

THE OMAHA BEE.

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THE BEE PUBLISHING CO., PROPS. E. ROSEWATER, Editor. A. H. Fitch, Manager Daily Circulation, P. O. Box 488, Omaha, Neb.

We wonder if Sidney Dillon passed through the U.P. cowshed on his arrival in Omaha, or did he go around it by way of the belt line?

The Iowa legislature is wrestling very fiercely over prohibition, while the jobbers and corporation cappers are quietly putting in their work where it will do the most good.

The Kansas City Journal says: "One of the editors of the Lincoln Journal has resigned his place to take a position in the state lunatic asylum. Every man finds his proper place sooner or later."

Congress has appropriated \$200,000 more to the relief of the Ohio flood sufferers. This makes \$500,000 appropriated for the purpose. The surplus in the treasury can be devoted to no better purpose.

GENERAL ROBERTSON has been deposed from the chairmanship of the democratic congressional campaign committee, and "Sunset" Cox takes his place. We shall now learn, in November, "why we laugh."

MR. SIDNEY DILLON, who is now in Omaha, might be able to answer Senator Van Wyck's impertinent question, why Mr. Dillon's nephews were given the contract for constructing the Oregon Short line.

THE New York World suggests that with Garrison, Sumner, Wilson and Phillips dead, the time has at length arrived for Bob Toombs to repair to the base of Banker Hill monument and call the roll of his scattered slaves.

PRINCE BISMARCK has taken offense at the Lasker resolutions, passed by the American congress, and he has ordered them returned. Bismarck says that Lasker's position did not justify the resolutions. It seems that Lasker was not a Bismarck man.

SENATOR HILL has introduced a bill to change the limit of the appropriation for the government building at Denver from \$250,000 to \$750,000. There is nothing small about a Colorado senator. What surprises us is that he did not make the limit a round million.

EMORY STORRS is in New York City on business concerning the status of the American hog. Mr. Storrs has assumed an attitude of great friendliness for that amiable and persecuted animal. It is not known that Mr. Storrs has ever seen a hog, but if he has not his unsalutary friendship for the unfortunate animal is certainly praiseworthy.

THE candidates for the judicial shoes of Judge McCrary have become too numerous to mention. President Arthur's delay in making the appointment has demonstrated one thing, and that is that there is more judicial timber lying around loose in this western country than anybody had any idea of.

THE railroads have gone out of politics in Nebraska, but the Union Pacific attorneys manage to put in their little oars now and then when an office is to be filled by appointment. Sixty minutes after Judge Chadwick's death, the commissioners were besieged by the legal advisers of the great corporation, who had so much advice to give that finally when the commissioners did act, the railroad attorneys went away happy and contented. The railroads are out of politics, of course.

How do you like our ticket for president and vice president? James G. Blaine, of Maine, for the head of the ticket, and C. H. Van Wyck, of Nebraska, for the second place. Blaine can carry the east, and Van Wyck can get all the votes of the west. The vice president ought to come from the trans-Mississippi country, and no state is more entitled to the honor of supplying the man than Nebraska. [Hastings Gazette Journal]

There is no doubt that such a ticket would draw at both ends, as well as in the middle, but the suggestion is premature. Coming from Mr. Laird's home organ, it is more than complimentary to Senator Van Wyck. The Trojans were always suspicious of the Greeks bearing presents, and we cannot quite reconcile ourselves to the idea that the proposal for coupling Van Wyck with Blaine on the presidential ticket is sincere. But, even if it were, we know wherof we speak when we say that Senator Van Wyck would not exchange his place on the floor of the United States senate for the vice presidency if it was tendered to him. He prefers to remain where he can be of some use to the country, and not a mere figure-head.

MISTREATMENT OF INDIANS.

The news comes from Fort Buford that the Indians at the Poplar Creek and Wolf Point agencies are actually in a starving condition, and must have immediate relief. The Indians at Wolf Point have within a year eaten up all their dogs, and they are now eating their ponies. A similar condition of affairs exists at the Poplar Creek agency, and many Indians are reported sick and dying for want of food. The scarcity of game and the limited government supplies are assigned as the causes of this lamentable condition of affairs. If the government has been furnishing supplies sufficient for these Indians, the question arises, what has become of them? The government should immediately send provisions to these starving Indians, and then investigate their affairs in order to ascertain whether there has been any stealing going on.

The government, through its faithless agents, has time and time again mistreated the Indians. It is just such treatment as this, on the part of agents and contractors, that has caused the Indians to break out and go upon the war path for revenge and self-preservation. It would seem that the agents at the Poplar Creek and Wolf Point agencies are in a great degree responsible for the condition of the Indians at those points. If the government was not supplying provisions enough, it was their business to so inform the commissioner and see that supplies were forwarded in time to prevent starvation. Any agent, with any foresight at all, would be expected to do as much as this. The chances are, however, that an investigation will show that the supplies, which were probably deemed sufficient, have either been stolen or wasted, and that the agent has been neglectful of his duty in not informing the government.

VALENTINE AND PORTER.

Congressman Valentine, of Nebraska, tells an interviewer that he is angry with himself for not being in Washington to vote against the Fitz John Porter bill, and that one of the questions that should be asked regarding a presidential candidate is: "How does he stand on the Fitz John Porter matter?" This is one of the funniest Valentines of the season. [Chicago Herald.]

It is in accord with the eternal fitness of things for Congressman Valentine to be angry with himself for losing the opportunity to vote against the bill to relieve Fitz John Porter from the odium which such soldiers as Grant, Crook, Terry, Schofield, Slocum and Rosecrans have pronounced as unmerited.

The records in the office of the adjutant-general of Iowa contain the following testimonial of Mr. Valentine's army service: [Special Order No. 220.] WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE, WASHINGTON, May 11, 1866.

By direction of the president the following named officers are hereby dishonorably mustered out of the service of the United States for fraudulent practices in connection with the appraisal and sale of horses, the property of the United States: Brevet Brigadier General H. H. Hoath, colonel, Seventh Iowa cavalry. Major J. B. David, Seventh Iowa cavalry. Captain E. B. Murphy, Seventh Iowa cavalry. First Lieutenant E. K. Valentine, Adjutant, Seventh Iowa cavalry. Second Lieutenant T. J. Potter, Seventh Iowa cavalry. Lieutenant G. P. Belden, Seventh Iowa cavalry. Lieutenant I. S. Brewer, Seventh Iowa cavalry. Lieutenant W. H. Northrup, Seventh Iowa cavalry. Lieutenants Ormsby and Lowrey, Seventh Iowa cavalry.

By order of the secretary of war, E. D. TOWNSEND, Assistant Adjutant General. It has been alleged by Mr. Valentine that this order was subsequently modified upon a review of the case so far as it related to himself and two or three others charged with fraud and dishonesty, and the mustering officer was directed to give them an honorable discharge. As a matter of fact, we have good reason to believe that Valentine only escaped merited and lasting disgrace through political influences that were invoked in behalf of the parties excepted from the execution of the order. In the face of such a record it is the height of impudence for Valentine to make himself conspicuous in denouncing the vindication of a corps commander who was made the scapegoat of the imbecility of General Pope. The least Mr. Valentine could do, under the circumstances, was to have kept quiet. Had he voted against the Fitz John Porter bill, nobody would have found fault with him, but when he goes out of his way to be interviewed for the purpose of making political capital with union veterans, he exhibits the "insolence of office" in its most offensive form.

THE Atchison, Topeka & Santa Fe railroad company have for some time shown a strong inclination to extend their system to the Pacific. The recent absorption of the Atlantic & Pacific gave them a line to the Needles, and now they have taken the California Southern under their wing. This road runs from Colton, Cal., eastward to San Diego, a distance of 130 miles. This acquisition by the Atchison completes a through line from the Missouri river to the coast, with the exception of the gap between the Needles and Colton, about two hundred miles. It is the purpose to connect these points, provided satisfactory arrangements can be made to purchase the branch of the Southern Pacific from the Needles to Mohave, which it is said the Southern Pacific would rather sell than have their line paralleled. Should the Santa Fe secure this branch, they would have to build only about sixty miles to bring the California Southern into their system. It is proposed to put on a line of steam-

ships between San Diego and San Francisco, and ultimately to extend the line along the Pacific coast to San Francisco.

STONY-HEARTED BUTTER-MAKERS.

At the meeting of the Northwestern Dairy-men's Association, held at St. Paul last week, an address was delivered by a monopolist in sheep's clothing on the legislative regulation of railways. The address was a cunningly composed argument against any legislative interference with the railroads. The dairymen assembled resented it as an insult, and gave expression to their sentiments by adopting the following resolutions: Whereas, The Northwestern dairymen, in convention assembled, acknowledge that a good and just government may take from the individuals governed certain of their rights to the end that the general prosperity of all may be enhanced; and whereas, our government, in the endeavor to increase the general prosperity by procuring for each and all rapid and reasonable transportation, has taken from the people certain of their individual rights, by the granting of the charters under which the railroads have been built; and whereas, many of the said railroads have been mainly, if not wholly, built with the capital furnished by the people through their servants, the government; therefore be it

Resolved, by the Northwestern Dairy-men's convention, That the people, through their representatives in the legislatures, have and ought to have the right to enact laws for the control of railroads so far as is necessary for the protection of the people in their rights; that they not only have the right but are under obligations to cause the enactment of such laws and to place it within the power of the proper officers to enforce them; that among the rights to be thus protected stands, and pre-eminently above all others, the right of any and every man to ship any proper commodity with the same facility and at the same rates as it may be shipped by the most favored, and that the discrimination heretofore and now shown by many railroads in establishing a monopoly of any special business in any given locality, and in the hands of, and for the benefit of, particular individuals is highly subversive to the rights of the people and the prosperity of the country; and be it further

Resolved, That we appeal to and demand from the legislatures such action as shall secure the people from such unjust discrimination in the future; and be it further Resolved, That the sentiments expressed in the paper on legislative control does not in the least meet with the approval of this convention. While these resolutions were pending, a statesman, who had held a seat in the legislature of Minnesota, with railroad passes as incidentals, appealed to the butter-makers to bear in mind that the man who had delivered the offensive address had been a gallant patriot twenty years ago, and had sung inspiring songs for the preservation of the Union. He regretted very much that anything should be said that would hurt the gentleman's feelings. Such tenderness would have melted the hearts of the most hardened oligarchic manufacturers, but the butter and cheese convention remained as solid as a rock, in spite of the fact that the Minnesota statesman's appeal was "a masterly and eloquent impromptu speech, which brought up the memories of twenty years ago with the ring of patriotic sentiments." Truly, it is a cruel and unsympathetic world.

The modern style of dressing the feminine head with an abundance of false hair has its practical as well as ornamental uses. This has been recently shown in a very convincing manner in Colorado. It seems that Senorita Chavez, wife of a trader, at Laleta Pueblo, was very jealous of a certain Indian maiden in whose household she found her husband. A fight took place between the women, during which the dusky maiden got hold of Senorita Chavez's back hair. The hair gave way and came off, and the Indian beauty became so frightened at the idea that she had scalped Mrs. Chavez, that she fainted completely away. Mrs. Chavez took advantage of this and administered a most frightful beating on the girl. This incident conveys a hint to the white women of the frontier. They should lose no time in providing themselves with an abundance of wavy, bangs, curls and waterfalls, which might some day be the means of saving them from a genuine scalping.

There's a young man who has struck it rich, said a gentleman at the Millard hotel the other evening, as he pointed out Mr. Sperry, of the Sperry electric light company, whose lights and dynamos have been put into the Millard. "Young Sperry is not yet twenty-five years old. He was a student at Cornell College, and made the practical study of electricity a specialty. He finally conceived the idea of increasing the power of the dynamo, and by a simple appliance he successfully demonstrated his idea to the professors. He had increased the power of the dynamo four and three-fourths times, and was awarded a patent for his invention. Money was needed to introduce it, and a company was organized for this purpose with ample capital, the Central Wagon Company furnishing the larger part of the funds. Sperry was offered \$125,000 cash for his patent, which he accepted. He is also under contract with the company for ten years at \$5,000 a year to let it have the benefit of all the inventions he may make during that period. That's what I call a pretty good thing."

"A great deal of money is sometimes made out of the simplest inventions," remarked a bystander. "I know a young man in Batavia, New York, who wouldn't learn anything, as he wouldn't study, and he was considered a sort of blockhead. He was always amusing himself with whittling out something of an amusing nature. Finally his father got him a place in a store as a clerk, and agreed with the store-keeper to pay his salary himself, only it was to go through the store-keeper's hands, and the son was not to know that it came from his father. Nate Smith was the fellow's name, by the way. Nate clerked for a month or two, but didn't attend to his business half the time. One afternoon he disappeared from the store, and at a later hour he was found up-stairs experimenting with a toy that he had made at odd times. It was a darkey that he had made by means of tapping a movable platform the darkey was made to dance. Nate Smith told his employer that he didn't think he wanted any more store business, as he could make that darkey dance anything, and there was money in it. Nate patented the dancing darkey, and sold it for \$20,000. He made a dozen other toys to-day, and you will see Nate Smith's dancing darkey. It was a very popular toy that it first came out, and had an immense sale. I could mention a dozen other similar instances of big money made out of the simplest things. The fellow who patented the rebounding ball made a handsome sum, so also did the patentee of the link puzzle, which was the result of an accidental linking of two glass stands in a glass-blowing establishment. Then there was the fellow who dented his tin tobacco box with a nail so the cover would stay shut. He patented the dent, and made a fortune."

They tell a pretty good story on George Mills. He went into Collins & Petty's gun store, and found several parties amusing themselves by tossing up heads or tails for a quarter. He took a hand and finally got to tossing up with Mr. Ripley for a dollar a throw. George lost three dollars, and then taking out a twenty-dollar gold piece he handed the gentleman to toss for it. Mr. R. declined to toss a little time, but George kept hanting him and finally said, "You haven't got any, and I could mention a dozen other things." Mr. R. finally pulled out a twenty-dollar piece and tossing, won that of Mills, who then challenged him to toss for another. "No, I have tossed all that I want to. My head is shagged to much like a tack," said Mr. R. as he pocketed the two gold pieces and walked out, leaving Mills to stand the laugh that the bystanders gave him.

"How do you spell Farnam street, with or without an 'h'?" asked a gentleman the other day. "Without the 'h,'" replied an old citizen, who knew all about it from way back. "Farnam street," said he, "was named after the late Henry Farnam, who was, about 1822, president of the Chicago & Rock Island railroad, which, by the way, was not completed to the Missouri river until 1868. Mr. Farnam took considerable interest in Omaha, and for a while manifested considerable interest in the contemplated Union Pacific railroad. It was by his direction that Peter A. DeWitt went to Denver in September, 1862, to look for a practicable crossing of the mountains west of that point for the Union Pacific. Failing to find any opening there, DeWitt went to the head of Lodge Pole creek, and fixed upon a crossing in the Black Hills, which he regarded as feasible. Mr. DeWitt became the first chief engineer of the Union Pacific. But to return to the subject of streets. There's Cuming street, which is often spelled with two 'm's.' That's wrong, for it only has one 'm.' It was named after Thomas B. Cuming, who came here from Iowa, and was the first territorial secretary. Governor Burd died in Omaha in October, 1854, and Secretary Cuming became acting-governor. Cuming designated Omaha as the place for holding the first legislature, and there-by made quite a number of enemies in the other towns of the territory. The legislature met in Omaha in January, 1855, and after a stormy fight located the capital at Omaha."

Lead Falmouth's Career on the Turf Lord Falmouth, of the mangle jacket, who is about to retire from the turf, race racing and breeding a study and a science. Being of strong worldly sense, he always selected the ablest instruments, John Scott, the Wizard of the North, being his first trainer, and subsequently Matthew Dawson, his fidus achates, while Archer, since the death of Tom French, has been his jockey. Consequently he has luxuriated in all the financial sweets of racing, having won two Derbys with Kingcraft and Silvio; the Two Thousand Guineas with Atlantic, Charlie and Galliard; four One Thousand Guineas with Hurricane, St. Cecilia, Spinaway, and Wheel of Fortune; three St. Legers with Silvio, Jeannette, and Dutch Oven, and four Oaks with Queen Bertha, Spinaway, Jeannette, and Wheel of Fortune.

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UPS AND DOWNS OF A HUMORIST

A Sketch of the Life of Charles B. Lewis, the "Free Press Man."

A correspondent of The Cleveland Leader says: "A member of The Detroit Free Press staff gives me some interesting gossip about Charles B. Lewis, or 'M. Quad,' who has made that paper famous by his humorous articles. 'Lewis,' said he, 'is now a man of 45, pleasant and jovial in company, but perhaps better satisfied in solitude. He started life as a printer on a one-horse paper in Lansing, Mich. But he had ambition for something better, and seeing one day an advertisement in a printer's journal that there was a paper wanting an editor in Jonesboro, Tenn. He applied for the situation and his proposition was accepted. He threw up his situation in Lansing and started for Jonesboro. Coming into Cincinnati, he was surprised at the bigness of the city, and when he saw the steamer which was to convey him down the river puffing and blowing out great quantities of steam he rather feared to enter her. He went up to the clerk who was taking bills of lading and asked him if he thought there was any danger of the steamer blowing up, as if so he did not care to go. A crowd of passengers standing by laughed, and the clerk was inclined to think that Lewis was trying to gy him. A glance at his green country air and a look at his honest face convinced him that the young man was in earnest, and he assured him that the 'Magnolia,' for it was that famous boat, was all right, and that he could safely trust himself to her. With that M. Quad took his bundle from his shoulder and stepped on board. Now, a rival boat had got about fifteen miles' start of the Magnolia, and as she left the wharf she put on all steam, intending to catch and pass her. Lewis supposed it was all right, and was much interested in watching the machinery. The Magnolia was the fastest boat on the river, but this time she outdid herself, and just as she came in sight of the rival boat her boiler burst, and up went the ship and Lewis went up with it, but coming down near the shore he was just able to crawl to dry land when he sank down insensible. Being so near the engine, he was badly injured, and his face was so covered with soot that he looked like a very negro. Those who came to the assistance of the other passengers thought him such and paid no attention to him until all the others were cared for. Then they took him in charge and sent him to the hospital at Cincinnati. His eyes were almost put out, and it was not thought that he would live. Several doctors came in every day and discussed his physique and his prospects of dying with his bedside. Notwithstanding all this he recovered, after a pretty hard struggle, and concluded to go back to Michigan. He did so, and obtained work as a printer on one of the country papers in the interior of the state. This paper was called the Jacksonian, and its editor was rather a slow-going coach, who used the scissors rather than the pen. One day he went away from town, leaving Lewis in charge, and not enough copy to fill out the paper. Lewis was at his wit's end, but he finally decided to write enough to fill it out himself. He then composed the article giving a full account of his adventures on the Mississippi in detail. It was headed 'How It Feels to be Blown Up.' And Lewis composed it in a humorous vein, setting it up as he went along. The article was copied widely, and, among other papers, in The Detroit Free Press. Quimby, its editor, shortly afterwards engaged Lewis to go to Lansing and write up the legislature for him. He did this so well that at its close he was called to Detroit to take the permanent local place on the paper. He came into the city and directly to the office, where he accosted the local editor, told him he had come to be one of his locals, and said he would like to write up a dog-fight which he had seen on the way from the depot. The local editor replied that it was not usual to report dog-fights, but that he might try. He did so, and the article was copied from Dan to Beersheba. He wrote other local articles, and they were also widely copied. The police court scenes in which Bijah occurs so conspicuously were written by Lewis, and their picturesque reality is known everywhere. Bijah actually exists, and he is the curious character which Lewis has so well described. He wrote so many other humorous sketches that he became the leading feature of the paper. Among other excellent work that he has done are the letters he has written describing southern battle-fields. He now makes a fine salary, and could get employment on any paper in the United States. He can write nice descriptive articles, and is by no means confined to the humorous vein by which he is best known."

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