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## Current Events.

President Cleveland has taken the "other horn" of the dilemma, and the people can now see the beginning of the end of the extortions the landgrant railroads. It has long been the custom of those roads to delay for years the selections of the lands granted them, for the purpose of avoiding taxes and other charges on the lands, while in the meantime the whole territory from which the roads are at liberty to make selections are closed to settlers pending the action of the railroads. In the particular case in point, one Guilford Miller made a settlement and improvements on a piece of land in Washington Ty., and in due course made claims of title under the homestead act. He was put off until the Northern Pacific had surveyed and made their selections. Miller's claim had been approved by the law officers of the department and by the assistant attorney general, but the attorney general himself reported unfavorably, because against precedent. The President then took the matter in hand, and in a letter of the 25th, to the Secretary of the Interior directs that office to exercise his authority in favor of the settlers; and let the railroad, if necessary, select other lands in lieu of the Miller land. He says the effect of the rulings of the department in such cases has been to withdraw thousands, if not millions of acres from the operation of law and placing them beyond reach of settlers for years—on this case for over 15 years. The President says: "Such a condition of the public lands should no longer continue. So far as it is due to the neglect of executive rules and methods these should be abandoned, and so far as it is a consequence of improvident laws these should be repealed or amended. Our public domain is our national wealth, the earnest of our growth, and the heritage of our people. It should promise limitless development and riches, relief to a crowding population, and homes to thrift and industry. These inestimable advantages should be jealously guarded, and a careful and enlightened policy on the part of the government should secure them to the people."

The political news is now furnishing about the only news going; and this came from the St. Louis Republican in the statement that President Cleveland had said to a "Western Senator" that he would not accept a nomination for a second term. Who the western senator is, does not transpire, all who would be likely to be the man having denied the yarn on interview. Senator Vest of Missouri, however, on Wednesday said in an interview he had hit on an explanation of the origin of the tale some what in this wise: "I was calling upon President Cleveland not long ago, when in course of conversation about the state of the democratic party, he declared emphatically that the only ambition he had was to go honestly and faithfully administer the affairs of the government that people would elect any democrat who might be nominated in 1888. He knew he had been accused of selfish motives. 'But,' he added, 'if I could consult only my own personal comfort and desires, I would lay down the office of president to-morrow.' That is all he said. He did not intimate that he would refuse to be a candidate again, if the party desired him to be re-nominated. I certainly did not get any such impression from what he said. I regard his remark to be simply a disclaimer of personal ambition in the matter.' That is a good explanation as any. It is not likely the President ever said more. It is not like him to say more; for, however, irksome the duties of the office might have become, it is eminently characteristic of Grover Cleveland to trust himself *per se* into the back ground in response to the call of his party should he deem it for the interest of his party, or the people. It is but natural that he should desire the endorsement of his party and of the people by a second term, yet no fair minded man has been found who can accuse the President of "working the wires" with the view of a second term. Say that he is ambitious, his ambition thus far has proven of the right sort—to give the people an honest and business-like administration, and that the country has had. It has been an administration for the people and not for the aggrandizement of Grover Cleveland. That he will be re-nominated by the democratic party goes without saying, his only named rival being Gov. Hill of New York—a man not for a moment to be compared in any respect with Cleveland, either in the estimation of the public, or of the party.

The Blaine pilgrimage from the west homeward has been a very tame affair, no enthusiasm, no "go to it, just a kind of an every day trip of a Maine drummer for a tooth-pick factory. Surely this is not the way the great electrician is going to pan out, and a campaign coming on within a twelvemonth. He reached Boston on Thursday.

The Schaebeles affair reported last Friday as threatening difficulty between France and Germany has not yet been satisfactorily settled. The German government has been investigating the arrest, and it is stated that it took place on German soil, while on the other hand it is stated he was

decoyed across the line for the purpose of the arrest. The press of France has been very temperate, cautioning the people to commit no act of folly which might precipitate trouble; and it is believed the matter will be settled amicably. The Pope has offered to act as mediator, and it is also reported that in case an agreement cannot be reached, France will propose to submit the matter to the King of Belgium for arbitration.

On Tuesday Charleston, S. C., forgot her earthquake ruins, and her business, and devoted the day to the dedication of a monument erected to the memory of John C. Calhoun, her "favorite son." There was the usual procession, and music, and a monster crowd of people, and all the accessories; the statue was unveiled, a couple of odes, written for the occasion, read, and Secretary Lamar delivered an oration. It is not only "an interesting fact," as the Secretary said, but also an appropriate one that the statue should have been erected, not in the capital of the nation but "in his own native state." Though he was a man in many respects national in his acts and endeavors, and though he did not mean to be otherwise, yet he was essentially a South Carolina man, and all that part of the work of his life that will be remembered in after days with the endeavor to place upon an everlasting foundation the "peculiar institution," and the extreme "state right" doctrines of which that state was *par excellence* the champion and defender. It is, too, not a little interesting to think, now, that more than half a century ago, when he did more to defend those ideas, probably not one did more to hasten the freedom of the slave than John C. Calhoun.

The Kenilworth county supervisors have appointed a building committee to go ahead and rebuild the burned court house. By using the old walls, which are pronounced good, they hope to rebuild at a cost not above \$5,000 in addition to the amount of insurance due.

The Chicago and Santa Fe railroad is surveying a line into Rock Island.

The decrease of the public debt for April, is estimated at from 12 to 15 millions.

The grand jury of Kane county, Illinois, has indicted Arthur Terry, of Aurora, for the murder of his wife by poison.

Charles Atkinson, the founder of Moline, Illinois, and proprietor of the first stage line between La Salle and Rock Island, died Tuesday, at the age of 79.

Wednesday, the 65th anniversary of the birth of Gen. Grant, was celebrated by a banquet of the Republican Club of Pittsburgh, at which Gov. Forsaker was the chief speaker; and by various means of organization east and west.

The tanners and mixers in the Pittsburg window glass factories, struck on Wednesday for ten per cent increase of pay. Fourteen factories have shut down, and over 1,000 men are idle. Work will resume when men can be obtained to take the places of the strikers.

On Thursday a Southern Pacific R. R. express and mail train were stopped by from five to eight robbers at a station 18 miles east of Tucson, and the express and mail robbed of about \$5,000. Regular "stock" details: red lantern, masked men, orders to engineer enforced at point of revolver, unloading of cash box, away they go, no one hurt, no trace of robbers.

Aurora is considerably excited over the possibility of finding coal in that vicinity. If it should be found in paying quantities, it would, indeed, surprise the geologists, who have in the past placed the northern limits of the Illinois paying coal field at the Illinois river. With characteristic enterprise, however, a number of Aurora business men propose to find out to a certainty whether there is coal or not.

## THE ORGAN FACTORY.

Yesterday the organ factory people, by their committee, came to Ottawa, in accordance with the request sent to them, and the Ottawa committee was in session with them nearly all day. A contract was drawn up, stating in substance that the Ottawa organization agree to give the organ factory a plot of ground 700x266 feet, and \$20,000 in cash, one-half payable Aug. 1st, 1887, and the other half Aug. 1, 1888, with interest on \$10,000 for one year at 6 per cent. The organ factory people, in their turn, agree to build a factory 40x400 feet, three stories high (which is one-third larger than they had previously promised to build), and to equip and operate this factory for the manufacture of organs. This contract was signed by the committee from the company, consisting of the president, L. B. Merrifield, and Messrs. J. E. Olds and O. Lundstrom, while on the part of Ottawa the contract is now being signed by the subscribers, and will be sent to Mendota. The land will be surveyed at once, and as soon as it is surveyed the deeds will be made out and the whole arrangement closed up. Ottawa may be proud of this addition to her enterprises and to her population.

## THE PRESIDENT PUTS DOWN HIS FOOT.

Being a man of about 250 avoirdupois, it is manifest when President Cleveland puts down his foot it is bound to make an impression. Such, no doubt, by this time, is the thorough conviction of Secretary Lamar and the Northern Pacific Railroad Company, as well as of some other like huge land-grabbing monopolies.

The question in the great west for fifteen or twenty years past has been, whether the government lands were intended for the railroad companies or the settlers. Under republican domination, during those years, such monster grants were made in all directions to railroad monopolies that people began seriously to doubt whether, after deducting a decent quantity for Indian reservations, the settlers would be entirely left out in the cold. Take Minnesota, Dacotah and Washington for example. Not only were grants made covering alternate sections of the land for 30 miles on each side of its line to the Northern Pacific Railroad for 1,800 miles through their territory, but for as many more miles of branches and tributaries of that great monopoly. Then, as if the millions of acres thus bestowed might not include all

the best lands, the granting acts contained clauses that, whereas frequently the lands within 20 miles on either side of said proposed railroad lines might be covered by water or be uninhabitable or precipitous mountain sides, therefore the railroad companies might go outside of their 40 miles limit and select other lands to make up the full quota of their grants. But this was not the worst of it. As settlers were rapidly crowding upon those said "outside" lands and occupying the best of them, the railroad monopolists—the Jay Cokes, the Huntingtons, the Jay Goulds, &c., who not only ruled Congress in their interests, but also the departments at Washington—induced the Secretary of the Interior to draw vast areas—millions of acres—of the best of these "outside" lands, from entry and settlement, reserving them, under the name of "indemnity" lands, for future selection by the railroad companies to make up for the deficiencies that might be found in their grants. Not only before the railroads were built, but even before they were located, these vast "indemnity" reservations were made, so that, what with the uncertainty as to where the railroads would ultimately run, with their forty mile wide donations, and these additional reservations, there really any good land left anywhere that might not ultimately be claimed by the railroad monopolists?

Now there was really not a scrap of law authorizing the Secretary of the Interior to make these "indemnity" reservations, but he based his authority upon a forced construction of the land grant law, by which alternate sections for 30 miles on each side of the railroad lines were given to the companies, and if those sections did not in all cases cover available land, then they could go beyond to make up the deficiency.

Well, it happened that away back in 1872, long before the line of the Northern Pacific Railroad was ever definitely located in Washington territory—a vast area of the best land there was set aside by the then Republican Secretary of the Interior, as an "indemnity" reservation for the benefit of the Northern Pacific R. R. monopoly. Six years later—that is, in 1878—the railroad meantime having been definitely located but having as yet made no selections on said "indemnity" tract—one Guilford L. Miller proceeded to open a farm on said tract, putting upon it valuable improvements, &c., and then preferring a request—in 1882—to the land department at Washington, to be allowed to enter it under the homestead law. The railroad company disputed his right, claiming that the land was on their indemnity reservation and they had a right, which they proceeded forthwith to claim, to gobble Mr. Miller's farm to make up a deficiency of their former grant. The Washington authorities during republican times sided with the railroad company, but Mr. Miller never gave up the fight, and finally, after Cleveland came in, he luckily got his case before Lord Commissioner Sparks. Now the enmity of Sparks towards the whole land-grabbing, settler-robbering tribes of every shade and hue is notorious, and he only needed to get hold of the facts of Mr. Miller's case to see the justice of his claim and the iniquity of the whole conspiracy, not only to rob him, but to rob the government of untold millions of land. Sparks without hesitation decided in favor of Miller; but his decision had to be approved by his superior officer, Secretary Lamar, and that officer being too indolent to look into the case himself, referred it to the Assistant Attorney General for the Interior Department; and that official, having, as is proverbial with lawyers, a profound respect for "precedents," followed the example set in Republican times, when the railroad monopolists were always upheld against the settlers, and reversed the Sparks decision, and Lamar assented.

Then President Cleveland heard of the case, and had Attorney General Garland look into it; and he, too, being a lawyer, decided with the other in favor of following the Republican "precedents." By this time the President's blood began to rise, and he said, "Give me the papers—I will look into the matter myself." And he did look it all through, and he saw that the whole business was simply an outrage. "By your interpretation," he tells the Attorney General, "thousands if not millions of acres of their lands are withdrawn from the operation of the land laws of the U. S., thus placing them beyond the reach of our citizens desiring to settle and make homes upon them; and this is done for the benefit of a railroad company having no fixed, certain, or definite interest in such land. In this manner the beneficent policy of the government in relation to the public domain has for all these years been thwarted." The President therefore concludes by directing the Secretary of the Interior "to deal with the subject in such a manner as to protect the settler (Mr. Miller and all others in his situation) from hardship and loss."

Good for Cleveland! and doubly good for the study, incorruptible and indomitable Sparks. While the monopolists no doubt will raise a great hubbub and heap curses on the President, millions of hardy settlers will bless him, not only in this but in coming generations, for so nobly, grandly and opportunely putting down his foot and crushing out a giant wrong.

Some years ago a big colony of settlers and investors left Ottawa by special train for the Red River country. It was then claimed by the most conservative mathematicians that over \$100,000 of Ottawa capital went with that party to Minnesota. It would be interesting to know just what per cent that investment paid; and how much more or less the money would have earned had it been put into active use in Ottawa. In Ottawa it would have built a dam across Illinois river and improved the

contiguous property; it would have built two good sized glass factories; it would have established 10 potteries; it would have established a couple of monster pressed-brick yards, or a couple of sewer-pipe factories, built a railroad to Deer Park opening up coal fields as valuable as those at Streator and more valuable than those at La Salle; and by adding from 25 to 33 per cent to Ottawa's population, added as great a per cent to the value of her real estate and nearly as much to the total of her assessed valuation. Would that have paid? It is a mighty good sign which has come to light during the past two weeks that Ottawa men are willing to invest in Ottawa; and as the Organ Factory is located here and fifteen hundred dollars a week added to her pay roll, it will not be difficult to do again that which has been done during the past ten days. The work would be much easier, however, if the syndicate had options on certain tracts of lands so that they could be immediately bought and subdivided into lots when the occasion came and sold by lots to raise money needed. Many will buy lots at even a high price and be contented to wait for its increase in value who would hesitate or refuse to give a hundred dollars on a venture of return of his money. This is the way aid is raised in the booming cities of the South, and is a plan the Business Men's Association should consider as soon as the present deal is finished and disposed of. Let Ottawa become a manufacturing point *de facto* and railroads to haul the goods will come to her doors without the begging. Then, too, Chicago's come to that point in her material history when there is a natural overflow into the contiguous towns, both of manufacturing and of railroads; and Ottawa should be in a position to absorb her portion of that overflow.

Considerable space was surrendered April 9th, to a summary of some 3,000 reports to *Bradstreet's* concerning the number of industrial employees at work in the country at that time, as compared with two years ago, together with the changes in wages received during that period. At the latter date, as reported by that journal, wages of industrial employees has been reduced throughout the eastern, middle and central western states an average of 10 to 15 per cent, while nearly 350,000 fewer employees were at work than in 1882, when the prosperous season, which began in 1878, was at its height. It is surely worth knowing that at this time there are at least 400,000 more industrial employees at work than in 1882, and that wages have, on the whole, together with full time new, as against reduced hours of labor then, brought the receipts of labor generally to the level of 1881-82.

The township High School trustees, at their regular meeting on Thursday last set Monday May 9th, at two o'clock for the appointment of a principal and assistant teachers for the ensuing year. It is understood that the intention is to try to reduce the expenses of the school as much as possible; and to comply with the rule, some time ago adopted, to appoint no person as teachers, assistant or principal, not university graduates as assistants that have had years of experience in High School work, well recommended by superintendents of schools where they have taught before, can be had for \$5,000; which ought to give Ottawa a High School to be proud of, at about \$2,000 per year less expense than the school is now costing. If the school can be improved, even at the present expense, it ought to be done; and certainly should be, if it can be done at a less expense.

The Chicago Drainage Bills have been reported back to the Legislature by the committee with the recommendation that they do pass. There have been some modifications of the bill, but in just what particulars we are not informed. It is not likely, however, that they embody the demands of the Illinois Valley, and even a Chicago paper, the *News*, has been bold enough to condemn the whole scheme. The Legislature in justice to the rest of the State should kill the scheme, at least until an intelligent commission have reported the facts, or until Chicago is willing to deal honestly with the rest of the State affected by the bills, which clearly she is in no mind to do now; and La Salle county's members will need no urging to do their part.

The Times Thursday night said that among other "wants" of Ottawa was an incandescent electric light plant. Who wants it? What is it wanted for? There is a very considerable electric light plant here now, and if there is any demand for the incandescent lights, of which there are a few already, the number could be increased at any time. But with incandescent lights costing as much per light as gas, and not any more satisfactory as to light, it is not likely that there are residences or stores enough who would take them to make a plant pay—certainly not with arc lights at \$5 to \$7 a month.

Judging from a late editorial in the *La Salle Republican* on the subject of the Raymond-Nash indictments, it would appear that our cotemp. has not forgotten his hopeless race for the Treasurership some years back. A man of Webster's age and experience ought not to let personal feeling run away with his sense of the decencies of the occasion.

The Grand Lodge A. O. U. W., at Galesburg on Wednesday approved the action of the grand master workman in refusing to allow persons interested in the liquor traffic to become charter members. The following are the officers-elect: Grand master workman, G. W. Hill, of Murphysboro, elected by two majority in a vote of 276 delegates; grand foreman, C. A. Wilcox,

of Quincy; grand overseer, C. R. Matson, of Chicago; grand recorder, C. P. Hitch, of Park; grand receiver, Alexander McLean, of Macomb; grand guide, Rowley Page, of Galesburg; grand watchman, C. E. Perdue, of Abingdon; grand trustee, Hale Johnson, of Newton; supreme representatives, L. L. Troy, of Chicago, A. Orendorf and James McCartney, of Springfield; grand medical examiner, J. L. Millson, of Springfield. The officers were installed on Wednesday evening. Springfield was selected as the place of holding the next meeting.

Mr. Blaine's western trip seems not to have been a success. Remembering how interesting to him are the reminiscences of Little Rock, Fort Smith, &c., he should not have slighted them for the Indian Territory, however admirable he might have considered that territory as the starting place for a "boom." It is also unfortunate that his illness, while in the territory, prevented a successful display of his magnetism before the yards of the nation, as a starter in the 1888 struggle.

It is said there will be no more call of bonds for redemption by the treasury until July. Mr. Blaine is credited with predicting that, if this policy is adhered to, the country will experience the hardest period of contraction that it has ever befalld. Now this is bad—very; but as Mr. Blaine has in times past made much more horrible predictions than that, which did not come to pass, no one except Mr. Blaine will fret himself very much in the premises.

The *Bloomington Bulletin* says the democrats of this district will make no nomination for congressman next year; and, therefore, Rev. D. B. Turney, as prohibitionist will beat the republican nominee. There's nothing like knowing the worst before one starts.

## On Commissioners of Highways Associations, with a Digestion upon other possible Ass's.

"Why not try your hand at a town or a neighborhood first?" was a question once asked by a man whose charities began at home, of another, whose mind was filled with schemes of universal benevolence, and was so engrossed with the wrongs of the Irish and the Hungarians that he had not time to attend to the petty grievances of the poor in his own neighborhood and the oppressed that hung, as it were, about his own doorway.

When I read the proceedings, last spring, of the Illinois State Highway Commissioners' Association, that meets annually at the capital, and perused some of the many carefully prepared and well written papers and essays that were read upon that occasion, and of the free and general discussion and expression of opinion then engaged in, all tending to the universal improvement of our common country roads, and the various pet schemes and projects that were submitted for the attainment of that end, I could not help asking the question, to myself of course, "Why not try your hand at a town, or a neighborhood, or a county, first?" Why not begin at the beginning? Why not organize neighborhood and county associations, and, if necessary, send delegates to the grand Sanhedrin that meets at Springfield annually, instead of place present, inviting every board of road commissioners throughout the length and breadth of the State to send one of their number as a constituent member? Why not start at the foot and go up head (*ad capita*) as we used to do at school, as best we could and under difficulties, and not take our stand at the head and expect to stay there, unmoved and immovable, dispensing opinions and suggestions, propounding questions and answers, and drafting meaningless resolutions, to be voted upon unanimously by those present, and finally submitted to the after consideration of their constituents at home?

There were several well written and well digested papers read before this Association on the general subject of road making, containing, however, many common place ideas, that might have been read with equal benefit to associations at home.

There were essays on the past and present condition of our roads, abounding in good sense and humor, but offering no tangible solution for the future.

There were other writers, again, who in the course of their remarks offered, by resolution or suggestion, certain plans whereby our present system of road making might be amended, or altered, or done away with; how best taxation might be imposed upon the people to their own advantage, without being felt by them; how our convicts might be made to do road work to pay their keeping; and how appropriations should be made by the legislature from certain funds for road purposes that would be not only unconstitutional but ridiculous.

Among the leading plans offered for the solution of the road question there was one that seems more plausible than visionary; yet at the same time is as impracticable as many others that were submitted. I speak of the plan submitted by my friend and neighbor, Mr. E. C. Lewis, embodied in an ably written, honest and comprehensive paper; and I sympathize with him because his eye seems to squint towards the same line of road that I have been advocating. In fact, he and I would be in the same district, according to his plan, as far as we traveled together, but when a divergency took place, there would be a new episode to our bucolic theory, whatever that may mean. There might be a difference of opinion between us where the road should strike the Vermillion river, whether at a certain point down or at a certain other point up, whether it should pass near his land or through mine.

Mr. Lewis' plan, to use his own words, is, "to so frame the law that a community interested in a certain line of travel may constitute a road district, \* \* \* without regard to town or county lines." Now, this plan seems very plausible and reasonable at first blush, if I understand him aright, and would answer a good purpose in building "certain lines of travel" by voluntary contribution, as I propose, but not by taxation and appropriation, as he suggests. This plan reminds me of a political scheme that had its effect many years ago. It was called the Gerrymander, after the name of the inventor, and proposed to arrange counties contiguous to each other into a congressional district, so as to return a member of congress of the same party as Mr. Gerry.

However well this plan might do in arranging counties with congressional districts, it would hardly do in arranging sections, half and quarter sections, and 80's contiguous and "cornering" with each other in road districts.

The gerrymander might extend itself

through a large number of townships and parts of two or more counties. It might have a great deal of length with but very little breadth. It would be difficult to elect suitable commissioners for such a road district; and if a town should be intersected by several such roads, a farmer would hardly know to which district his property should be taxed. Farmers generally would not submit to be taxed for making roads in other towns and in other counties. They are not at all anxious to step over the line in paying taxes, though they might possibly do so in other matters.

And I think that Mr. Lewis will agree with me that his scheme, though founded on a different basis, will work admirably well in completing the road that he had his eye upon when he wrote his excellent paper.

But it is not my intention to criticize the papers that were read before the Illinois State Highway Commissioners' Association, or to anticipate those that will be read at its next annual meeting, but simply to question the authority of that Association as one of the institutions of the state. Every board of commissioners of highways in the State has a right to send one of their number as a delegate to that Association, and the cards of invitation state that there will be a reduction on car-fare and tavern bills to those that attend. This is all right so far as it goes. Any set of men have a right to form themselves into an association or a convention, or by any other name they may choose to be designated; rail roads and hotels may reduce their fare if they choose; but I cannot see what right delegates to such associations or conventions have in charging up the balance of their traveling and other expenses to the town or district that they represent. In such delegations are to be sent to Springfield every year, it will prove in the end a heavy tax upon our road fund.

If commissioners of highways can hold such associations, at the expense of the people, for the ostensible purpose of acting for the public good, why cannot any other set of public officers do the same? Why cannot the school directors of every district in the State, at the call of the secretary or the superintendent of public instruction, form themselves into an association and meet annually at the capital and read papers and essays and discuss questions pertaining to their office? and, among other things, endeavor to settle the point whether, in the rural districts, the schoolmaster should be required to make his own fires and do his own sweeping, or employ a janitor for him?—or whether it would be better to employ a man teacher or a woman teacher for the winter school? These were if not now, in the back districts, mooted questions when I followed the duties of a pedagogue, as much so as the tile drainage and bridge questions of the present day. And now that I have become director, would it not be "magnify my office" and could I do any better than by representing my district in an association, and carrying up expenses to the school fund? For the same reason all the coroners of the State might meet in convention to discuss the manipulation of public corpses; and for instance, to memorialize the legislature to furnish each county with a galvanic battery, so that when a "stiff" was found in some ditch, or hedge, or some other secret spot, with his throat cut from ear to ear, a pistol ball through his head, he might be made to tell by actions, if not by words, "and actions speak louder than words," whether it was done *per se* or *per aliam*; and thus enable them to render a more intelligible verdict than sometimes happens in such cases. So, also, might the sheriffs of the State hold a convolve at the capital once a year, to fix their fees and perquisites, and to discuss the various modes of eating, washing and ironing prisoners, that they can be more comfortable in the cells, and when they break jail will not be impeded in their locomotion;—or, how best to manage mobs when they come disguised to take out a criminal to hang him. These and "other officers" might hold their annual meetings and charge up all expenses, including "wine and cigars" to their respective counties.

It might be well, also, for the board of supervisors to appoint delegates from each town to hold a grand council at Springfield at the same time with the legislature, as to be a kind of coordinating branch that august body. As the railroads and hotels will offer reduced fare, their miles and *per diem* might be considerably lessened to the taxpayers at home. The council's might be productive of a great deal of good to themselves; they might learn how to settle with county treasurers, clerks, sheriffs, and other of the county "ring," without calling in the assistance of "experts" and "shadows." As this is a free country and an age in which "liberty and conditions of men," whether clerical, have a right to organize themselves into a convention, or synod, or council, or association, or union, or institute, club, or society, or any other name that may choose to call themselves, whether Nihilist, or Socialist, or Anarchist, or Hebraist, or Woman Suffragist; whether Hivites, Hickeys or Jacobites; whether advocates of Mormonism or Athelism, Heathenism; whether Free Masons, or Odd Fellows, or Knights of Labor,—all have right to meet together for their own good and to discuss public and private affairs, open or in secret session, provided they commit no overt act of treason, or violation of the fundamental laws of the land. And it matters not how "inflammatory" their speeches may be, provided their language is within the bounds of common decency and of purity.

Commissioners of highways, school directors, as well as teachers, corners, shiffs, and all religious and political bodies have a right to hold their conventions, societies or caucuses, unmolested by mob and under the protection of the law.

Those who take no special interest in such gatherings and assemblies, and taxpayers, whose rights ought to be respected will have no reason to complain, provided they meet together to their own expense at the expense of the parties that set them.

It is right that all trades should have their unions, that all crafts should have their clubs, and that all men that are sympathetic with each other should affiliate. They should meet together for their protection and the public good. "Mis loves company." Man, to some extent a gregarious animal.

"Birds of a feather should flock together."

But there is no reason why all the aviary rookeries and dovecoats in the State should expect to be supplied with grain from public crib.

There is no reason why Horticulture should be entitled to any more protection than Socialists or Anarchists, or that appropriations should be made to them in preference to other kindred societies. Workers and dairymen, hog raisers, "bird croppers," bee keepers and poultry raisers, and all other birds of a feather, as equally entitled to protection and appropriation, and should look as eagerly as expected for their rations from the public crib as any of the favored few.

State and county fairs are only such, if