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Business Letters and Remittances should be addressed to THE BEE PUBLISHING COMPANY, OMAHA, NEBRASKA.

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RESPONSIBILITY OF EMPLOYERS.

The relations existing between employer and employe, or master and servant, form one of the most interesting and important elements of common law.

It has always been held that the master is bound to exercise toward his employe or servant due care and diligence in providing a reasonably safe place at which to work; that machinery and appliances must be in good and safe condition; and that provision must be made against exposure to danger while in the discharge of duty.

There is placed upon the employer a much greater responsibility than is generally supposed, but it is by no means too great. The law holds him strictly accountable for negligence, the result of which may be personal injury to those in his service.

It is also a principle of common law that whenever the master delegates to any officer, servant, agent or employe, the performance of any duty which really devolves upon the master himself, then the person thus delegated is acting by authority and in the place of the master, and the master is liable for his acts or his negligence.

Notwithstanding these well established common law principles, which are founded upon justice and right, railroad companies are almost invariably endeavoring to evade these responsibilities in these matters.

The practice has become quite common among the railroads to require a man, upon being employed, to sign a written agreement releasing them from all liability for personal injury from accident caused by the negligence of a fellow employe.

Such agreements, however, are not worth the paper they are written on. This has been demonstrated very clearly by the result of several lawsuits based on these very points.

A case has just been decided by the supreme court of Kansas which defines very clearly the relation of master to servant, with reference to responsibility for negligence either by the master or his servant. In this case the common law principles have simply been reaffirmed.

A foreman or boss car repairer of a railroad company was put in charge of three subordinate car repairers, whose duty it was to repair cars while standing on the track in the yard of the company in which trains were to be made up at St. Joseph, Mo.

her had already entertained the house for half an hour. After one of the opponents of the bill had abounded that he would vote for it if Robinson would only stop talking, the twister of the British lion's tail sat down.

Mr. Robinson's eloquent oratory, however, did not carry the bill through. It was defeated by an overwhelming vote. The democrats opposed the pensioning of Mrs. Meikleham on the ground that it was contrary to the teachings of Jefferson himself to create a civil pension list and unwarranted by the constitution.

WANTED—A FEW FUNERALS. Omaha never will be a great city until there are a few more funerals among her old moss-backs and obstructionists.

Thousands upon thousands of people who came here to locate during the past twenty years have been driven away by this class of selfish, short-sighted and narrow-gauged property-holders.

They have not only stood in the way of progress, by asking exorbitant prices for their unimproved lots, but have always blocked every scheme of public improvement.

The failure of the proposed Farnam street grade is due entirely to the lack of public spirit and hoghishness of these obstructionists. Omaha needs and should have at least one great thoroughfare that is not cut up by railroad tracks, and affords an outlet to the country west by easy grade.

The fact that Farnam street is laid out in uniform width the whole length to the city limits, and there connects with a straight road clear to the Elkhorn river, makes that street of all others the great outlet to the west.

Farnam street today is the principal business street of Omaha, and the establishment of the proposed grade would have transformed every lot east of Twenty-second street into business property within five years.

It would have made an easy and splendid roadway beyond the new court house and enhanced the value of all the property the entire length of the street from fifty to five hundred per cent.

and had convinced him (Sabin) that such was the case. He had again and again, both publicly and privately, expressed himself so, and his vote would occasion no surprise among his friends in Minnesota, who fully understood his views.

It was very disagreeable and embarrassing to find himself opposed to his party associates, and he had without urgent appeals from many persons whose wishes he could not but regard, but he was compelled from a sense of duty, as well as justice, to vote as he did.

He had urged not to vote at all, but would play the coward, and proffered to frankly express his convictions even at the risk of censure.

The Speaker's Pulpit. "The speaker's desk," writes a Cleveland Leader correspondent, "is a sort of marble pulpit, behind which Mr. Carlisle sits in a great arm-chair and holds in his right hand the ebony handle of an ivory-headed gavel."

Often the gavel breaks, and then a new one is procured. Sam Randall was very hard on gavels, and broke a great many during his term as speaker. He has the remains of these in a cabinet at home, which he shows to visitors as a sign of his great power.

One of these is a beautiful one, which he got during his last term as speaker. It was made by a Georgia mechanic, of 110 pieces of hickory wood.

STATE JOTTINGS. GRAND ISLAND. The right of way agents of the B. & M. have finished paying for right of way up to the city limits.

Farmers objected their own "masher" from Blitter Creek was badly taken in here last week. A decoy young man daintily dressed in the latest style of female apparel, and a number of the boys stationed themselves at convenient places to witness the "catch."

The decoy captured the masher on the first wink, led him to an out-of-the-way place, where the boys fell on him and used him up in two rounds. He gathered his tattered garments about him and took the first train for home.

fact that it was 2 o'clock when Judge Broady arrived in this city. After dinner he was presented to the jury, instructed and the trial of the case by jury, reached a verdict and adjourned for supper at 6 o'clock.

There is a Darling "doctor" out at Kearney who threatens the Sheldon Clipper with a dose of aquafortis. It seems one of his prescriptions containing poison, was given to a woman and would have killed had not a stomach pump been promptly applied.

The Clipper informs the "doctor" that John L. Sullivan is the editor of The Clipper, and if the "doctor" has any desire to be polished off in the latest improved style and hammered up as to be unrecognizable by his mother, and most intimate friends we invite him down.

RAILROAD AFFAIRS. Incorporation of a New Road in Kansas. TOPEKA, Kas., March 15.—Articles of incorporation were filed here to-day by the Salina, Lincoln & Fremont Railroad, the object being to survey, locate, construct, operate, and maintain a line of standard gauge railroad from the counties of Salina, Ottawa, Cloud, Clay, and Washington, to intersect the State line between Kansas and Nebraska on the north line of Washington County.

The capital stock of the company is placed at \$1,000,000, and the general offices of the company are to be placed at Washington, Washington county. The directors for the first year are William Kahlohofer, Hanover; W. H. Collins and Thomas Goody, Washington; C. C. Furnell, Chicago; D. M. Gillespie, Carmel; H. B. Baker and O. P. Hamilton, Salina; S. C. Schmitt, Beatrice, Nebr.; John W. Burke, Lincoln, Nebr.; W. H. Dickinson, Wahoo, Nebr.; G. W. E. Dorsey, Fremont, Nebr.

The California East-Freight Line Troubles. Chicago Tribune. The Chicago Committee of East-Bound Freight Traffic at its meeting on Saturday discussed at length a communication from Commissioner E. P. Vining, of the Western Trunk-Line Association, severely criticizing the Eastern roads for giving a share of the unbusiness California fast freight line business to the Burlington.

Mr. Vining reiterates his former assertion that the Western Trunk-Line Association alone is entitled to the trade-mark of "California East-Freight Line" and that all business consigned to that line belongs to the association. He threatens to hold the Eastern lines responsible for any damage or loss due to the diversion of such freight to the Burlington.

The meeting discussed the matter at some length, and Mr. Vining's letter was denounced as ill-tempered and discourteous. The roads refused to take any action in the matter, and the California fast freight line business will continue to be divided between the Western Trunk Line association roads and the Burlington until those parties settle the difficulty among themselves.

It is understood that negotiations are now going on with a view of settling the trouble. Some matters of classification of minor importance were also discussed and disposed of.

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