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THE DAILY BEE.

Sworn Statement of Circulation. State of Nebraska, ss. County of Douglas, ss. George H. Teschuck, secretary of the Bee Publishing Company...

Sworn to before me and subscribed to in my presence this 27th day of April, A. D. 1890. Seal of N. P. Hill, Notary Public, State of Nebraska.

In the words of one of the excursionists the trip to Deadwood is the best thing the board of trade has done for our commercial interests for some time.

A SCHEME is on foot to consolidate the rolling mills of Chicago. If this be brought about it is likely to create a powerful competitor to the steel and iron mills of Pennsylvania.

THE shipment of two hundred thousand head of cattle from Wyoming into Montana is a feature of the cattle industry which will attract considerable attention.

TWO Americans were refused admittance to the Berlin exhibition because they did not wear dress coats. Let the Samoan conference stop short until the new indignity heaped on our countrymen be explained.

A PROTEST has been filed by several local railroads in Iowa with the state railroad commissioners clamoring for relief from the low rates imposed. It is safe to say, however, that their threatened bankruptcy was never brought on by the commissioners' schedule.

THE drunken orgies which disgraced the centennial ball prove that the pretensions four hundred of New York are a beastly set. Fine apparel and lagg pedigrees do not make men. They are usually a mask for depravity, the thin veneering of human dogs.

During the month of April the public debt was decreased some thirteen millions. At this rate the debt will decrease over one hundred and fifty millions this year, and the whole interest bearing debt would be wiped out within six years. And that brings up the question, what securities will the national banks substitute for their United States bonds in the national treasury vaults?

THE fund for the proposed confederate soldiers' home amounts to fifty thousand dollars. About one-third of this sum was subscribed in the north. Subscriptions in the south do not meet the expectations of the managing committee, and it now looks as if the movement will be a failure. There is a surplus of sentiment and a paucity of cash. The south might profitably follow the example of the north in providing and maintaining state homes for indigent and disabled veterans.

RETURNS from the pork packing centers of the country for the past week show a slight increase over the preceding week, but the number of hogs marketed is considerably less than for the corresponding week last year. The total for the season from March 1 exceeds by 200,000 the total for the same period last year. Omaha maintains third place among the packing centers of the country.

OUR dispatches report that the Chicago, St. Paul, Minneapolis & Omaha line has a corps of surveyors on the field between Hartington and Yankton with the prospects that the gap of twenty-four miles will be covered in the near future. If this be true it will be good news to the people of Northern Nebraska and Southern Dakota anxious for direct railroad communication with Omaha. Whether this short line is to be immediately constructed or not, the officials of the Omaha road cannot long delay it. Rivals are anxious to tap this promising territory from the south, and any move in this direction is certain to stir up the St. Paul & Omaha road in completing its Yankton short line.

ROBERT P. PORTER, the newly appointed superintendent of the census, has been taken to task as being biased for the work of collecting the national census. He is accused of being a high protectionist and that his theories will induce him to warp facts and figures to sustain his protection theories. Mr. Porter comes to his own defense and asserts his critics in a straight-forward manner. He points out that the position of superintendent of the census is in a measure a judicial one, and a man who would dare manipulate the figures in the interest of any preconceived theories he might have, would be guilty as the judge who would, after his election to the bench, decide a case in favor of a friend in direct contradiction to the evidence. The new superintendent should proceed in his work on the high plane on which he has planned it.

RAILROAD ASSESSMENTS.

The state board of equalization is expected during the present month to make its annual assessment of the railroads and railroad property. The method which has heretofore been pursued in making these assessments is, to say the least, decidedly perfunctory. The board takes the returns furnished by the railroad companies as to mileage of main tracks and side-tracks, right-of-way, depot grounds, rolling stock and all other chattels. The roached right-of-way and all improvements are dumped, together with the rolling stock, into a mileage pro-rata estimate, and the assessment is equalized and certified to, to the respective counties.

This way of assessing and equalizing property of an unknown quantity is very much like buying a pig in a poke. The board has never so much as inspected any of the stations, depots, bridges, water tanks, machine shops or other improvements. It has not the remotest idea of the condition in which any of the roads keep their locomotives, cars and other rolling stock. They do not know whether the side-tracks returned extend over ten miles or a hundred on any of the roads, and what is worse, the members of the board have never tried to acquire definite knowledge on this subject. Their work as assessors and equalizers is done mechanically as a more matter of form, and their conclusions are arrived at chiefly by the assessment made by the preceding board.

Now we do not want the railroad companies to pay any greater proportion of taxes than is paid by any other class of property owners. Nor do we want them to pay any less than their proper share of the taxes. What the people of this state have a right to demand and insist upon is that the state board shall view the property of the railroads and appraise it in the same manner that the precinct assessor does the property of the farmer, the merchant or the laborer.

It is the duty of the board to inspect the railroad tracks and improvements, so as to get an approximate idea of the condition of each of the roads and the relative value of the right of way and the improvements made thereon at each station. This may be a severe task, but it should be undertaken at least once every two years. The road should furnish the board with proper facilities for making the inspection, so that when the board has listed the property the assessments may be made something more than a roaring farce.

THE RAILWAY MAIL SERVICE.

On the first of this month the civil service rules were extended to the railway mail service. The order providing for this was issued near the close of the administration of President Cleveland, and after careful consideration President Harrison decided that it should be enforced. Meantime there has been great activity on the part of the superintendent of the railway mail service in re-organizing it, chiefly by restoring the more efficient and valuable officials and clerks who were removed for political reasons by the last administration. There is as yet no data showing how extensively this has been done, but the impression is that very few of the old clerks who had good records have failed to be reinstated, and undoubtedly the service will be improved thereby. That it had very materially deteriorated is unquestionable. A very large number of the men who had been appointed because they were democrats were not qualified to meet the exacting duties of the service, and very likely many of them could never have attained the standard of efficiency that should be required. Apart from all political considerations, therefore, it was the duty of the department to get rid of these men and replace them with the experienced and capable clerks whom they had succeeded.

In extending the civil service rules to the railway mail service, the two good results to be expected are a higher class of clerks to fill vacancies that shall hereafter occur, and a secure tenure for those who are faithful, diligent and efficient. Until now the service has supplied to the politicians a means of paying off in part their political debts, and when it is said that the service requires some five thousand employees, it has obviously been a material assistance to the politicians in clearing away their obligations. Hereafter it will not be available for this purpose. When clerks are wanted for the railway mail service they will be furnished by the civil service commission. It is a departure which ex-Postmaster-General James, and others having practical experience in the administration of postal affairs have long urged as absolutely necessary to perfect the railway mail service, which has grown to be the most essential and important part of our postal system. It is understood to be the purpose of the department to institute such changes and reforms in the service as shall appear from time to time to be desirable and necessary to its improvement, and it is not doubted that these can be best effected with the service free from all political interference. A perfectly organized and thoroughly efficient railway mail service is a consummation to be desired by the whole people, and especially by the business interests of the country.

EASTERN SHIPPERS INTERESTED.

The interest excited by the recent decision of the inter-state commerce commission, in the case brought against the Grand Trunk railroad, of Canada, and the apparently well-concerted movement looking to a restriction of the competition of Canadian with American railroads, is not confined to western shippers. Those of the east are also manifesting a good deal of concern in the matter, and it is probable that the special senate committee investigating our commercial relations with Canada, with the transportation question as a prominent part of the inquiry, will encounter quite as much opposition from eastern as from western shippers in any plan for seriously interfering with the competition of Canadian railroads.

The Boston Advertiser, in referring to the matter, remarks that there seems but little doubt that the best interests of Boston and New England merchants generally demand that no unjust or unfair discrimination be exercised against the Grand Trunk road, or any of its New England branches. The fact that the Canadian railroads by their competition have reduced transportation charges, seems to the Advertiser not only no good reason for their being discriminated against, but a strong claim for their support by the shippers of that section. It maintains that the Canadian roads have benefited the United States and that to destroy their competition on the ground that they divert trade from American lines would be an unwarranted discrimination which would operate greatly to the disadvantage of the northeast and the northwest. There is unquestionably a wide-spread sympathy with this view among the shippers of the west and northwest, and these will be found ready to strike hands with the shippers of New England in opposing any radical measure designed to entirely shut out the Canadian competition. The expediency of requiring that the foreign corporations doing business within our territory, as in the case of the Grand Trunk, shall conform to our laws, is not questioned, but any step beyond this intended to destroy all competition will certainly meet the protest of a large body of American shippers. The question presents obvious difficulties that will not be easily disposed of, and the solution of which can not fail to have an important bearing upon the future of the railroad interests of this country subjected to the Canadian competition.

SOUTHERN MANUFACTURERS.

The manufacturers of the south are showing a disposition to make themselves heard and felt. In this they are to be commended. The more the people of that section can be brought to discuss their industrial and commercial relations with the rest of the country the better it will be for them and for the general welfare. There are very marked indications of growth in this direction. The rapid strides of some of the southern states in industrial progress and prosperity have aroused quite generally in that section a strong and earnest interest in practical questions. Especially the people of the states most favored with resources, having discovered the value of their possessions, are manifesting an eager desire for their development, offering inducements to capital and labor to enlist in the work. Those of other states, whose resources are less abundant, are being spurred by example to use their best efforts in turning to the best advantage what they have, and, as far as practicable, to emulate the more fortunate communities in all forms of improvement and progress. Thus the south, generally, under the influence of a vigorous industrial growth, is fixing its attention, more than ever before, on practical affairs, and there is pretty sure to be continued progress along this line. A "solid south," having for its object the promotion of the nation's foreign commerce and the restoration of its merchant marine on the ocean, would be a condition certain to secure vastly more respect and advantage for that section than can ever possibly come from a solidarity in that interest of any political party. It would be an evidence of patriotic concern for the welfare of the country, and of genuine devotion to national progress and prosperity, not to be afforded in any other way. There is a possibility that the south, or a large part of it, will be found solid, regardless of politics, in demanding a policy designed to extend the foreign commerce of the country, restore its practically destroyed shipping interests, and once more send its flag covering the products of farm and factory, into every port where its merchants and manufacturers have trade.

There is the suggestion of this in the expression of sentiment by the Southern Manufacturers' association in session at Augusta. The president of the association said in his address that we should control the markets of South America and Mexico, that our flag should float over every bale of cotton that leaves our ports, and the association adopted resolutions to memorialize congress in favor of government aid in establishing steamship lines to Central and South America. It is not necessary to agree with the method proposed in order to commend the spirit of these expressions. They are in the right vein, and the source they proceed from gives them special force and interest. The American people are beginning to earnestly realize the necessity of extending their markets. The vast and increasing productive forces of the country require a broader field of distribution than at present. There is no subject of greater importance demanding immediate attention, and it is of equal concern to all sections of the country. With a general awakening to its consideration the methods necessary to attain the desired result may be agreed upon without great difficulty.

In an address delivered before the Harvard Finance club, Judge Cooley, of the inter-state commerce commission, for the first time to our knowledge, has given his public expression to the dangers of passes on railroads. He points out that the act to regulate commerce undertaken, so far as federal law could do, to bring the abuses of the pass system to an end. It would appear, however, that the act has only in part accomplished the purpose. This has been due chiefly to the fact that it has not the co-operative support of railroad managers nor has the evil been sufficiently antagonized by public sentiment. The divided authority, state and national, has afforded the opportunity for evasions and the opportunity has been taken advantage of by the railroads. Judge Cooley compares the pass system to the spoils system of politics, where its practice is both vicious and corrupting. Like the wrong of the spoils system, the wrong of free transportation consists in the failure to recognize the fundamental principle in all just government, that public functions are public trusts. To his mind, then, a public opinion that will correct the wrong must clearly understand this

principle and must take distinct notice of the wrongs as a usurpation. The views of Judge Cooley thus expressed can not fail to attract public attention to the evils of the free pass system as it now exists. For a railroad which can carry a large number of persons free and still have reasonable revenue, is evidence that its existing rates are excessive.

THE county commissioners remind us very much of the man who locked his barn after the horse was stolen. Now that the county hospital has been found in a tumble-down condition the wisemen of the west have passed a resolution directing the superintendent to make a full and complete estimate as far as he is able to do, of all work done up to date; the kind of work done and material used; the percentage still back; the amount of work, labor, material and cost, it will take to complete the hospital in accordance with the plans and specifications as required by the builders' contract with the county. When this much-sought-for information is handed in by the superintendent it will be placed on file as usual with all the other voluminous papers on county hospital construction. And there it will rest until judgment day.

It is to be regretted that anything should have occurred in connection with the centennial celebration in New York to mar the dignity and decorum of that event, but the humiliating fact is that the opening ball on Monday night became a most disgraceful affair, of which the whole country, and New York especially, has reason to be ashamed. The regulations seem to have been wholly inadequate to prevent the invasion of the hall by persons who had no business there, there was no discipline of the waiters and other attendants, the police were incapable of maintaining order, and the ball deteriorated into a drunken orgie, which was only brought to an end by summarily driving the brutal element away and shutting out the light. It was a deplorable and disgraceful circumstance, which reflects most discredit upon those whose business it was to have provided against it.

THE good work begun last year in replacing all break-neck sidewalks in our business thoroughfares with stone flagging or granite block concrete, should be vigorously carried forward this spring. There are now only two narrow lots on Farnam, between Eighth and Sixteenth streets, still disfigured by rotten planks. Douglas, Dodge, Harney and Howard streets and the cross streets between them should by all means be cleared of plank sidewalks this season. The marked improvement in the sidewalks of this city the past two years cannot fail to create a very favorable impression upon visitors. But there is yet much room for improvement. The sidewalk inspector can render great service to this city by rigidly enforcing the sidewalk ordinances.

SIOUX CITY'S loud and persistent boasting reminds us of certain newspapers that are in want of circulation. Sioux City has to improvise sensations and booms in order to attract attention to her lack of commerce and population. This, of course, she can only hope to do by detracting from other cities whose commerce is already on a solid basis. For Omaha to debate with Sioux City as to relative positions as centers of industrial activity would be very gratifying to the people of that would-be rival, but it would be about as ridiculous as a controversy about relative influence between Vaughn's Inter-State Democrat and THE BEE.

IF THE proposition to expend seventy-five thousand dollars on an addition to the high school is to be submitted at all, we shall be pleased to see it submitted separately. It will then be before the people on its own merits. If it is voted down, as we believe it will be, the board will consider it as an instruction to remove the lower grades from the high school building and provide proper school facilities for the central school in the neighborhood.

THE death of William H. Barnum, of Connecticut, chairman of the democratic national committee since 1876, removes one of the prominent figures from the arena of national politics. He was closely identified with the leaders of his party and served his state in both branches of congress for many years. Though not as active during the last campaign as in former years, his advice and executive ability will be missed in democratic councils.

WHATEVER the board of education decides upon with regard to the bond propositions should be done within the next ten days. The building season is far advanced already and at best it will take sixty days from the time the bond proposition is submitted before active operations in school house building can be done. There is no time to be lost, therefore, if we are to have any use of the new school houses during the coming school year.

Truly Bostonian.

The Tribune takes pleasure in presenting an extract from a genuine Boston spring published in the Journal of that city last Saturday. It is as follows: Thus souls reburied in superficial guise, As bulbs to life of loftier being cling, From earth-laid germ to sun-rayed growth arise— Gazing resumed, intent upon the skies— Unfading flower in a sempiternal spring! The beauty of these lines is that you can read them in any way—backward, forward, diagonally, or upside down—without destroying their wealth of meaning, and at every twist you give them you will see something more and more weird, grand and Bostonian.

Death Ended His Misery.

Colonel Lazarus Fishaker, of Louisville, is dead. Alas, poor Fishaker! A man of infinite variety and unflinching good humor—else he could never have carried that name without a murmur to the last.

They Never Will Be Missed.

The sporting editor informs the country that the career of Caruff as a fighter is over. Not many days since another one of

these maulers broke his leg and one died of heart disease in the ring. The good time seems to be in sight at last.

Flowers and Cush Wasted.

A chap arrested in Missouri for robbing a clothes-line confessed to stealing thirty horses and to killing five people. They made a hero of him, fed him high, ladies sent flowers to him in the jail, and at the end of six weeks discovered that he was a gigantic liar.

An Unfortunate Oversight.

The point of most importance with regard to Oklahoma seems to be that the railroads do not provide sufficient facilities for leaving the country.

Gov. Hill's Dissolving Views.

Governor Hill has no time to devote to matrimony. His gaze is fixed upon a majestic, shadowy figure in the distance, a figure that keeps retreating.

HITS AND MISSES.

The county board has been reduced to a peace footing. It costs \$138,781 to run the machinery of the county for a year and \$100,000 to run the city. Between the two taxpayers can only throw up their purses and look pleasant.

A party by the name of Pettit, who lives off the charity of the city as keeper of the pest house, rushes into print with a card advocating the removal of his plant to the corner of Eighteenth and Farnam. The change would save him a great deal of harrowing toil in walking to the court house for his pay. Pettit is not so large a fool as he looks, even if he was pensioned on all his life's day.

When December and November gleefully don the matrimonial noose in Omaha, the question, "Is Marriage a Failure?" needs no further refutation.

STATE AND TERRITORY.

Nebraska Jottings. Beatrice will do a large amount of paving, grading and other street improvements this year.

Thrilling news may be expected from the cattle thieving section of the Keya Paha country. Fairbury has added one to the many coal producing localities in the state. No more effective way of sinking money can be found.

After a long and persistent struggle Adams county has voted \$75,000 for a county court house and Hastings is correspondingly joyful.

Horse lifting as a profession is declining. A few years ago it had a decidedly elevating tendency. Now it is only worth two or three years in the political arena.

Twenty thousand dollars of Nebraska City school bonds sold for a premium of 2 1/2 per cent. They sold for 6 per cent and run ten or twenty years, at the board's option.

Among the distinguished arrivals in Hastings are Oh Be Joyful Swartsmeyster and Miss Hallelujah Kate Seahorn, caraceter and tambourine tickler of the salvation army.

There is a general disposition among the organized farmers of the state to resist the proposed Fitcham bill, which would raise the highest price they will pay for binding twine. The question now is, will the trust come down or the farmers come up?

Eight hundred thousand to a million dollars were loaned in Yankton on Arrow Dry. There is much significance in the statement. It shows that Nebraska puts in practically no money in endorsing sentiment which was born within her borders.

Dakota.

Montrose has withdrawn from the race for the capital of South Dakota. Pulpiters and politicians are alike immersed in the splendors of the future state.

The local school in Yankton is a railroad to Bismarck, along the Missouri valley. Waterworks has voted \$50,000 in bonds for a high school and \$10,000 for a city hall.

Miller and St. Lawrence, the twin cities of Dakota, are to be united by street car tracks. The county seat fight in Meade county rages so hot that the thermometers cannot register the temperature.

The plum orchards in Charles Mix county are not so bright, no lovelier sight can be seen in that section. The Greeley brothers, of Deuel county, are the largest sheep herders in the territory. They flock them 900 head on the Grand.

Bishop Walker, of Bismarck, recently preached to four governors at one sitting—Mellette, Pierce, Ordway and Church.

North Dakota democratic papers unanimously endorse Secretary McComack for the nomination for governor on the state ticket.

The Fargo Republican says the report that a mass meeting would be held to ride on a Pullman car unless they put the "porter" off, lacks confirmation.

The Golden Reward mines of the Black Hills were rightly named. Geologist White, who recently examined the property, reports that there is over \$120,000 in sight, and the mines are only slightly developed.

Eastern Dakota expects a large amount of rain this spring, and, owing to the good weather, has no such flattering prospects. Very little will be done in that section until the winter barriers on the east are taken down.

The Aberdeen land office is doing a flourishing business. During April 115 pre-emption, seventy-five other culture and fifty-one homestead claims were filed. Forty cash entries and fifty-seven homestead proofs were made.

Dakotans are now moving to split the Sixteen land reservation, comprising 2,000,000 acres. Some of the finest farming land in the territory is embraced in this tract, and its opening would be a boon to the stock raisers to Oklahoma, without the latter's distress and disappointments.

Yankton is enjoying a season of uncommon prosperity. It is the only city in the territory where the building trades, in increased railroad facilities and in other lines. The Press and Dakotan gives evidence of the improvement by indicating in a tasty new dress of the best pattern, and is greatly improved in appearance.

Dakota editors are a thrifty and versatile set. Planchette, the editor of the Standard at Salem, who fattens on rich fodder, announces: "If the parties who have been members of the board of education, and will load the wagon up at the stock and haul it down for them."

PAPER RAILROADS MUST GO.

They Have No Rights Which the Law Will Respect.

BUILD OR GIVE UP ALL CLAIMS.

Attorney-General Leese's Action in the Republican Valley Case—Breakers Ahead for the Lincoln Council.

LINCOLN BUREAU OF THE OMAHA BEE, 1029 P STREET, LINCOLN, MAY 2.

The citizens of Palsade, Hitchcock county, and other towns on the grade of the Republican Valley & Wyoming railroad, have good reason to rejoice and be glad. It was remembered that W. T. Brickey, editor of the Frenchman Valley Times, visited Attorney-General Leese a few weeks ago, having been delegated to represent the citizens of that part of the state for the purpose of inquiring into the reason why the incorporators of the road had not "tracked" the bed, and representing that it kept out other roads that would tap that country, especially naming the Rock Island, which stood ready to do so. The attorney-general gave it as his opinion that paper railroads had no rights that the laws of the state were bound to respect, and that if he would dissolve the corporation, he would dissolve the corporation. He so wrote Mr. Holdrege, putting the matter before him personally, and that gentleman, accompanied by the editor of the Frenchman Valley Times, visited Attorney-General Leese, May 2, 1889, to W. T. Brickey, Esq., Palsade, Neb. Dear Sir: I have had a visit from Mr. G. W. Holdrege concerning a road which he says he wishes to pass through your place. He tells me that the company has not abandoned the road, and intends to complete it just as soon as they can arrange to get the money to do so. That money in the east is very close, especially so in railroad circles set apart for building purposes, and that he will visit the whole line from Culbertson to the Paha oke, and report the condition of crops and the people's necessities to the attorney-general, and he will come and see me again. The next session of the supreme court will be held in September, and as I can not do much good before that time, I have arranged to get the money to do so, and give them a check. I will know just what they intend to do before September, and will let you know. I will write you again. The company must either fish or cut bait. Yours very truly, WILLIAM LEESE.

In Contempt.

The opinion seems to exist in Lincoln, and not without reason, that the city council and Mr. Hamilton are in contempt. It will be remembered that the late legislature passed a law that in the event of the dissolution of an injunction by a court of competent jurisdiction, the party enjoined could keep an injunction in force by appealing to a higher court and filing a supersedeas bond. In the case of Webster vs. The City Council of Lincoln, the city council, after issuing Hamilton a certificate of election as councilman from the Fourth ward, entitling him to a seat in council meetings, the injunction was dissolved by Judge Field. The cause was at once appealed and the necessary bond filed. But, notwithstanding this, Hamilton upon proper certificate, having filed a supersedeas bond, sought admission to the meetings of the council and was not only admitted, but took his seat as a councilman. This was a clear violation of the law, and was duly recognized by the mayor and the other members of the council as such. This was a clear violation of the law, and was duly recognized by the mayor and the other members of the council as such. This was a clear violation of the law, and was duly recognized by the mayor and the other members of the council as such.

A Strange Case.

The cause of the insanity of Mrs. A. D. Cox, who was adjudged insane a few days ago and taken to the asylum, perplexes the doctors of medicine of Lincoln in a remarkable degree. It is said that the testimony before the commissioners tended to show that she became insane on the subject of religion. This in fact, all that was known about it until to-day. It seems that before the examination for commitment to the asylum was held, she came to the city, and was duly recognized by the mayor and the other members of the council as such. This was a clear violation of the law, and was duly recognized by the mayor and the other members of the council as such.

THE DEAL CONSUMMATED.

The Pacific Express Company will build its headquarters. Some days ago THE BEE made an announcement of the negotiations that were pending for the purchase by the Pacific Express Company from the Commercial National bank of a portion of the lot on which the old city hall stood, at the corner of Sixteenth and Farnam. The express company paid for the acquisition at the rate of \$745 per front foot, or more for their fifty-eight foot frontage on Sixteenth street, the entire corner, 6x132 feet, sold for four years ago. It is the intention of the purchasers to build, as soon as possible, a headquarters building to be used exclusively for the Pacific Express company. The building will be built with the bank wall on the south side, and will be of the first class, of brick, with stone front, and will cost not less than \$80,000. The ground floor will be used for the local business of the Pacific company with the United States express company's local office. The four upper stories will be for the exclusive use of the express company, and will contain the president's, auditor's and manager's offices and the forces necessary for the operation of the company's extensive business. The Pacific Express company was organized in 1879 and now operates all of the United States express lines, with the Texas Pacific in Texas, together with a number of leased lines. The company employs in the general offices over 94 men and 64 in the local work, a total of 158. This is the first venture of the company in making an investment for permanent headquarters. It is to be congratulated upon being chosen as the location of the headquarters bringing as it will the entire operating force of the company here.

THE SULTAN.

A Sultan sat by Danube's side And sore distressed aloud he cried; While like the waters to the sea His tears ran down both fast and free. A passing stranger said: "My friend, Why do those tears so fast descend?" "Alas!" he sobbed, "I've lost all hope; I've lost my cake of IVORY SOAP. No more in pride through town I'll go; With garments clean and white as I'll go."

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory'." They ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

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After a Forger. Officer Pound went to Sterling to-day to release a man named Thomas, who is wanted here for forgery. Word came to this city last night that the man was there. It seems that Thomas is an old offender, and if caught will serve a term at Hopkinsville for his shortcomings. He did a number of Lincoln's merchants a few weeks ago on the "check racket" in sums aggregating considerably over \$100, and the evidence connecting him with the deed is said to be perfect.

Some Railway Statistics.

The returns of the different railroads on file in the office of the auditor of public accounts, show a large increase in their business as compared with previous years. As an illustration, the lines operated by the B. & M. railroad in 1887, show gross earnings, \$2,500,000, and operating expenses \$4,837,319.81, leaving a net earning of \$3,038,980.71. The above is on a mileage of 2,032.15 miles. In 1888 the same lines had a mileage of 2,130, being an increase of 87.85 miles, and their gross earnings were \$7,923,032.74; operating expenses \$5,679,175.14, leaving net earnings \$1,344,857.60. It will be seen from the above that, while the gross earnings increased over one-half million, the operating expenses increased over \$1,000,000, decreasing the net earnings. The same proportionately showing is the same proportionately on all lines in the state with perhaps two exceptions. In one case the increase of 87.85 miles in net earnings, and in the other \$2 per cent. The returns of the above road, B. & M., show that only three months ago they were paying the interest on their bonds, and never did not earn their operating expenses. This is accounted for partially from the reduction in rates, and in support of that fact, the gross earnings showing that the average assessment in the state is 21 per cent, and this is verified by affidavits from Missouri, that in the state, which affords a high rate of interest with the board. They claim that railroad property is assessed at 40 per cent, which is not true. The value of all property in the state, and are considering the matter thoroughly, in order that justice may be done.

City News and Notes.

Suit in mandamus was commenced in the supreme court to-day to enjoin the State of Nebraska ex rel. George W. Farmer vs. the Grand Island & Wyoming Central. A warrant was issued to-day for the arrest of Richard Fitzsimmons for the murder of William Road, of Waverly, on the 17th of March. Until this date Fitzsimmons was held on the verdict of the coroner's jury. He will have his preliminary hearing to-morrow. Four drunks and two vags was the sum total of the police roundup last night. It has been said, even in the city's retreats of wickedness, during the past day or two. Representatives Baker, Sweet and Gilbert were in Lincoln to-day. Clerk Slaughter was also here to-day.

THE DEAL CONSUMMATED.

The Pacific Express Company will build its headquarters. Some days ago THE BEE made an announcement of the negotiations that were pending for the purchase by the Pacific Express Company from the Commercial National bank of a portion of the lot on which the old city hall stood, at the corner of Sixteenth and Farnam. The express company paid for the acquisition at the rate of \$745 per front foot, or more for their fifty-eight foot frontage on Sixteenth street, the entire corner, 6x132 feet, sold for four years ago. It is the intention of the purchasers to build, as soon as possible, a headquarters building to be used exclusively for the Pacific Express company. The building will be built with the bank wall on the south side, and will be of the first class, of brick, with stone front, and will cost not less than \$80,000. The ground floor will be used for the local business of the Pacific company with the United States express company's local office. The four upper stories will be for the exclusive use of the express company, and will contain the president's, auditor's and manager's offices and the forces necessary for the operation of the company's extensive business. The Pacific Express company was organized in 1879 and now operates all of the United States express lines, with the Texas Pacific in Texas, together with a number of leased lines. The company employs in the general offices over 94 men and 64 in the local work, a total of 158. This is the first venture of the company in making an investment for permanent headquarters. It is to be congratulated upon being chosen as the location of the headquarters bringing as it will the entire operating force of the company here.

A Sultan sat by Danube's side And sore distressed aloud he cried; While like the waters to the sea His tears ran down both fast and free. A passing stranger said: "My friend, Why do those tears so fast descend?" "Alas!" he sobbed, "I've lost all hope; I've lost my cake of IVORY SOAP. No more in pride through town I'll go; With garments clean and white as I'll go."

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory'." They ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

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