we shall need all our availary interchange of business and impose stagnation of trade," and that also is the able room for the future maintenance of public opinion. The corporations may the descendants of the sixty millions of people already inhabiting this country, carry their policy of unreasonable and

unjust charges too far. THE New York Times calls attention to a marked change in the current of the grain-carrying traffic which is of especial interest to the grain growers of the west and northwest. It states that in March, 1886, there were no exports of wheat by way of New Orleans, but last month a half million bushels were exported through that city. The comparison is more striking as the period is extended. In the first nine months of the fiscal year 1885-6, 5,660 bushels were exported by way of New Orleans, against 2,252,000 bushels for a like period during 1886-7. The disparity, remarks the Times, is too great to be explained in the theory that New Orleans merely shared in the general increase due to the larger exports of the current season, and on looking farther it appears that San Francisco is the only port showing smaller exports than last year, and that, too, by about the amount of the gain made by New Orleans. In March, 1886, 3,378,609 bushels of wheat were shipped from San Francisco, and last month only 1,241,073. That the change is comparatively recent appears from the fact that for the nine months San Francisco shows an increase like all the other export centers, although a disproportionately small one. The exports of Indian corn show a decrease for each of the five large export centers except New Orleans. Its gain is less than half a million bushels, it is true, but considering the circumstances, it is more or less like water running up hill. The aggregate exports of wheat and corn

also show marked changes in compari-

son with last year. For March the ex-

ports of wheat were 7,722,788 bushels,

against 5,198,746 in 1886, and during the

nine months ending with March the in-

73,257,455. But maize shows a decrease from 8,031,481 bushels for March, 1886, to 5,353,130 last month, and for the nine months from 41,597,371 to 30,535,919.

THE recent fluctuations in the price of silver have been due chiefly or wholly to speculation in London. The butlion brokers have been reaping profits on both sides of the market, while poor India, whose sole legal tender is silver, is groping about in utter chaos. In that country taxes and salaries are paid on the old standard in silver rupees; and if the unfortunate clerk or government officer wishes to remit his surplus to his London home, he must sell his rupees for gold sovereigns or bitls on London at a price fluctuating widely from day to day and regulated by the speculative whim of British brokers. Nor is the government any better off. The Indian council at London, if it wishes to draw on Calcutta or Bombay for the tax remittances, must offer its draft in open market to the highest bidder, and is thus placed at the mercy of the silver speculators. The last report of the Indian government showed the utter hopelessness of any estimates of the meome or deficit to be expected by Great Britain from the Indian treasury. England first caused the international derangement of the silver ratio. Events have brought it about that she is the first and heaviest sufferer from its effects.

BURGLARS were responsible for the shooting of Mrs. John Lauer. Burglars troubled the mind of the valiant and stalwart editor. This is why he carried the weapon of the footpad and slugger in his pocket night and day. It is the first instance on record where a gentleman afraid of house-breakers has come on a witness stand to swear that he armed himself with a slung-shot to ward them off.

state, that gold has been discovered there. The Ponca diamond field filled a long felt want, but this more recent discovery will satisfy everybody that our resources are inexhaustible.

THE council has been planting \$80 a year fire hydrants all over town instead of shade trees. April has been a sort of waterworks company arbor month.

COUNCILMAN DAILY has been renominated by the democrats. Mr. Daily has been a very useful representative of his corporate employers.

THE poor farm on wheels with a serenading brass band is a novelty in Omaha. It beats "Excursion Smith" all hollow.

PERSONAL POINTS.

J. B. Plumb, who has been appointed by Queen Victoria speaker of the Canadian senate, was formerly a resident of Albany,

It is reported that ex-Mayor Carter H Harrison, of Chicago, will soon start for California with his family. He will visit Asia and make a journey around the world.

The Hon. George Bancroft, eighty-seven years old and in vigorous health, says people are injured a great deal more by eating too much than by taking an extra glass of wine at dinner.

Senator Hearst's young son, who has taken editorial charge of the San Francisco Examiner, has developed a good deal of journalistic ability, and has shaken up the dry bones of newspaperdom in that vicinity to a won-The duke of Sutherland has decided to set-

tle in Florida, having purchased a magnificent river front and forty acres of land at Tarpon Springs, where he will build a cottage to cost about \$15,000, in which he will spend a couple of months every winter. General Sherman kisses every girl who at-

tends the Thursday afternoon receptions given by his wife in New York. Since the old warrior has succeeded in introducing his vivacious St. Louis custom he is rapidly becoming reconciled to life in the effete east. Mrs. Zelda Seguin Wallace, who is said to

be as much at home on the platform as on the operatic stage, is tecturing in Kentucky on woman's rights. Mrs. Wallace is a Kentuck ian by birth, being a danghter of Dr. Saunders, once a prominent physician of the state.

Goodall Bey, one of the few English officers who escaped in the massacre of foreigners at the time of the Egyptian rebellion, and for a considerable time private sec retary to the knedive, is visiting the United States for the benefit of his health, which suffered much in that service.

INTER-STATE COMMERCE ACT.

New York Journal: We have a sad pre-sentiment that the new inter-state commerce bill is going to increase the number of luna-tic asylums in this country.

Denver Republican: We suspect that some of the brilliant railroad managers who are chuckling over their wit in making the interstate law obnoxious by advancing the old rates on the long haul, will have some diffi-culty in satisfactorily explaining their action to the commission.

Pittsburg Post: The people are not convinced that the law is unjust or impracticable by the organized assaults on it. They want to see it in actual and honest operation in all its parts, and not converted into an engine of oppression to make public sentiment against it.

Boston Herald: It "seems to us that the Boston Heraid: It seems to us that the commissioners have presented this matter in a temperate and equitable manner, and that it rests with the railway companies to make those concessions in the iron rules they have lately prepared which will afford to the business community that measure of relief they now stand so much in need of

now stand so much in need of.

Missouri Republican: We are now on firm ground. There is life law—and it must be faithfully observed; and if there has existed to the content of the conten an understanding among certain roads to break it down by a harsh punctiliousness where the law does not require it, and by making one section or one industry the vic-tim of an unnecessary and unwarrantable severity in the pretended observance of it, the scheme may as well be abandoned at once.

Philadelphia Record: The railroads of Pennsylvania seem to have pitched upon the present time as a proper occasion for finding out exactly "what the traffic will bear." If it be cheaper to walk horses and cattle to mar-ket than to send them by rail, and if it costs less to transport chargoal by teams from the mountains to the mills of the Lebanon valfey than to send it over the iron tracks, it must be admitted that in these cases at least the less through the bean laid on. the last straw has been laid on.

Indianapolis Journal: The average con gressman may not have a very scrupulous sense of propriety, but is rather surprising sense of propriety, but is rather surprising to learn that some who voted for the in-terstate law have appeared before the commis-sion as attorneys for large interests seeking to modify or over turn it. It is barely pos-sible that a man may honestly represent two conflicting interests, one as a representative in congress and the other as an attorney out of it but the dual relation is rather confuof it but the dual relation is rather confusing to the common mind.

Kansas City Star: It is probable that the interstate law will adapt itself to the situation and become one of the permanent justitutions of the land. Railroad companies may busy themselves in making the law un crease was from 34,785,243 bushels to popular by trying to make its defects glar-

ing, but the opinion prevails that the law is a wholesome beginning towards controlling and regulating powerful corporations. With this feeling the people are disposed to stand by it and give it a fair chance to be useful to railroads and beneficial to all concerned.

Hope.

In lonely vigil till the day be born. one star glimmers pale the cloud

She hears the voices of the human throng, The hopeless murmurs of a world outworn The tumult of immitigable scorn, The old ancestral cry of mortal wrong, Sound like the weary burden of a song. Love loveless left and faithless faith for-

She hears unheeding. Her self-blinded eyes Keep still undimmed the glory of the view Which once was hers, when all the world

Her cars, that catch one strain which never Hold firm, though chance and change of earth and skies, Her dumb, unswerving faith in Good and

STATE AND TERRITORY.

Nebraska Jottings. . The latest tile in Beatrice is burnt red. The Shamrock Pickings is the latest paper in Holt county. Under the heels of men truly great the

orange peel equals the banana. A loan and building association has been organized at North Platte with a capital of \$400,000.

Chief Engineer Barrington, of the Mis souri Pacific, has a rrived with his chain gang in Hastings, having surveyed and staked the line from Lincoln. The Beatrice Free Lance asserts that

ex-Governor Dawes, while in office, never rode on a railroad pass. Very true. His weakness was passenger coaches or Pullmans. Fremont consoles herself with the belief that she can keep the flies off Omaha

during the summer. If the "prettiest" succeeds she will earn the eternal gratitude of her big-hearted neighbor. John W. Culver, of Beatrice, has sued the Chicago, Burlington & Quincy railroad company for \$10,000. Damages are claimed for a rebate on corn shipped to Baltimore instead of Chicago, some

time ago. THE news comes from Cortland, this Hiram Woodford and Joseph Likes have disappeared from their haunts in Lincoln, without leaving a note of affec-tion, regret or remorse. It is believed they have joined the feeble minded ranks

of the Salvation army. The Free Lance is the name of a paper just started in Beatrice in the interest of the working people and temperance. It is a typographical daisy, chock full of news and timely comment. Messrs. George H. and Albert C. Powers are the publishers.

The young idea is learning to shoot with revolvers. The thirteen-year-old daughter of C. M. Miller, B. & M. agent at David City, after being corrected by her father for some act of disobedience, last Saturday, declared that she was too mean to live and shot herself with her father's revolver. The bullet passed within an inch of her heart. The wound is a severe and painful one but not neces-

The managers of the Beatrice Mutual Insurance company announce a com-plete change of policy. The old assessment swindle will be dropped, and business confined to old line insurance, guaranteeing to each member the full amount insured. The BEE's exposure of the con-cern paralyzed its profitable career and forced it to choose between honesty and bankruptcy. It will bear watching.

The Wahoo Wasp and Representative Harrison, of Saunders county, are having a little war. Harrison says, in a com munication to the Democrat, that Mac Murphy was appointed a clerk in the last legislature because "he is cock-eyed and can see a 'job' in two directions at once;" and Mac-Murphy avers that Harrison was generally regarded as the cheapest corruptionist in the whole legislature. There the quarrel rests until their quills are repointed.

The Union Pacific is surveying a line from Columbus to David City, and expect to have cars running into the latter place as soon as the Northwestern. Union Pacific also proposes to straighten Brainard, shortening it about two miles. By other short cuts on the line they expect to lessen the distance about sixteen miles between David City and Omaha. making the distance about seventy miles. From David City to Columbus the line will run about three miles west of the B.

Iowa Items. One hundred additions have been

added to Cedar Rapids. A street railway company has been organized and incorporated in Ottumwa. The report comes from Emmetsburg that 100 head of stock were frozen to death

during last week's blizzard. The work of changing the Osceola & Southern narrow guage to a standard guage road will begin next week. The Sioux City prohibs are vigorously plugging the holes-in-the-wall, where

villainous varnish was sold on the sly. Trainmaster Murphy, of the Burling-ton, Cedar Rapids & Northern road, at Cedar Rapids, is the recipient of a number of Irish fish, the gift of Parnell.

A gang of toughs raided a grocery store in Des Moines Monday night. The burglars, loaded down with plunder, rushed into the wide arms of two police men. It was a neat catch.

The hog cholera has made its appearance in north Tama again this spring. The disease caused the loss of \$10,000 worth of stock last season, and as it has commenced earlier than usual, the loss will probably be greater this year.

A labor agency at Chicago is advertis-ing for help to send to Des Moines under he representation that thousands of laborers are wanted for employment upon the railroads. According to the Leader there are plenty of laborers in Des Moines to supply all present or prospectve demands.

Rebecca J. Farley, of Dubuque, notifies the public in a card through the local press, that she "has changed her mind." neighbors, excited sympathetic witnesses to swear her William Henry was a brute and wild beast, recorded a complaint in the shape of divorce proceedings that wouldn't be Mrs. Farley-so she wouldn't-any more, and then with the change of moon "changed her mind." Twas ever thus with the gentle Rebeccas.

Colorado.

Denver's real estate sales last week aggregated \$973,421.89. Kansas City capitalists have purchased ground for a theater to cost \$100,000 in Denver.

Mrs. E. B. Coates, bound from San

Francisco to Baltimore, jumped from a moving train near Pueblo last week. She was not seriously injured. The extension of the Denver & Rio

Grande road is within four miles of Durango. The road will be in operation to that thriving camp in a few months. The Missouri Pacific has submitted proposition to the city of Pueblo to build

to that point from Greelev county, Kansas, in consideration of the right of way through the city, and depot grounds. The proposition has been accepted. The Colorado Celt "defies contradiction when it asserts that some of Denver's wealthy merchants have and are giving employment to a few young and hand

some girls for base and unmoral purposes is indeed a sad state of affairs, but it is nevertheless true." Utah. Salt Lake City is said to be the only

place in the United States where the in-

spection of deeds on record is refused to

The banks of Salt Lake City report the receipts for the week ending April 20, in-clusive of \$49,261.61 in ore and \$46,381.40

in bullion, a total of \$65.443.07. Mr. W. P. Noble, of Salt Lake City, has been awarded the contract to supply beef to the Shoshone and Arapahoe Indians. The amount required is 800,000 pounds at \$3.70 per hundred.

The Utah Wool Growers' association has a membership of 105 and is in a pros-perous condition. The members graze over 800,000 sheep and control the ship ment of 1,500,000 pounds of wool.

Last week's mineral shipments from Salt Lake City were, 33 cars bullion, 1,039,210 lbs; 15 cars iron matte, 458,485 lbs; 34 cars silver ore, 750,530 lbs; 17 cars lead ore, 522,600 lbs; 33 cars copper ore, 1,042,950 lbs; total, 133 cars, 3,813,775 lbs.

The Mormons are practicing every art to escape the workings of the latest edition of United States laws. Husbands transfer their property to their wives and thus escape payment of costs. As to swearing, a prohibition trial in lowa looks sick in comparison. They believe polygamy is a "divine institution" and consequently a bogus oath before a law officer is trifling if it subserves the growth and elevation of Brighamism.

Montana. The Granite Mountain mine divided \$200,000 among stockholders this month Helena capitalists propose to build a

huge smelter in that city, capable of profitably working \$10 ore. Indians are stealing horses by the wholesale in the northern counties, and

the settlers are arming to protect their property and to make it sultry for "Lo." Within the next sixty days the broad-ening of the Utah & Northern will be completed and an unbroken standard gauge put in operation covering the en-tire line from Pocatello to all Montana points beretofore and now reached by he narrow gauge track. The Union Pa cific company will endeavor to run trains over the Northern Pacific track to Heena. It is generally believed if this arrangement is not concluded the company will build an independent line to the cap-

Governor Hauser tells the Helena Herald that two new railroad companies have been formed—one to build a branch rom the Boulder valley road down the Boulder valley to Jefferson river, thence across to the Madison, near Red Bluff, and thence on up the Madison and into the National Park; the other from the Northern at Gallatin Pacific to a junction with the National Park line near Red Bluff. The first named road will be built to Red Bluff this year and on into the National Park next year. A spur will probably be built from Red Bluff to Virginia City.

The Pacific Coast. Colfax, W. T., is to have a college, and the contract for erecting the same has been let. A pelican measuring nine feet from tip to tip was killed at Bishop Creek, Inyo

county, one day last week. The brewers in San Francisco have formed a "combine" and raised the price of beer. The bottoms of beer mugs will ascend in consequence.

An Oroville miser named Horatio Hamilton starved himself to death re-cently. He denied himself proper food and left \$3,000 cash and a quarter section

of land to relatives in Ohio. Never before were the prospects for large crops more flattering, and if every-thing progresses favorably from now on until harvest Sacramento county will have a larger yield than that of any pre-

ceding season. On the California & Oregon railroad, track has been laid to the Klamath river, sixteen miles above Montague, and on the other side of the river the road is graded and ready for the rails for a distance of about ten miles.

The Portland flouring mills have an order for 150 tons of flour for Hong Kong, to be shipped by the way of San Fran-cisco. This is a new thing in flour movements and is probably a result of the corner in wheat in San Francisco.

The coal shipments from Seattle during the month of March amounted to 22,218 tons; from Tacoma, 22,171 tons; from Nanaimo, 18,595 tons, and from Departure bay, 11,450 tons. The shipments from Puget Sound thus exceed those from British Columbia nearly 15,000 tons.

Trouble is brewing in the Union Iron secured the contract for the construction of the United States craiser Charleston The contract provides that the vessel shall be completed within a specified 'except in case of earthquake, riots or strikes." Superintendent Dickey, of the works, went to the Clyde two months ago in search of cheap labor, and as soot as the imported mechanics arrive and attempt to work for less than the regula tion wages, there will be a walk out and a strike of considerable dimensions. All

trades in the city are thoroughly organi zed and a unit against imported cheap

Lots Being Sold at Good Prices-A Great Demand.

SALE OF THE POOR-FARM.

The auction sale of the county poor farm lots began yesterday at ten o'clock. and will be continued from day to day until all are sold. There was a good crowd present and bidding opened lively. Tom Riley, the auctioneer, knocked down the first corner lot at \$2,650, and the next two inside lots at \$1,835 each, to William Gyger, an employe of Dewey & Stone. The highest price paid for any lot was \$2,825 for lot 9, block 1, the purchaser being William I. Kierstead, the next republican councilman from the Ninth

Prices ranged from \$925 up to the amount just named. The total amount realized \$76,000, or \$38,000 more than the appraisement.

If all the lots were sold at as good prices as those sold yesterday, the county will receive upwards of \$400,000, and twothirds of the farm will be left to be dis posed of in the future. It required from ten to fifteen minutes

to sell each lot. The sale will therefore last several days.

Edwin Booth and his entire company feft last night at 11:30 for Kansas City over the Burlington. They went by a special train composed of Mr. Booth's private Worcester car "David Garrick" and a special baggage car and coach furnished by the Burlington for their exclusive use. From Kansas City they go to Des Moines by the same line. W. F. Herman, general agent for the Union Pacific at Cleveland, O., is in the

The officials of the Union Pacific left

Tuesday night in special car 05 for cago, where they will meet the representatives of the lown lines to discuss the matter of percentages for the operation of the Council Bluis transfer. The Union Pacific men have comparative figures show ing the cost of operating the transfer be-fore their road took hold of it which, it is said, will "knock out" the Iowa roads in just about one round. Traveling Passenger Agent Green, of

the Union Pacific, has returned from the, west.

District Court. Yesterday morning the examination of S. Kalish in aid of an execution against him, amounting to about \$1,000, in favor

tent and they apply it to the ship, as of Miland & Co., took place before Judge

Mr. Potter in Omaba.

Thomas J. Potter, the newly appointed first vice president of Union Pacific road arrived in the city yesterday, in his special car from Kansas City. He was accom panied by his private secretary. Mr. Potter will remain here a tlay or so. He came here on business connected with the B. & M. road, but took advantage of an hour's leisure time to call at the

Union Pacific headquarters and have an informal talk with the officials there.

Mr. Potter was met in the Millard hotel by a reporter yesterday afternoon. He is a man of about forty years, of commanding presence, and with a clear gray eye which denotes its possessor to be a man of coolness and nerve, as well as judgment and foresight. He is a pleasant man personally, and submits to an interview with the utmost grace.

"When do you expect to assume your

new duties with the Union Pacific?" was

asked of him. "Probably on the 16th of May," he replied. "I shall resign with the Burling-ton on the 15th, and shall go to work for

the Union Pacific on the 16th. "Your headquarters will be in Omaha?"
"Yes, though I don't know that I shall remove my family here. My home has long been in Burlington and it will probably remain there."

Speaking of his new duties, Mr. Potter said: "My contract with the Union Pacific makes my position that of first vice president, and gives me control of the Union Pacific main line and the leased Oregon Railway and Navigation company's lines. Yes, I presume my work might be called that of a general manager. As for Mr. Cummings and Mr. Callaway, I can't say as to whether they will remain with the road or not. I presume so. I shall make very few changes. To tell you the truth, I have not taken up the work yet and I cannot say now just what I shall do." "Will there be any special change in

the policy of the management?"
"That I can't say at present."
Mr. Potter has been associated with the Burlington for twenty years. He has worked his way up to the high position which he has occupied latterly, by force of his industry, integrity and ability, as a railroad man. He started in as a station agent at Albia, Ia., and has occupied

various positions with the road since, both in the traffic and operating departments. To use his own phrase he has been "a little bit of everything." In other words, his experience has been that of a thorough, all-around railroad

General Manager Clark.

General Manager S. H. H. Clark, of the Missouri Pacific, is also in the city. He came here partly to effect the removal of his family to St. Louis, and partly (and principally) on business connected with the Missouri Pacific's Omaha inter-

Mr. Clark was yesterday approached by a reporter who secured from him some valuable information. That gentleman by the way, does not treat the interviewer with that pompous brusquerie which is affected by some railroad men. He is willing to give information which it is politic to disclose, at the same time that he is always careful not to say anything that ought not to be made public.

In answer to questioning Mr. Clark said:
"Yes, I am here getting things in shape for the building which the Missouri Pacific will do here this season. The land on which we shall erect our shops and roundhouse is near Sulphur Springs, and is about sixteen acres in extent. This is

being filled up, so as to make the tract perfectly level." How large will the shops be?" "That it is impossible to say at present. You can rest assured that they will be of good size. They will do all the work for the Missouri Pacific from Atchison, Kansas, north. Then we have other shops at Atchison, at St. Louis and at Sedalia, Missouri. The details of the Omaha shops I can give you later. Then we shall build a big round house at Sulphur Springs, even larger than the old one. It

rated a system of improvements here that will involve an outlay of thousands of dollars. The Missouri Pacific will also creet a depot on its grounds (which have 1,500 feet frontage) at Sixteenth and Nicholas. The details of the depot have not yet been arranged.

the öld round house burned, as it maugu-

a fortunate thing for Omaha that

"Will the Missouri Pacific go into the union depot scheme of the Union Pa-"We have signified our willingness to do so, when the other roads are ready. It is certainly not the fault of the Mis-souri Pacific that the scheme is not being

When will the Belt Line trains commence running?" "We want to inaugurate the system this vear-just as soon as the rush of work

subsides. I can't fix any positive date however. It will not be long before these trains are in operation."

Mr. Clark declined to answer any question about the proposed branches of the Missouri Pacific from Omaha. Mr. Clark has sold his residence at Twentieth and Dodge. He still retains a five-acre tract near Hanscom Place, on which he expects to build. He will then

make his permanent residence in Omaha The O. R. & N. Lines. Now that the Union Pacific has definitely secured the lease of the Oregon Railway & Navigation company, some information on the subject of the lines of

that organization will be of timely in-The line of the O. R. & N. company commences at Huntington, Oregon, the western terminal of the Union Pacific. It runs thence west to Umatilia where it connects with the branch running in a direction slightly northwest to Portland, Oregon. At Umatilla, other branches diverge to different points in the northeast, covering quite extensively the rapidly developing country of Oregon and Washington territory. Altogether, the system comprises about 650 or 700 miles of railway. In addition to this, the company operates a line of steamers on Puget Sound, to Seattle, on the Snake river, the Columbia river and the Williamette river, besides a line from Portland to San Francisco. The coast line of steamers make the trip from Portland to

Frisco, one of 660 miles, in lifty hours. This gives the Union Pacific its own line to the coast, and great scenic route to California, with a ride of over 600 miles by water, thrown in. Of course the traffic arrangement with the Central Pacific will still be maintained, so that passengers, so preferring can go west by that route.

As already stated, the Oregon Railway & Navigation lines will be in control of Mr. Potter. Other arrangements for its

operation have not yet been made up in detail. The Ship Was Drunk,

A latter was received yesterday from Sherman Canfield, who is accompanying "Buffalo Bill" on his European tour. The letter was written in mid-ocean. The good ship "Nebraska," he says, has met with some rough weather but has so far withstood the gale bravely." The writer says that the Indians, who had never experienced anything of the sort, were very much alarmed at the rolling of the ship in the heavy seas. One brave solemaly remarked, "teepee him heap dam drunk," when the vessel was doing some beavy lurching. "Teepee" is the Indian expression for

Use the surest remedy for entirrh-Dr.