THE DAILY BEE

E. ROSEWATER: EDITOR

NATIONAL REPUBLICAN TICKET.

FOR PRESIDENT:
JAMES A. GARFIELD,
of Ohio.

FOR VICE-PRESIDENT,
CHESTER A. ARTHUR,
of New York.

PRESIDENTIAL ELECTORS.

GEORGE W. COLLINS,
of Pawnee County.
JAMES LAIRD,
of Adams County.
JOHN M. THURSTON,
of Douglas County.

REPUBLICAN STATE TICKET.

For Member of Congress,
EDWARD K. VALENTINE.
For member of Congress (Contingent),
THOMAS J. MAJORS.
For Governor,
ALBINUS NANCE.
For Lieutenant-Governor,
E. C. CARNS.
For Secretary of State,
S. J. ALEXANDER.
For Auditor,
JOHN WALLICHS.
For Treasurer,
G. M. BARTLETT.
For Attorney-General,
C. J. DILLWORTH.
For Commissioner of Public Lands and Buildings,
A. G. KENDALL.
For Superintendent of Public Instruction,
W. W. JONES.

DISTRICT TICKET.

For Attorney—Third Judicial District.
N. J. BURNHAM.

Over ten thousand democratic workmen in New York city have announced their intention to vote the republican ticket. They are working on full time and fair wages, and don't want a change.

The sanctimonious Lobagh didn't dare to venture on the troubled political sea, so he had his man friday, Pat Mullen, put on Thurston's U. P. ticket. Pat would cut a magnificent figure in the legislature, wouldn't he?

With U. P. capper Counant at the head, U. P. Boss Jackson at the tail, and Pat Mullen, U. P. store-keepers clerk, sandwiched in the middle, the legislative ticket put up by Thurston, Kimball & Co., is a nice morsel for Douglas county republicans to swallow.

The Superb's latest letter on the tariff, in which he declares himself for protection, after having previously endorsed the democratic platform, is characterized by the New York *Post* as weak and imbecile. Hancock must have left his corset off when he wrote it. It shows a lack of backbone.

General Garfield struck the keynote of the colored question when he told the Cleveland colored men that all that liberty and do for them is to give them a fair and equal chance within the limits of the constitution, and that they must let it be understood that they are willing and ready to work out their own material salvation by energy, worth and labor.

The Canadian Pacific syndicate promise that work on the extension of the road will be immediately begun, and trains over 700 miles of the road will be running by the end of the year. The management claim that the road will be less blocked by snow than either the Northern Pacific or Union Pacific, owing to the low altitude at which it crosses the mountains, and that their expectations of getting the bulk of the western carrying trade are based on the fact that their western terminus will be 1,000 miles farther west than San Francisco.

The outrageous and impudent swindle practiced upon our people by the Union Pacific road in publishing a schedule of so-called reduced bridge rates becomes every day more apparent. Leading merchants of our city, some of whom are the heaviest shippers from the east, declare that under the new schedule their freight bills for the same amount of goods are heavier and more exorbitant than ever. The change from $10 a car load to five cents a hundred weight is absolutely nothing, and it is an impudent and barefaced swindle on the part of the Union Pacific manager to pretend that any reduction has been made which affects the mass of merchants or purchasers in our city.

What do the colored republicans of Omaha think of Thurston, Yost and company now? These arrant hypocrites have all along professed extraordinary friendship for the colored man. They encouraged republicans in the effort to secure representation in the next legislature, and were profuse with their promises to nominate Mr. Overall. When the convention met they let Mr. Overall down with a complimentary vote of seventeen out of the seventy-five votes in the convention. Thurston and the Union Pacific ring secured control of the machinery of the republican party in Douglas county by the aid of colored men, and after they pull the Union Pacific chestnut out of the fire they are insulted with a beggarly compliment of seventeen votes. Contrast that course with the candid and manly conduct of The Bee. This paper frankly told the colored people that their peremptory demand for representation in the legislature was premature. We warned the colored men against the false friends who were using them for their own purposes. Now, that these hypocrites and knaves are unmasked, we trust the colored voters of Omaha will have self-respect enough to resent the insult and refuse to be led by the nose like cattle. Let them vote the republican national ticket, but let them assert their manhood by voting down every U. P. capper and tool on the county ticket. If they do not they may forever hereafter hold their peace and continue to be the slaves of a corrupt ring and a soulless monopoly.

THE RAILROAD TICKET.

The railroad convention with a republican label has done its work, putting a legislative ticket in the field which republicans of Douglas county are expected to support and elect on the second of November.

The ticket from head to tail with perhaps a solitary exception is made up of men who are absolutely under the control of the Union Pacific monopoly, either as employes or dependants.

Mr. C. K. Coutant, who heads the ticket, was a member of the last senate, and in that body he voted for every corrupt job and every appropriation to fleece and rob the taxpayers, and against every measure limiting or curtailing the power of corporate monopolies. That a man with such a record should be presented for re-election is simply an insult to the intelligence of this community and an impeachment of the honesty of the republican party in its pledge to redress abuses and stop extortion of monopolies in the coming legislature. Mr. S. R. Locke, the second nominee for the senate is a gentleman socially and a staunch republican politically. If Mr. Locke was not a tenant of the Union Pacific and was not the head of the Omaha Water Works company, in whose interest he desires to legislate, he might have made an able and useful legislator. As it is, he could only go to Lincoln as an attache of the U. P. and agent of the Water Works company.

For the lower house the railroad convention paid the highest honor to Joe Fox and Gates Barber, who each received 57 out of the 75 votes. Mr. Fox is pretty generally known in this county, and we pass over his chronic failings in charitable silence. Gates Barber would make a good deal better horse jockey than a legislator. His recent performances as member of the republican county committee show him to be utterly unreliable and beyond any reasonable doubt an ally of the Union Pacific strikers. Next in honorable prominency is J. H. Kyner, who, we are correctly informed has never as much as paid a poll tax in this county. Mr. Kyner is one of Paul Vandervoort's favorites, whose only claim to the suffrage of this people is his service in the army. His training with the U. P. gang, and his endorsement by them is proof of the hold they have on him. Mr. Kyner is life insurance agent, but he was foisted on the ticket as a representative of the horney fisted farmer. Next in order comes Henry Bolln, a grocer, who depends on U. P. patronage for a livelyhood. Mr Bolln is put on as a representative German. He is a man of fair repute, but will hardly draw the German support, inasmuch as the Germans are decidedly opposed to men who take John M. Thurston as their political guide.

Patrick Mullen was placed on the ticket as a representative Irish republican. Pat is clerk in the U. P. storehouse, and is about as fit to make laws as a hog is to dance on a tight-rope.

E. M. Bartlett is a young attorney of the firm of Bartlett & O'Brien. He is a young man of fair promise, and if he kept out of bad company, and did not train with the log-rollers and cappers of the U. P., might make a good legislator.

Having packed the ticket with tools, tenants, dependants and straw men, Thurston, Kimball & Co. threw a sop to the mercantile element by nominating Mr. W. J. Broatch. Mr. Broatch is absent from the city, and we doubt whether he will accept the nomination. If he declines, the ring will, at the eleventh hour on the day before the election, find room for some statesman like Frank Hanlon or Frank Walters. That will season the dish for respectable republicans and make the crow more palatable

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Henry Snyder has been nominated for the legislature in Cheyenne county by the republicans. No republican in that county could poll more votes than Henry Snyder will—and no man would better deserve them.—[Republican.

Henry Snydder is the agent of the U. P. at Sidney, who has prostituted himself to the basest uses as a political tool to the corporation controlled by Jay Gould. He packs republican primaries with U. P. employes, manipulates county conventions and misrepresents the republicans of Cheyenne county in the state convention by acting as the most abject capper and stool-pigeon of the U. P. bosses. This is just the kind of cattle the Omaha *Republican* recommends to the people as fit men to make laws for this state.

Gambetta seems to hold the destiny of France in his hands, and his control is heartily sustained by the French people. It is announced that in any future complications caused by the Eastern question, France will insist on taking a hand and making herself felt.

The troubles in Ireland continue, and new agrarian disorders are reported. The government, it is reported, will immediately take measures to prosecute disturbers of the peace. They should commence on a few landlords of the Mountmorres type.

Bright Eyes, the Indian protege of that enminent philanthropist, Rev. T. H. Tibbles, has written some recollections of her childhood for an eastern magazine. It's title is said to be, "What I Know of Dog Soup."

St. Julien has retired from the race track for the season. St. Julien is just two weeks ahead of General Hancock.

The balcon failure yesternay in England was caused by too much gas. This was the reason of the democratic failure in Ohio and Indiana last week.

The Michigan car works at Detroit Junction turn out about five hundred cars a month, and the business for the year will, it is believed, aggregate $5,000,000.

THE RAILROAD VAMPIRE.

The outrageous extortions of the Union Pacific are not confined to Omaha or Nebraska. The game of highway robbery which it is the policy of this giant monopoly to play whenever opportunity is afforded, has now begun further west and Salt Lake City is this time the victim. The Union Pacific company has a virtual monopoly of the coal trade in Salt Lake, its only competitor being the mines of Pleasant Valley, which have no means of entrance to Salt Lake except by way of the Union Pacific road. Last week the Union Pacific company left the whole city shivering in the midst of a severe snow storm without coal, which it could not or would not supply and which it refused to permit others to furnish. The enormous tariff placed on the transportation of Pleasant valley coal effectually shuts it off from the Salt Lake market, while by the same process of freight discrimination it keeps coal from the Weber veins from coming into the city. This outrageous discrimination has aroused a storm of indignation throughout the territory. The Salt Lake *Herald* says that "in consequence of the policy of the giant monopoly Salt Lakers must regulate the temperature of their homes to the liking of the U. P. and go without fires until the U. P. is in a mood to let them strike a match. It is truly a sad condition of affairs, and one not conducive to kindly feelings for the great corporation which every day furnishes stronger proof that it is soulless and cruel."

Not contented with monopolizing the coal trade of Utah the latest move of the Union Pacific has been an unsuccessful attempt to crowd out all railroad competition and hold the resources of the territory in its pitiless hand. During the course of the summer the Utah Eastern, a little company, has been struggling to construct a narrow gauge railway from Coalville to Park City, a distance of twenty-three miles, and having completed its grade purchased rails in San Francisco and had them transported to Ogden. The Union Pacific had promised a rate of $35 per car from Ogden to Coalville which, as the distance is only forty miles, was an outrageous rate Imagine the surprise of the new road when on receipt of its rails at Ogden it received a notice that the great monopoly had decided to raise its rates to $85 per car. The whole territory, Mormon and Gentile, is aroused over this outrageous attempt at highway robbery. The Salt Lake *Herald*, in a vigorous editorial, says:

The Union Pacific is running a spur to Park City, and is doing what it can to prevent the competition that the little narrow gauge would afford. It fortunately so happens that some of the wealthiest mining companies of the Park are financially interested in the Eastern, and will be its patrons, whatever reduction in freights the U. P. may make; and the residents generally are so indignant over the heartless conduct of the Union Pacific that they assert that where it is possible, the Utah Eastern will receive their patronage. There was no occasion for more than one railroad into Park City, but it is apparent now that there must and will be two. Neither should there have been occasion for two lines between Salt Lake and the coal beds; but every day furnishes convincing proof that two are necessary. The sooner the second is in operation the better for the 35,000 people in Salt Lake, Davis and Tooele counties, who are at the mercy of a corporation that has often shown it does not know the meaning of the word.

The Deseret Evening News remarks it was expected no doubt that the Utah Eastern people would kick at this outrageous extortion and thus the completion of their road would be delayed. But they have concluded to pay the exorbitant price under protest and go ahead. Good. Rush on the road and let every man who has public spirit and a little spare cash take some stock in the new road, and help the men who are endeavoring to save Salt Lake from the grasp of a soulless monopoly.

Will the people of Nebraska wait until their industries are prostrated, their trade driven from the state, their farmers impoverished by the railroad Vampire, before they rise in their might and insist upon regulations and restrictions which other states have long ago found necessary? Will they not insist upon the passage of such laws as will prevent the discrimination and extortion which are now practiced upon the producers of the west by the greatest monopoly of the age?

BEGGARS MOVING EAST.

Bloomington, Neb., October 19.

To the Editor of The Bee:

I have just been reading an article in your excellent paper headed "Beggars Moving East." I think the writer is a little harsh in his judgment and language in regard to the poor but honest farmer that find it a necessity to go east, where they can find work for themselves and families during the winter, and as a result plenty of bread and butter, to stay their stomachs while performing their labor, which we must all acknowledge is very essential and very hard to obtain, especially so with those who failed in raising crops of all kinds as many have done. They have nothing to sell or buy with after working so hard all the past year. I will let the readers of this decide from their own experiences, in whatever business they may be, whether such things are discouraging or not, and all that have gone east, under my personal observation, expect to return in the spring or a year from next spring, and bring friends along to help settle up and make homes in our beautiful valley. And I trust that a large number of the five thousand tourists that are expected through the month of November will find their way to Franklin county and Bloomington. While it is true crops have not been a success this year it was no fault of the soil, as it could not yield fruits without rain in due season. We have no right to question the Higher Power, but trust in His willingness to give us a beautiful harvest, "enough and to spare," another year. Business is very dull here, just now, and our citizens are feeling blue over the withdrawal of passenger trains from this end of the road. But we expect the Central branch through to this point before spring.

J. M. C.

RAILROAD NOTES.

The Indiana car works at Cambridge City are building 100 coal cars, 30,000 pounds capacity, for the Hocking Valley road.

The management of the Toledo, Delphos and Burlington have determined not to run trains over their new-laid iron until thoroughly ballasted.

The Utah and Northern branch of the Union Pacific railroad is now completed to Dillon, Montana, 350 miles north of Ogden. Regular trains with sleeping cars attached are running between the two points.

In order to prevent the disagreeable noise of steam whistles, which deafens travellers in the Paris railway stations on the arrival and departure of trains, a new system of electric signals is now under trial at the Northern railway terminus. It consists of a large board, erected in the hall, indicating the situation of trains on each line.

A special meeting of the Missouri, Kansas and Texas railway company has been called for Wednesday, November 17, at Parsons, Kansas, to take action in regard to a proposed increase of the capital stock of the company to the extent of $25,000,000 in addition to its present capital, for the purpose of securing an extension of the road to the Rio Grande river and the City of Mexico, and to Fort Smith, Ark.

A new railroad to the heart of the Catskills is under survey. The route is from Phœnicia, Ulster county, to Hunter, Greene county, with a branch to Tannersville, Haines' Falls, the Laurel House, the Sunset Rock House, a large hotel now building, and to a point about one mile from the Catskill Mountain House. The road is to be in operation by June 1, 1881, and will be under the management of the Ulster and Delaware railroad company.

The car recently sent east by the Northern Pacific Railroad company, freighted with the products of the country tributary to the road, is now on exhibition at Chicago. During its eastern trip it was visited by 60,000 people at the Dominion fair at Montreal, by 75,000 at the New England fair at Worcester, Mass., by 40,000 at the Vermont state fair at Montpelier, and by 55,000 at the Western New York fair at Rochester.

The cost of a double track railway as laid by the North Chicago City railway is given by Mr. A. W. Wright, C. E., at $18,694 90 per mile. This is for labor, ties, stringers, steel rails—45 lbs. per yard, at $67 per ton—chair joints, spikes, etc. In addition to this the cost of paving horse paths two feet four inches wide, with cobble stones, is $9,005 76, and the cost of paving with cedar blocks for a width of six feet is $3872, making the total cost per mile $31,572 66. This is more expensive than is generally supposed, seeing that there is no grading or bridging to be done.

Cold Comfort from a Democratic Organ.

New York Sun.

The democrats have sustained an unexpected and mortifying defeat in Indiana and Ohio. It is disastrous, and may prove fatal. It is silly to make light of it, and idle to try to whittle it away by cunning calculations and adroit figuring. The democrats are beaten, badly beaten—whether beaten to death or not is the only question.

It has seemed to us that the whole democratic campaign was a series of blunders. The party had one man, only one, whose immense strength had been demonstrated on a national field—Samuel J. Tilden. It is the one great, pre-eminent name in the democratic party. He was a reformer indeed, as his record in the office of governor had proved. He was a statesman, as all his public papers, especially his letter declining to compete for the nomination, had emphatically shown. Childless, like Washington, he had only his country to love; and even the ties of kindred were ruthlessly sundered by his stern and unrelenting hand, if the faintest blush of an improper practice rested upon them. So patriotic, so lofty, so convincing, was his great letter to the convention which made the nomination, that the most adroit and the ablest of all his enemies, after reading it, avowed his disposition to support him.

This illustrious man the democratic party thought it could afford to dispense with as a candidate. There is a word of one syllable with two o's in it which might not inappropriately be inserted.

The party nominated Hancock—a good man, weighing 250 pounds. But Hancock is not Tilden.

Then, as a crowning act of folly, the party went into the state of Thomas A. Hendricks, and took another man for vice-president. Any name other than that of Hendricks would have been folly enough; but to go one step further, they had to take a man with the most odious reputation as a skinflint to overcome.

There used to be a fellow who made an occupation of butting his head against a rough stone New England wall for twenty-five cents. The democratic party, in making this nomination, resembled him, only, if report be true, they did not get the twenty-five cents.

Now, we are for looking the actual facts squarely in the face. Who can not do that without blushing, in defeat and disaster, as well as in victory, has no manhood in his make.

We are beaten, we are overthrown, but we are not destroyed. The disaster we have experienced may yet be retrieved. Hancock is not a Tilden in ability, but he is a good, true, patriotic man, of strong common sense. He has signed and written in the form of orders, as is believed, some of the finest essays on civil and military authority ever issued or composed by mortal man. He never took a bribe. Pure, patriotic and good, he is a fit man for president.

As for English, though he may be stingy, he is a firm believer in the rights of man and in the equal rights of all. If he has not given much money to the canvass, which is the chief charge against him, has he not generously given his name to the ticket? Besides, what do democrats and patriots want of money? For ourselves, we are utterly opposed to the unnecessary use of money. We would rather lose the election than carry it by one bribed vote. If that vote giving us a majority could be bought for $329, we should be opposed to the payment of that petty sum. We sail in with flying colors, or not at all. No backstairs entrance to the white house for our candidates.

As to Mr. English's pecuniary practices, one of the brightest, wisest, purest, best of all our presidents, John Quincy Adams, used to shave notes in the White House.

Our candidates, then will answer. Now, rally, boys, and elect them!

You can do it!

Will you?

It is said the democrats were beaten in Indiana by the importation into that state of southern negroes to vote the republican ticket. This is a puerile baby plea. Are not the Indiana democrats men capable of lawfully maintaining their rights?

Beaten by negroes! It is the last thing they ought to own and they should be ashamed to concede it.

Now, men, Democrats! rally and conquer!

NASBY.

THE VENERABLE DEMOCRAT NARRATES HOW THE FIENDS BROKE UP A DEMOCRATIC PROCESSION.

Toledo Blade.

Confederit X Roads (wich is in the state of Kentucky), October 1, 1880.—It was determined for effect upon the Injeany electkshun to hev a parade uv the Hancock forces in the Corners, with banners and torches.

We had a gorgeous percession arranged. I wuz headid by a wagon containin ez many wimmen ez ther wuz states that seceded, with the confedrit flag a wavin over em. Melindy Pogram wuz holdin the confedrit flag, dressed in mournin', tipifyin' the present condishn uv the south, while Hanner M'Pelter was dressed in white in the act of lickin' a nigger, showin wat we hope will happen when Hancock is finally elected and we get complete control uv the government.

Follerin' this allegorical representashun come the citizens uv the Corners, two by two, headid by me, barin' torches, with the confedrit flag a wavin' over us in triumph.

The perceshun formed in front uv Bascom's, and it wuz a perty site to see. Capt. M'Pelter wuz on Bascom's mule actin' as marshal, the wagon with the wimmen wuz in line, and everything wuz reddy for a start.

Ez it took two hours to get the perceshun organized, the dimocrisy wuz dry, and permishun wuz asked to break ranks and go in and get one sustainer afore it moved. I refoozed firmly, for of the perceshun had ever got into Bascom's it wood hev took another hour to git 'em into line agin, and Bascom settled it by remarkin' that no one need go in onless heood show the money for his drink jist afore he got hold uv the bottle.

I give the word and sadly the perceshun moved up the street to the inspirin notes uv "Dixie" and the "Bonnie Blue Flag," played by a fife and two drums.

We neered Pollock's store, and wuz jist on the pint of givin him three groans when Joe Bigler appeared. He darted up to Isaaker Gavitt, and whispered in his ear that ther wuz a barl uv noo whisky in the store on tap and thet Pollock wood give the Dimocrisy credit for likker for jist 30 minutes.

The effect wuz magikle. Isaaker dropt his torch jist wher he stood and rushed into the store.

The fiend Bigler had whispered it loud enuff so that two or three heerd it, and it passed down the line like telegraffin. In less than a second ther wozn't a soul in the perchesn but me and the wagon, and what good I do?

I coodent make a perceshn all alone, with one wagon full uv wimmin, and I followed the last one into the store with perhaps more alacrity than dignity.

There was a bar'l there, and Bascom and Joe Bigler wuz a drawin out the preshus flood in tin dippers, and dispensin uv it freely.

It is needless to say that that perceshn never marched agin. It was busted. I coodent possibly git the men into lines agin.

And then add to the fiendishnis uv these two conspirators. Joe Bigler hired a nigger on a mule to go in front uv the hosses wich wuz a drawin the wagon, with a peck uv oats, which the hosses smelt, and the nigger rode off down a by-street holdin out the basket and the hosses became uncontrollable and started after them oats. The cussed nigger licked his mule into a gallop, the eager hosses broke into a run, the nigger turned a corner sudden, the hosses, forgettin the preshus load they wuz drawin, turned the corner sudden, also, over went the wagon, and that end of the perceshn wuz dumped into a ditch.

Betwixt the free likker and the peck uv oats the finest perceshn ever organized in the Corners come to greef. And wat made it wuss, half the voters we wuz gon to send to Injeany got so full that they coodent be carted over to Secessionville in time to take the train for Louisville, and there is jist that number uv votes lost to the dimocrisy uv Injeany.

A part uv em got off, however, and we hev probable sent enuff to carry the state.

Ez English don't send any money into Kentucky, Bascom is goin to start a brach grocery at some pint in Southern Injeany, till after the November electshun. He is an enterprisin man, is Bascom, and he sez if English's money won't come to him he will go to English's money. He is bound to hev his divvy, some way.

Petroleum V. Nasby,
(P. M. that wuz and is to be.)

"A crown will not cure the headache, nor a golden slipper the gout." Very true; but a crowned head when it aches doesn't have to keep right on devising ways and means to procure bread and butter, nor does a gold-shod foot when it twinges have to support the weight of a toiling body. And yet both the crowned heads and the steady workers: the gold-shod feet and the weary toilers enjoy the same inestimable blessing of curing boldly pains and aches, beginning with rheumatism, by using St. Jacobs Oil which costs but but fifty cents a bottle. Ex Gov. Salomon now of San Francisco, was cured of severe rheumatic pains by the use of St. Jacobs Oil.

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A. D. BALCOM, Proprietor.
ANDREW BORDEN, Chief Clerk. m10-t

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