

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, County of Douglas, ss.
George H. Tschuck, secretary of The Bee Publishing Company, do hereby solemnly swear that the circulation of THE DAILY BEE for the week ending January 19, 1890, was as follows:
Sundays, Jan. 14, 1890, 15,000
Monday, Jan. 15, 1890, 15,000
Tuesday, Jan. 16, 1890, 15,000
Wednesday, Jan. 17, 1890, 15,000
Thursday, Jan. 18, 1890, 15,000
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THE SUNDAY BEE.

Some of the Interesting Features of To-Morrow's Paper.

The Bismarck of All China—Carp interviews Li Hung Chang and writes an interesting letter on the great vicar looks, acts and talks together with an insight into his family affairs.

Our Northern Neighbors—A former Nebraskaan gives his impressions of Canada and the customs of the Canucks. He draws the conclusion that there is no prospect of peaceable annexation as the natives are decidedly English.

Among the Poor and Lousy—A Bee reporter details some of the startling scenes and incidents witnessed during a visit among the county charges.

Life at Fort Omaha—How the soldier boys at our own post live; a description of their quarters and their duties as gathered by a civilian.

Annals of a Nebraska Town—Racy description of the rise of Colvinton, the Jubilee of Nebraska, and some of the scenes of blood and dishonor which have transpired.

Wild Hog's Lost Treasures—The famous Cheyenne chief, long since supposed to have been dead, returns to Fort Robinson and views the battle field on which his band of braves was wiped out of existence by the United States troops.

Through a Frenchman's Eye—Max O'Rell tells charming, but fantastic tales of America and Americans as he saw them on his recent trip to the United States.

Pond & River Missions—General James S. Brittain relates the thrilling incidents of that terrible slaughter, in which more lives were sacrificed than in the famous Custer massacre.

Echoes from the Ante-Room—Full proceedings of the Nebraska Veterans Masons association, together with other interesting secret society events.

Shall We Spunk Bismarck?—Fresh and readable extracts from the metropolitan press on the Samoan situation.

The Clergy on the Creche Bill—Opinions of a dozen Omaha pastors.

In Omaha Social Circles—Full description of the brilliant fancy dress ball and reviews of other social happenings of the week.

Other Features of Interest—The New York Herald's cable dispatches from Europa canter; our special service from the national and state capitals; all the happenings in Nebraska and Iowa gathered by our correspondents, and the brightest and most complete local news.

MAXON BROUGHT does not look like a man who fears that he will be legislated out of office by the "boodle gang."

OMAHA is not behind her contemporaries in fashion or sensation. She also can boast of her "Jack the Ripper."

NOW that the Douglas county delegation has been heard from on the Omaha charter, the committee on cities and towns can proceed with its work.

THE Douglas county delegates to the house are getting exceedingly nervous these days—at least those members who hang onto the ragged edge of their chairs.

THE recent drop of one cent per pound in the price of cotton seed oil should not lardly make everybody believe that lard will be sold one cent cheaper.

NINE-TENTHS of the business of Omaha is done south of Dodge street, and yet we are told that the business center of Omaha is between Cass and Chicago streets, near Jefferson square.

THE lord mayor of London tendered a farewell banquet to Minister Phelps, and it would be interesting to learn whether a seat was reserved for Lord Sackville West or for Mr. Murchison, of California.

IF it be true that certain disgruntled saloon keepers and politicians intend to test the validity of the Omaha exise board on constitutional grounds, they are going to spend their money in rainbow chasing.

THE Omaha branch of the Oklahoma boomers are patiently awaiting the passage of the Springer bill. They don't propose to be tied to wagons and pulled out of the territory like their more venturesome friends.

THE fact that the steel rail mills of England, France, Belgium and Germany have formed a trust patterned after the American idea is a flattering tribute to our monopolists, who have so long held the secret of squeezing the people.

THE second trial of Cleary, one of the "boodlers" of New York City, has just been called. The great metropolitan sets a queer example. She never wearies of frying the guilt out of her derelict officials and always keeps her shambles full of such fattened stock.

MAKE HASTE SLOWLY.

The submission amendment has been railroaded through the senate by an application of the law, and it now remains to be seen whether the lower house will commit the state to a policy that would prove more disastrous to its material welfare than three successive seasons of drought. The experience of Iowa should have been a warning to this state. Prohibition has decimated her population, depreciated her property values, and promoted local strife and litigation without materially lessening the evils of the liquor traffic. Prohibition has been more effectively enforced in Nebraska under our local option laws than it has in Iowa or Kansas with their ironclad prohibition amendments. In every large city of Iowa liquor is sold as freely as it ever has been, the laws are openly set at defiance, and drunkenness is more frequent than it would be under the strict surveillance of a high license system. If the submission of a prohibition amendment was simply an effort to gratify the sentimental gush of parties who delude themselves with the idea that a legislature has no right to refuse to submit any proposition to the people, no objection could be raised. But submitting the prohibition amendment is liable to produce very serious consequences. It is certain to keep away thousands who desire to locate in Nebraska, and drive away other thousands who are already here. It is certain to create a want of confidence among capitalists in the future growth of our cities, and will tend to paralyze local enterprise. At the present stage, when Nebraska is on the eve of another boom, such a setback would be disastrous to every class of our citizens. No resolutions passed by any convention can make it obligatory on any member to vote for a measure which he knows will bring disaster upon the state. In such an emergency as this it is best to be deliberate and make haste slowly.

OUR STATE OF PREPARATION.
In view of the possibility, remote though it may be, of hostilities between the United States and Germany, which would necessarily be a naval conflict, it is interesting to inquire what our state of preparation is. The last report of the secretary of the navy supplies the desired information. At the time of the writing of the report there were in the North Atlantic squadron four war vessels, in the South Atlantic squadron three, in the Asiatic squadron five, in the Pacific squadron eight, and in the European squadron three—a total of twenty-three unarmored war vessels in good fighting condition. About a dozen more were engaged on special and detached service or undergoing repairs, all of which are doubtless now available. There were in course of construction, as provided for by congress, eight armored vessels, some of which are now nearly completed. The report of the secretary of the navy says: "The department is able to report that when the ships in course of construction and those authorized shall have been completed, the United States will rank second among the nations in the possession of unarmored cruisers or 'commerce destroyers,' having the highest characteristics, viz. of a size three thousand tons and upward, and possessing speed of nineteen knots and upward."

It thus appears that the government has at command—with those soon to be completed—over forty war vessels whose capacity for preying upon the commerce of another nation is hardly excelled. England and France only surpassing us in this particular. With this force, and additions which might rapidly be made to it by transforming the larger steamers in the coastwise service into cruisers, it would seem that we ought to be able to inflict very severe damage upon the commerce of Germany, and having little maritime commerce of our own to protect, nearly the entire naval force could be occupied in destroying the commerce of our opponents. But the question is naturally suggested as to what we should do for home defense—that is, the protection of our seaports—in the event of Germany sending fleets into our waters. She has a navy more than double ours in the number of vessels, with some of the best ships in the world. Here apparently is our weak point, but Germany would probably require nearly all of her naval force that she could safely send away from present employment to guard her commerce, and would thus be unable to serious damage to our ports. The possibility of such a contingency, however, strongly urges that we should not be in a condition to warrant apprehension on this score. It might happen that in the event of a conflict Germany would decide to make some sacrifice of her commerce in order to strike us where we are confessedly vulnerable, as the most direct and certain way of bringing us to terms.

It is seen, however, that we are in a much better condition to defend ourselves, so far as the naval establishment is concerned, than we were three years ago, when the United States did not have one vessel of war which could have kept the seas for a week as against any first-rate naval power, and the present circumstances should impress congress with the duty of still further strengthening the navy in this direction. The time has gone by when this country can rely for security against hostile complications upon its isolation or the good will of other nations. Our enlarging interests and expanding relations make us more and more a competitor of other nations for commercial advantages, and we must be prepared to maintain our rights or be forced to surrender them.

Whatever may be the outcome of the controversy with Germany we should not fail to see in it an admonition to be always in a good state of preparation.

JURY REFORM.

POSTMASTER GALLAGHER, who by the way is Jim Creighton's son-in-law, is a very fair writer but he ought not to hide his light behind a colored postal carrier when he wants to discuss the jury trial issue. Mr. Gallagher's very clever appeal in behalf of Jefferson square loses all its force when it appears over the name of E. R. Overall. Everybody knows that Overall is incapable of composing the letter which appeared in the Herald over his name and it is a spectacle that would make a horse laugh to see an able-bodied democratic official like Gallagher standing behind the back of a colored man to shield himself from the missiles he expected to provoke.

The friends of the movement for a deep water harbor on the coast of Texas are having a great deal of trouble in congress. As was to have been expected, the wild project, which would cost the government millions of dollars beyond any present computation, is encountering a strong and determined opposition, and the effort to engraft an appropriation for it in the river and harbor bill would certainly defeat that bill in the house.

It would be in accord with the eternal fitness of things that the new wing to the state assembly for the blind should be in a rickety condition due to faulty construction. Here is a field for the investigation of the committee on public lands and buildings. But the question may well be asked, what does the committee know about construction, anyway?

COUNTY CLERK ROUPE claims to hold in his possession the poll books and other paraphernalia of the legislative election last November. The commission on privileges and election law is likewise sure that he has the returns in his keeping. There is evidently a difference of opinion somewhere.

OTHER LANDS THAN OURS.
Thomas A. Stevens has been commissioned by the New York World to go to Africa and find Stanley and Emin Bay, and incidentally to make himself acquainted with all the details of the Arab slave trade. The commission is a curious one for a world on a bicycle for that lively magazine Outing, and his perseverance, courage and promptitude of resource are as conspicuous as the same qualities in Henry M. Stanley. He goes by way of Zanzibar, and has acquired a fund of information respecting the regions which he will have to traverse, that has been the work of a month and a very interesting reading. It seems that the table land beyond the frontiers of Zanzibar is occupied by the Massai, a people who are through free-lancers and whose way of living has something in it that recalls the heroes of Homer, and is much more Hellenic than moral. The territory of these Moon people is bounded by the Victoria Nyanza, and stretches to the eastward of the Victoria Nyanza, and marches with the land of Uganda, which is now in possession of the Arabs. Stevens proposes to go through these hostile countries, but he does not quit undaunted upon what he bases his hopes of success, and the information shows that Stanley was right when he said that the moon people in spite of its delays, single travelers may slip through from Zanzibar without great difficulty, but an expedition bearing supplies seems certain of being plundered, if not massacred, either among the Massai or in Uganda.

One thing must be admitted by the most frenzied enemy of the Russians. They are rustlers, and are always doing something, that something being generally of a character to annoy and perplex the English. The latter, as a rule, are not so much a complicator of our politics as the former, who can take a step in advance without a yell of blue murder from England, and an intimation that Britannia's crown cannot be stepped upon with impunity.

CONFIDENCE MEN AND IMPOSTORS.
Among the various falsehoods which are being disseminated by Jim Creighton's literary bureau is a statement over the name of George Smith, ex-county surveyor, as regards the estimated cost to the city of grading Eighteenth and Douglas streets to the level of Farnam. Mr. Smith estimates that one hundred and five thousand yards will have to be removed at an expense to the city of over one hundred thousand dollars. In other words, it is given out that the city will have to pay about one dollar per yard for grading, when in fact contracts were let for such work at from twelve to eighteen cents per yard, and private citizens have had grading done in that neighborhood for much less. At fifteen cents a yard the 105,000 yards of grading would cost just fifteen thousand seven hundred and fifty dollars, of which the city only will have to pay one-half and the adjoining property the other half, so that instead of one hundred thousand dollars the expense of grading would be less than eight thousand dollars.

THE French minister of war, Monsieur Freycinet, has obtained a grant of \$180,000,000, which will be chiefly expended in fortifying the northern frontiers of France. This means beyond question that France calculates that the German army will be as numerous as soon as the breath is out of the king's body. Bismarck has already given what diplomats call a protocol to declare intentions. He has signified that Luxembourg will be admitted into the German Zollverein, and he has refused permission to the old king of Nassau to his representatives to dictate his rights in favor of his son. By declaring his intention to fortify his northern boundary the French has the high ground in the hands of the king of Belgium that they will not annex part of Belgium in compensation for Germany's too probable annexation of Alsace and Lorraine. The day of strategic railways. The French are praying that there will be time given them for that work, and that depends entirely upon the vital thread of the king of Holland which is already within the shears of Atropos. If they are ready they will not be molested; if they are not molested they will have a grand exhibition; if they have a grand exhibition many citizens of Omaha and the United States propose to go to the fair in Paris. So that we all have a personal interest in the fate of the king of Holland.

The news comes from Germany that the young emperor has ordered the discontinuation of French cookery in the imperial palaces of the Fatherland. Some people have an idea that this is done to show enmity to France, but this is certainly not the true explanation. It is probably done from a honest preference for German cooking. In New York, where there certainly is no repulsion to French things, but on the contrary a cordial genuine regard for France, and an idolatry of French art, there has been all the same a revolt from French dishes, and the most popular restaurants are Italian. The day of French cookery has gone by almost every European country, even in Spain, which follows the lead of France in so many things. Every hotel in Madrid has interpolated into the menu dishes of Spanish origin, such as puchero and various omelets. Frederick the Great was a passionate admirer of French cuisine, and he had a court etiquette to speak French, to read French literature in preference to German, to speak French to his wife, and to eat French dishes. His descendants have adopted a healthier standard, a manly Germanism, which deserves imitation not only here, but in stimulating this Bismarckian

shown himself a true patriot, and has rendered an inestimable service to his countrymen. Only in one thing has the great man erred, and that is in the retention of German letters, because these have a bad effect upon the eyesight. And they are not particularly German, for they were used by the great French and Spanish of the middle ages, to say nothing of England. Any one who visits old cathedrals will see the alleged German lettering under very un-German conditions.

Things probably move in waves. If so the present moment is a wave of improvement towards magnanimity on the part of many christianized barbaric people. Some pessimists have asserted that this is because christianity simply resulted in the subjection and degradation of the inferior races. But this argument will not apply to the fearful scenes enacted in Hayti, where the colored race has every opportunity for improvement, has steadily retrograded. The latest news is that the whole army of Legitime has abandoned him and joined the forces of Hippolyte, and this is a sign that the men of Hayti are in favor of open voodooism, or the worship of the serpent with its emblematic rites. But some of the eastern papers are drawing largely on their imagination when they report that the colored race is being openly sold in the markets of Hayti towns. From more veracious correspondence it appears that on the contrary voodooism and a diet almost entirely confined to fruit seem to go together. There is, however, enough of the horrible and revolting in Hayti to furnish food for the most sensitive under the ban of civilization. And men are beginning to ask themselves whether such a state of things should be permitted to exist in the name of the United States. It seems to be the duty of the United States to assume a protectorate over Hayti and it is deeply to be deplored that this was not done while Salomon was alive, and president.

It appears that the discoveries of gold-bearing ledges in Mexican California are far inferior to those in the Harjuha region of the same country, Alaska, and anyone who thinks of trying his luck in the new gold fields must not leave the states if he wishes to do well. In the first place, the Mexican Eldorado is being worked by a party of Cincinnatians for all that it is worth, and in the next place, it requires expensive tunneling and timbering, and the ore only samples \$75 per ton on average. Of course large fortunes are made in just such mines by capitalists, but they are the ruin of small investors. Even the best specimen assays of the Mexican mines do not show more than \$300 to the ton, and at Harjuha half many of the lumps of quartz contain so much gold that they just weigh them out as pure gold and melt the rest of the material. A ton of such ore would be beyond the limits of the assayer. Much of the lode in the Mexican district has been abandoned by the Mexicans, who abandoned it as exhausted, but no doubt the Cincinnati company will meet with adequate compensation for their risk and enterprise. The president is a Mr. Baumgarten, who speaks in the highest terms of the Mexican mining laws, and of the treatment they have received from the Mexicans, who have done business. He says that the Mexicans have no idea of selling Lower California and that the Senator Vandever of the Congress Americana has spoken for himself alone.

The Chinese railway is a pronounced success, and has been running very satisfactorily ever since the beginning of last September. This is a government work, connecting the small but commodious port of Taku at the mouth of the Peiho river, where the English and French fleets smashed the forts some thirty years ago, with the manufacturing center of the coal mines of Tonksan. It is only seventy-five miles in length, and it is a single track with very long sidings on the plan of American western roads. There are no complicated switching arrangements, but the depot station masters have a fine set of red and white flags, and do their business very satisfactorily with them, precisely as we did ourselves in the beginning of railroads here. The line is now extended to Peking, which it will reach in a round-about fashion, but if the new emperor proposes to burn Chinese coal, as well as his American friends, then the route is all that could be desired. Apparently the Celestials intend to export coal, and if so, they probably have an eye on California, where their markets are not far away from the movement against the United States. This boycotting is simply done by the Chinese laborers, who are doing contract labor, and enforce their contracts by hindrances or braves. The government does not recognize the Six Companies, and is as much opposed to their labor as the Chinese can be. No greater mistake can be made than to estimate the educated Chinese according to the degree of their own self-interest for a term of years to the Six Companies, a trust of the worst character, being the consolidation of a number of speculators in human flesh and blood.

THREATS.

Chicago Tribune.
Secretary Bayard (thereby)—If any man attempts to march down the American flag I will do for that potentate what a famous French officer did for Hyder Ali in Seringapatam. He had the gallies of the British control of Massachusetts. There is a bond of unity between the Cossacks and the Abyssinians, for both are christianized serpent worshippers, and both are suspected of having mixed their old and their new creed in a most astonishing manner.

A CABINET DILEMMA.
Chicago Tribune.
"It is blame to be seen," observed the excited editor, reaching for the paste brush, "that the race for cabinet positions is not always to the swift."

"That," remarked the literary editor, whetting his scissors on his boots, "is Mahone opinion."

"And yet," said the exchange editor, slightly raising his voice and scowling, "it is difficult to put now, when Evarts outcome may be, to Teller reason why."

"Goff with you!" retorted the literary editor, severely. "This is not time for Platiitudes."

"You'll back against something that'll hurt you?" he kept on, "What's the matter with Alger? Don't you esteem him?"

"The matter of all-Germany is that she's Thurston for a fight."

"Great Allison Phebe Cary! There has been too much of this Sherman talk. It does not do the Dutch!"

"The Pennsylvania Dutch! Do you mean a cabinet sine qua non? What's the matter with Alger? Don't you esteem him?"

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mechanical invention, but probably the crowbar has a prior claim.—Texas Siftings.
When some men draw themselves up to their full height they imagine they add little to their stature. Youkers Grant's Esquiline began practicing medicine upon an infant, which gave rise to the song, "M. D. is the cradle, baby's gone."—Texas Siftings.

"Do the duty that lies nearest to you," as the man said when he tackled the mince pie before the soup had been served.—Danville Journal.

Paradoxical as it may seem, they say that Chicago's oldest settler never paid a bill in his life without being sued.—Somerville Journal.

Mrs. Westward, of Chicago, said her husband tried almost everything, but never made money until he tried lard.—Boston Herald.

It is altogether useless to ask a favor of a happy bridegroom who is wearing the first bosom shirt that his wife ever made.—Somerville Journal.

If Christopher Columbus had only waited until now before discovering America, how much bigger a discovery he would have made.—Somerville Journal.

"Ah, Mr. De Doid, is your face for rent?" She languidly said and slow.

"Of course not," he said, "but why?" She said.

"Because it looks vacant, you know." —Washington Critic.

MEN OF THE TRACK.

What They Are Doing And How They Are Doing It.
It is stated in railway circles that the Rock Island and the Burlington have tied up on division of territory, and that this is the reason that the Rock Island has called in its rolling stock from Omaha and the contiguous territory. Inquiry was made, but nothing definite could be ascertained. It was learned, however, that the demand of Hingham & Merriam for Rock Island cars has been met by the Burlington, and this morning forty cars of the latter were set over on the spur tracks at the service of the grain men in question. Just what the actual deal in which the Rock Island is supposed to be interested is, has not as yet been ascertained.

Trouble Brewing.
It is stated that the Union Pacific has already taken the initiative steps in the matter of cutting down the number of men employed in the shops at this place, and work that has formerly been done by Omaha laborers is now being executed at the Pullman shops in Illinois. Several days ago five men were employed on the Utah Central were brought here for repairs, but for some unaccountable reason they were taken out of the shops at this place, and the men who were to do the work were not sent here. It is stated that on February 1 a number of the men employed in the shops will be dropped from the payroll. The initiative step has been taken already, fifteen of the twenty men employed in the bridge and repair shops at Omaha have been notified. The report that the number of men employed was to be the minimum number required is backed up by the rumor that a large number of men will be discharged, and that others will be taken back at reduced wages, and when a requisite number is obtained at the end of the month the balance of the men will be dropped, and in this way a cut in wages can be effected without resulting in any great commotion. This is said to be the theory of George A. Cushing, who is succeeded John Hackney as superintendent of motive power of the Union Pacific February 1. Mr. Hackney is a very energetic and capable man, and would certainly result Cushing attempt to resort to his old tactics, and that it would have occurred anyway had not the men been assured by the officials of the Union Pacific that he would not molest them or their wages beyond a reasonable point.

HAS RESIGNED.

M. B. Williams, general freight agent of the Washah, with headquarters in Omaha, has tendered his resignation to take effect February 1. He is succeeded by George Enstrom, contracting agent of the Nickel Plate road. Mr. Williams, it is stated, has not decided just what he will do at the present time. Mr. Enstrom will soon associate himself with the Union Pacific. Nothing definite could be learned in this respect.

TWO GENERAL SUPERINTENDENTS.

It is officially announced that J. M. Barr, who succeeds G. M. Cuning as superintendent of the Wyoming division of the Union Pacific, is to be general superintendent of the Wyoming and Idaho lines, and also of the Oregon Railway & Navigation system. Successor of Resequie of the Nebraska division is to be general superintendent of the Colorado, Kansas, Nebraska and tributary lines. Both of these appointments are intended and will be so recognized by the heads of the Union Pacific.

NEW ROAD ACQUIRED.

On February 1 the Union Pacific will take the exclusive management of the Leavenworth, Topeka & Southwestern road. This road, and the Manhattan, Almy & Burlington roads, are owned by the Union Pacific and the Atchison, Topeka & Santa Fe. Arrangements have been made between the two roads, and the Santa Fe the latter in management.

FAST TRAIN TROUBLES.

At the meeting of the general managers of the western roads in Chicago, trouble has arisen out of the demand made by the Iowa line, that the Chicago, Burlington & Quincy take off its fast train to Denver. The latter refuses to do this unless the Union Pacific will take off its fast train from Omaha and the Iowa line now threaten cut rates to the Bluffs if the matter is not satisfactorily adjusted.

SUPERINTENDENTS CALLED IN.

The superintendents of the Wyoming, Nebraska, Colorado, Kansas and Idaho divisions of the Union Pacific have been called in, and will meet at Union Pacific headquarters to-morrow and arrange the time-tables in their divisions. Superintendent Resequie states that nothing but matters of this kind are to occupy the attention of the board.

PASSENGER AND FREIGHT EARNINGS.

In view of the request of the inter-state commission, that all railroads make separate reports of the passenger and freight earnings, a meeting of the general auditors is now being held in Chicago to devise a plan for an accounting of the earnings of the Young, general auditor of the Union Pacific, is in attendance at the meeting.

PACIFIC HOTEL COMPANY.

There was a rumor in railroad circles yesterday to the effect that the Pacific Hotel Company had been absorbed by the Union Pacific, and General Manager Kimball, of the Union Pacific, and President Markel, of the hotel company, denied the report.

A NEW MANAGER.

The management of the hotel of the Pacific Hotel company, at the Union Pacific depot has been vested in the hands of J. S. Van Hook, J. P. Patterson, who goes in a similar capacity to Ogden.

WAGES REDUCED.

All trainmen on the St. Joe & Grand Island, aside from conductors, will suffer a reduction in wages of from 10 to 15 per cent, commencing February 1. The reports received in this city today, however, indicate that the effect that an eruption among the employes is likely to result.

A NEW ROAD.

Yankton, Dak., has raised \$100,000 for the railroad project between Yankton and Norfolk, Neb., and the money has been placed in the hands of the agent of the English, American & Pacific, of New York, to be expended in this city today, commencing Monday. Work on the proposed line will be commenced in a few weeks.

RAILROAD NOTES.

The Atlantic express on the Union Pacific was delayed four hours by southern connections yesterday.

J. C. Phillips, of the Missouri Pacific, has been elected to the position of general manager of the Missouri Pacific, commercial agent J. M. Bullock, commercial agent J.

FAME OF OMAHA ABROAD.

As such as to secure millions of English capital.
Attorney John T. Catthers is circulating a petition among the business men of the city for signatures asking the state legislature to modify the law prohibiting non-resident aliens from acquiring title to real estate in Nebraska, so as to allow them to become owners of property within the corporate limits of cities and towns.

"I am in hearty sympathy with the law," said Mr. Catthers, "in so far as it applies to real property not included within municipal boundaries. The manifest intent of the statute was to prevent the acquiring of large tracts of farming lands by non-resident aliens, but the restriction of actual ownership. Great damage to the future prosperity of the state might occur if this statute were not in existence. But it is ridiculous to suppose that any non-resident could acquire enough real estate together in any of the cities of the state to make him a ward of Nebraska. Scarcely, I have a letter in my possession from an English gentleman who owns considerable real estate in Omaha. He complains of the harm this law is doing Omaha. I am confident he writes, 'if the law were modified as I suggest I would invest \$25,000.00 for investment in Omaha and South Omaha during 1891, so thoroughly to give their advantages recognized among British capitalists. The fame of Omaha is abroad in England, and the name is as familiar in London as it is in Chicago.'"

"I know of an instance," continued Mr. Catthers, "where this law drove capitalists out of South Omaha, and they have now formed to invest \$50,000.00 in South Omaha, but abandoned the scheme when the law was passed. The petition is being fully signed by business men."

A SCIENTIST'S DEATH.

Charles Pontex, Union Pacific Chemist, Passes Away.
About 9 o'clock Thursday night, in his modest home, 104 Webster street, one of the most practical scientists that Omaha has ever seen quietly drew his last breath. The person referred to is Prof. Charles Pontex, chemist for the Union Pacific railroad for over twenty years. He was a man profoundly versed in all the sciences, and by his rare faculty of practically applying his knowledge to the solution of problems, he has won the respect and admiration of those who have profited by his services. He was one of the few who have invented the present cast-iron method of sinking river piers for bridges, a most ingenious method of setting out a bridge building. The first experiment of this method was made by him in the Schuylkill river in Pennsylvania. It proved such a decided success that it was adopted by all architects of bridges.

One great industry that owes its discovery to him is the manufacture of dynamite. Through his geological knowledge he maintained and demonstrated that there must be oil in that region. At his instigation a well was sunk, and the rich oil stream that burst forth confirmed his assertions. At one time the professor was in a wayward mood, owing to the treachery of persons in whom he trusted, he lost nearly all his possessions.

Mr. James Leonard of North Omaha who died last week, was a man of high character, and a man of high attainments. Mr. Leonard is one of Omaha's first settlers and had reached the advanced age of ninety-eight years. His family were all present when he passed away.

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