

THE DAILY BEE.

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

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Average... 14,877. Subscribed and sworn to before me this 25th day of April, 1887.

Notary Public. Geo. B. Tschuck, being first duly sworn, deposes and says that he is secretary of The Bee Publishing Company.

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Contempt of Court. According to one of our available contemporaries some lawyers have expressed the opinion that Judge Stenberg would be warranted in sending the editor of the Bee to jail for contempt of court. This is decidedly cool. Contempt of court for what and for whom? Is there any reputable man or woman in Omaha that does not regard the decision in the Rottacker assault case a judicial outrage? Talk about contempt of court! What else than contempt can people have for a court which makes justice and law a mere mockery. Why did the judge express the opinion two days before the trial that the complaint could not be sustained? What do the lawyers that talk about contempt of court think of a judge who decides cases before he has heard the evidence? What do they think of the conduct of court officers who play sleight of hand with subpoenas for important witnesses? Would it be contempt of court to protest against such outrages?

Railroad Building in Nebraska. Whatever the effect of the inter-state commerce law may be upon railroad earnings, certain it is that in no way interferes with their construction. It has been stated in Bradstreet's that the summer and fall of 1887, would witness the building of more miles of railroad in the United States than any other one year in the history of our country. Judging from the way the season starts in Nebraska, this statement is true. The Chicago Times, speaking of the Burlington 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 Omaha, 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 northward of Liff an extension from McCook taps the Cheyenne extension and then diverges and runs in a southerly 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 extension of the Nebraska system."

The Chicago & Northwestern is also contemplating extensions and branches. The Rock Island which built from Atchison, 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 Calway. The B. & M. is also rising Colorado. Three projected lines of that system are already being surveyed in this state.

The Swelling Tide of Immigration. Last week there was recorded at New York the largest number of immigrants that have arrived there in any one week of the present year. The aggregate of big and little, old and young, who had turned their faces upon the old world to find new homes here was 13,451. They represented many nationalities and the destination of most of them was the far west. They were generally a good class of emigrants, who may be expected to become useful citizens. The authorities at Castle Garden express the opinion that this is but the beginning of a season of immigration never exceeded and not even equaled before in years. The exciting conditions in Europe favor this view. Besides the incentive to emigration which the political situation there gives, the industrial state of affairs is far from satisfactory. There is no difficulty in finding reasons why Irishmen and Germans should leave their countries for the larger freedom and opportunities of America. In some degree the influences that induce emigration are the same with all—oppressive laws, burdensome taxation, an ill-favored existence that holds up no promise of better things in the future. The years of great immigration have been those of a removed prosperity in this country, of which the people of Europe seem to learn with remarkable promptness. The augmented immigration of this year coincides with our industrial prosperity prospering.

This influx of population from the old world is not universally regarded with favor. A number of newspapers, voicing, it is supposed, the sentiment of a respectable and considerable element, have effected to see in it a menace which the country ought to guard against. The idea of these writers is that we shall need all our available room for the future maintenance of the descendants of the sixty millions of people already inhabiting this country, 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 is 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 people 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 attitude hostile to sound economic principles. It is quite unnecessary to remind intelligent 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 the United States will sustain a population 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 country 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 accomplishment would not be much less than a century and a half. Even with immigration maintained at the highest point it has ever reached the country could not attain a population of two hundred millions in less than fifty years. There is manifestly no cause of trouble or apprehension in the fact that Europe is now adding to our population at the rate of half a million a year, so long as the people who come are of the kind of which good citizens are made. For protection against all others the present laws are ample if properly enforced.

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 judgment they will not crowd or jostle anybody already here. We shall thus have more people to feed at home and a steadily diminishing necessity for seeking a foreign market for our products. We shall see villages grow into towns, towns into cities, and cities expand to metropolitan proportions. Our farms will become more valuable, and all forms of property will improve. The general prosperity will be advanced and the aggregate wealth increased. In all material respects, at least, immigration must continue to be to our advantage for years to come. Meanwhile it may be prudent to ask those who think otherwise to propose a plan for shutting out immigration, that is at once practical and in accord with 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 six months. This was however voted down by the majority of the council and the proposition 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 mile 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.

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 fraction less than 30,000 tons, while in the week before the law went into effect they aggregated a fraction over 71,000 tons. The shipments of last week were below those of the corresponding week a year ago, when the transportation business was more pronounced than ever before. Doubtless a relative decline has taken place at all points shipping to the east. There is also a decrease in the shipments westward. This state of affairs is in part explained by the heavy movement of commodities immediately preceding the date when the law went into effect, and which for a time filled the channels of demand, but it is of course due more largely to the fact that buyers are operating with great caution under the advanced rates, and will continue for a time to do so. The readjustment is not yet perfected, and cannot be for some time. If the policy thus far pursued by the commission continues to be followed that time may be greatly and unnecessarily prolonged. Meanwhile the loss is falling on the railroads, whose arbitrary charges could have no other effect than to block trade, and was undoubtedly designed to have that effect. Of course the roads expect to make this all up, when the necessities of the country shall force a more active movement of commodities, but it is just possible that their calculations in this respect may be found at fault. Thus far the arbitrary policy of the corporations appears to operate in the direction they desired, but it must not be assumed that they will be permitted to continue in their present course. The commission has declared that the language and the tenor of the law wholly fail to justify the railroad managers who "embarrass the customary interchange of business and impose stagnation of trade," and that also is the public opinion. The corporations may carry their policy of unreasonable and unjust charges too far.

73,357,155. But maize shows a decrease from 3,031,481 bushels for March, 1886, to 5,353,130 last month, and for the nine months from 4,597,371 to 33,533,919.

The recent fluctuations in the price of silver have been due chiefly or wholly to speculation in London. The bullion 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 bills 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 revenues, must offer its draft in open market to the mercy of the silver speculators. The last report of the Indian government showed the utter hopelessness of any estimates of the income 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 slizzer in his pocket night and day. It is the first instance on record where a gentleman afraid of house-breakers has come to a witness stand to swear that he armed himself with a slung-shot to ward them off.

The news comes from Cortland, this 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 \$30 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 serendipitous brass band is a novelty in Omaha. It beats "Excurion 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, N. Y.

It is reported that ex-Mayor Carter H. Harrison of Chicago, will soon start for California with his family. His wife, Mrs. Harrison, is a native of Chicago, and will 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 weak beer.

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 wonderful extent.

The duke of Sutherland has decided to settle in Florida, having purchased a magnificent tract of land in that state, a cottage to cost about \$15,000, in which he will spend a couple of months every winter.

General Sherman kisses every girl who attends the Thursday afternoon receptions given by his wife in New York. Since the old warrior has succeeded in introducing his vivacious St. Louis niece he is rapidly becoming reconciled to life in the effete east.

Mrs. Zeldia Seguin Wallace, who is said to be the most beautiful woman in the world, is lecturing in Kentucky on woman's rights. Mrs. Wallace is a Kentuckian by birth, being a daughter of Dr. Saunders, once a prominent physician of the state.

Goodall Bay, one of the few English officers who escaped in the massacre of foreigners at a considerable private distillery to the khedive, 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 presentiment that the new inter-state commerce bill is going to increase the number of lunatic asylums in this country.

Denver Republican: We suspect that some of the brilliant railroad managers who are charging the inter-state commerce bill are state law obnoxious by advancing the old rates on the long haul, will have some difficulty in explaining their action to the commission.

Pittsburg Post: The people are not convinced that the law is unjust or unenforceable by the organized assaults on it. They want to see it in actual and honest operation before they will consent to any private distillery to the khedive, is visiting the United States for the benefit of his health, which suffered much in that service.

Boston Herald: It seems to us that the commission have presented this matter in a temperate and equitable manner, and that the inter-state commerce bill is a measure of justice and equity. The engine of oppression to make public sentiment against it.

Missouri Republican: We are now on firm ground. There is no law—and it must be faithfully observed; and if there has existed an understanding among certain roads to break it down by a harsh partiality where the law does not require it, and by making one section of one industry the victim of the other, and the latter the beneficiary of the same, it is abandoned at once.

Philadelphia Record: The railroads of Pennsylvania seem to have pitched upon the inter-state commerce bill as a means to break it down by a harsh partiality where the law does not require it, and by making one section of one industry the victim of the other, and the latter the beneficiary of the same, it is abandoned at once.

Indianapolis Journal: The average congressman may not have a very scrupulous sense of propriety, but is rather surprising to learn that some who voted for the inter-state law have appeared before the commission as attorneys for large interests seeking to modify or over turn it. It is barely possible that they may be in some way conflicting interests, one as a representative in congress and the other as an attorney out of 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 consent to a few young and hard-boiled girls for base and immoral purposes, is indeed a sad state of affairs, but it is nevertheless true."

Salt Lake City Utah. Salt Lake City is said to be the only place in the United States where the in-

fluence of deeds on record is refused to the public. The banks of Salt Lake City report the receipts for the week ending April 29, inclusive of \$49,261.61 in ore and \$49,281.40 in bullion, a total of \$98,543.07. Mr. W. P. Noble, of Salt Lake City, has been awarded the contract to supply beef to the Shoshone and Apache 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 prosperous condition. The members graze over 800,000 sheep and control the shipment of 1,500,000 pounds of wool. Last week's mineral shipments from Salt Lake City were, 33 cars iron, 1,039,310 lbs; 15 cars iron matte, 458,483 lbs; 15 cars iron ore, 450,000 lbs; 17 cars lead ore, 522,000 lbs; 33 cars copper ore, 1,042,950 lbs; total, 132 cars, 8,813,775 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 Iowa looks sick in comparison. They believe polygamy is a "divine institution" and consider a hogher bath before a law officer is trifling if it subserves the growth and elevation of Brighamism.

Montana. The Granite Mountain mine divided \$300,000 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 from the noted cowboys and the settlers are arming to protect their property and to make it sultry for "Lo."

Within the next sixty days the broadening of the Utah & Northern will be completed and an unbroken standard gauge line from the Missouri Pacific to Helena. It is generally believed if this arrangement is not concluded the company will build an independent line to the capital city.

Governor Hauser tells the Helena Herald that two new railroad companies have been formed—one to build a branch from the Boulder valley road down the Boulder valley to Jefferson river, thence across to the Missouri Pacific, 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 latter named road will be built 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 awarded.

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Never before were the prospects for large crops more flattering, and if everything progresses favorably from now on until harvest Sacramento county will have a larger yield than that of any preceding season.

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

The coal shipments from Seattle during the month of March amounted to 23,218 tons; from Tacoma, 24,171 tons; from Nainaim, 15,302 tons; and from Puget Sound, 11,450 tons. The shipments from Puget Sound this exceed those from British Columbia nearly 15,000 tons.

Trouble is brewing in the Union Iron works at San Francisco. This firm secured the contract for the construction of the United States cruiser Charleston. The contract provides that the vessel shall be completed within a specified time, "except in case of earthquake, riots or strikes." Supporting the company, of the works, went to the Clyde two months ago in search of cheap labor, and as soon as the imported mechanics arrive and attempt to work for less than the regulation wages, they will be in a position to make considerable dimensions. All trades in the city are thoroughly organized and a unit against imported cheap labor.

SALE OF THE POOR-FARM. Lots Being Sold at Good Prices—A Great Demand. 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 Biley, the auctioneer, knocked down the first corner lot at \$2,850, and the next two inside lots at \$1,825 each, to William Gyger, an employe of Dewey & Stone. The highest price paid for any lot was \$2,325 for lot 9, block 1, the purchaser being William I. Kierstead, the next republican councilman from the Ninth ward.

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

If all the lots were sold at as good prices as those sold yesterday the county will receive the sum of \$400,000, and two-thirds of the farm will be left to be disposed of in the future.

It required from ten to fifteen minutes to sell each lot. The sale will therefore last several days.

Tips from the Ties. Edwin Booth and his entire company left last night for 30 days to 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 the party's 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 city.

The officials of the Union Pacific left Tuesday night in special car 95 for Chicago, where they will meet the representatives of the Iowa lines to discuss the matter of percentages for the operation of the railroads. The Union Pacific men have comparative figures showing the cost of operating the transfer between their road took hold of it which, it is said, will "knock out" the Iowa roads in just about one hour.

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 of Miland & Co., took place before Judge Neville.

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