

THE OMAHA BEE.

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THE BEE PUBLISHING CO., PROPRIETORS. 208 W. 10th St., Omaha, Neb.

The author of "The Bread Winners" takes the cake.

The present year will witness a great demand for dark horses.

A vigilance committee could find occupation for a few days in Omaha.

A railroad is already being built—on paper—to the Cour d'Alene mining country.

There are a great many fast males in Omaha, but the C., B. & Q. fast mail, to arrive this evening, will beat them all.

EX-SENATOR SPENCER James contradicts Tom James. As between James and Spencer there can be no question of veracity.

The coming rise reminds us that the Missouri is one of the few transportation routes in this country that is not watered by Jay Gould.

Just wait until we get that new wagon bridge across the Missouri. We shall then be able to reduce the time between Omaha and Council Bluffs twelve hours, by standard time.

One would suppose that the Cleveland Leader was being published in Omaha, when it says: "Republicans, select your best men for candidates for the city council and board of education."

Several big jobs are being put up to go through the present city council under whip and spur during its closing days.

How would it do to organize a "committee of invitation" to invite several gentlemen to take a trip for their health to some such place as Hot Springs, where the climate is more congenial to them?

CHICAGO is a wicked city, but she is making efforts to get nearer heaven, and may some day redeem herself.

THE Union Pacific owns the Council Bluffs street railway; it recently purchased the Omaha street railway; it is building the Anacosta belt line; it owns the city council; and it only remains to be seen whether it will accept as a gift what remains of the two towns not already owned by it.

ALTHOUGH THE BEE has not the confidential ear of the tripartite pool we beg leave to suggest that the only way to offset the Burlington fast mail is to put on a chain lightning daylight limited express, between Omaha and Chicago, with no stops at stations between terminal points, with air-pumps so that the passengers can catch their breath.

It looks as if the Iowa legislature had about exhausted the finances of the state as well as its own brain force, and the senate has agreed to adjourn sine die on the 28th. Barring the prohibition bill, which will sooner or later be repealed, when it is found impractical, this legislature will become chiefly memorable for what it has not done.

THE Iowa senate opened its session Monday morning with prayer by the Rev. De Witt Talma, of New York. The Iowa law makers feel better now, after being prayed by the great sensational divine. They ought to keep on the straight and narrow path for a week at least, otherwise we shall lose our faith in the efficacy of prayer.

THE return of winter yesterday, accompanied by a blizzard and a snow storm, after a few hours of spring-like weather on Wednesday, was no doubt caused by the exultation of the Lincoln Journal, which shouted, "Hail, gentle spring! It has come, and the blue birds will be on deck, and the little wren will go twittering about," etc. The Journal's spring poet was a little previous, and he is requested by a suffering community to be a little more cautious hereafter.

WE have been reminded lately that it is a long time that has no term. A still hung is being made by certain parties to turn out the present efficient superintendent of public schools, in order to make a place for a gentleman who is ambitious to be his successor.

Such a change would set our public schools back five years at least, and the only parties benefitted or gratified would be the would-be superintendent and a few disgruntled old maids, in petticoats and in pantalons, whose absence from the ranks of Omaha school teachers has had a beneficial effect upon the general system.

REAGAN'S INTER STATE COMMERCE BILL.

Congressman Reagan's inter-state commerce bill has been considerably modified owing to the adverse action of the committee on commerce.

His bill now consists of nineteen sections. Its first section provides that all charges for transportation of property by railroads from one state to another, or from any foreign country, shall be reasonable.

The second section makes it unlawful for persons so engaged to receive from shippers any greater or less rate of compensation for carriage than is charged for like service to other persons.

The third section makes it unlawful for such persons to allow any rebate or drawback or advantage in any form to one shipper not allowed to all shippers.

The fourth section makes it unlawful for persons or railway companies to enter into combinations to prevent the carriage of freights being continued between points of shipment and final destination for the purpose of avoiding the provisions of this act.

The fifth section provides that the provisions of this act shall apply to the transportation of all goods, whether carried by one road from point of shipment to that of destination, or by several roads in combination.

The sixth section makes railroads failing to act liable to the person injured, or the actual damages and counsel fees, and the seventh adds a fine not exceeding \$1,000 for each violation of the act.

The eighth section provides for the appointment of three commissioners, whose terms shall be six years each, and who shall each be paid \$7,500 per annum, their duty being to enforce the provisions of the act.

The ninth section provides that the closing section of the bill appropriates the sum of \$40,000, or as much as may be necessary thereof, to carry out the provisions of the act.

The most objectionable feature of Mr. Reagan's bill is to commission. We have no faith in any commission being successful unless clothed with political powers to enforce its dictum.

The law will not enforce itself, and the commission will be a mere ornamental body. It is an ingenious scheme to nullify the main object which Mr. Reagan had in the regulation of commerce.

IMPORT DUTIES.

One wing of the democracy is trying to force through the bill to extend the bonded whisky period, while the other wing retaliates for the opposition to the restoration of the old tariff on wool by opposing the bonded whisky bill.

If this Kilkenny cat fight continues the republicans will have a walk-away next fall and the democracy might as well disband.

THE people of Omaha have been aroused as they never have been before to the necessity of enforcing the regulations and restrictions in the liquor traffic against all disorderly resorts, dens and low dives.

When the present high license law went into effect there was a disposition on the part of the city authorities from the mayor down to the city attorney to treat part of the law as a dead letter.

These officers were inclined to disregard the plain letter of the law in several important particulars which constitute the best feature for the protection of society against the worst evils of the liquor traffic.

They seemed to regard the income from the traffic as the only object of the law, whereas its main object is and should be to confine the traffic within narrow limits among the class of dealers who keep orderly places and do not harbor thieves, thugs, pickpockets, and outlaws generally.

The law makes the granting of license an optional matter with the board. They are forbidden to grant license to parties who are known to have violated the law or failed to procure thirty resident freeholders as endorers of their good standing.

But the board is not compelled to grant licenses promiscuously even when the proper petitions have been filed. It is their duty to reject the application of any party who is known to the police as a keeper of a disorderly house.

Mayor Boyd and City Attorney Manderson started out wrong. They imagined that it was a great benefit to the city to get license money from anybody and everybody.

They ruled that every applicant should have a license unless a remonstrance was made and proofs furnished in a regular trial to convict the applicant of a violation of law.

This placed the dens and dives on a perfect equality with dealers who keep the most orderly and respectable places. It compelled the citizens who looked to the mayor or city marshal for protection to run the risk of violence and abuse from the keepers and patrons of just such places as the old St. Elmo, now the Theatre Comique.

TARIFF ON THE MEXICO & YUCA CRUS RAILROAD.

Under the terms of the concession stipulating that the tariff rates must be reduced as soon as the earnings permit payment of 8 per cent. dividends on common stock.

Here is an example set for our own government, which has been so slow in the matter of regulation of railroads, which it has created and subsidized.

THE board of education, having obtained legal advice to the effect that the wholesale liquor dealers can be compelled to pay license, has decided to take immediate steps for the collection of such license in the future.

There is no doubt that the license law applies to wholesale dealers as well as retailers. The non-collection of the license from the wholesalers up to the present time has lost to the school fund many thousand dollars.

As back licenses cannot be collected from them, according to the legal opinion obtained by the board of education.

WESTERN NEWS. DAKOTA. Minnehaha county farmers have organized a Farmers' club.

Government land can be had within twenty miles of Bismarck. Tower City gave \$15,000 to secure the North Dakota railway.

A post of the G. A. R. will be organized at Doland the 15th inst. A cornet band has been organized at Doland; also one at Frankfort.

Sioux Falls stock buyers have paid out \$100,000 for horses this season. There is a milk war in Yankton, and the price is down to 4 cents a quart.

Butte county sends \$14,884 as her portion of the Lawrence county indebtedness. The Frankfort and East Valley railroad is negotiating for depot grounds at Groton.

Brookings sent \$12,000 to the state in 1883 of \$2,285,924. In 1882 it was \$651,120. A Farmers' Alliance has been organized with twenty charter members, at Doland, Spink county.

LEAVE VIRGINIA CITY TO SURVEY THE ROUTE OF THE BRANCH ROAD TO BOZEMAN.

The line will run from Camas, a town on the main line of the Utah and Northern railway, in a northeast direction until it reaches the westerly boundary of the National Park.

Ben Hogan, the pugilist evangelizer, writes from Dillon that "I am in the midst of a grand campaign here. Opened up a double-shotter battery on King Alcohol and his cohorts on Saturday night. The slain are numerous and the wounded are writhing under the heavy rain. Many have signed the pledge and the end is not yet."

ABBOTT is coming to Denver to camp on Patti's trail. Leadville is now illuminated by forty-three electric lights.

There is a good market for the Canon City coal at \$10 per barrel. The Denver board of trade was coalesced with the chamber of commerce.

The Farmers' Alliance of Fort Collins are offering tempting inducements to millers to build there. The cooper recently found at Salida is of an excellent quality, and exists in great abundance.

Denver proposes to refund her outstanding obligations to the amount of \$300,000 in convertible bonds. The membership of the Colorado Cattle Growers' association has passed the 100 post, and the membership continues to grow.

Frank Porter, who killed George Short in 1879 on the plains north of Hugo, was tried in Elbert county and honorably acquitted. Gunnison county is in debt nearly a half million dollars. It is, however, one of the largest and wealthiest counties in Colorado.

Fryer Brothers, of Huerfano county, have contracts covering the delivery of 20,000 head of thorough cattle from Texas to Colorado for the season of 1884. Mayor Rout, of Denver, has returned from a tour of inspection among his extensive herds ranging on the Cañon la Poudre. He reports the cattle as being in excellent condition.

Leadville miners say that their output for the coming season will be decidedly in excess of any former season. Extensive preparations are being made for the utilization of every available claim.

The snow was never before known to be so deep in the Gunnison country as it is now. In the highest peaks it is from twelve to fourteen feet. At Crested Butte two and a half feet of snow has fallen within the past two days.

The Denver Tribune passed into the hands of the New York syndicate, March 1st. Of the change the editor says: "The Tribune will be conducted on business principles and as a broad, untrammeled republican newspaper. It is beyond factions and beyond personal ambitions."

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