

The Missouri Pacific has been finished into McPherson.

The Missouri Pacific is compelled from the force of traffic to order 400 new freight cars, 150 passenger coaches and additional engines. The company is investing some \$3,000,000 in new equipment.

Few among those who consume the cheap and popular luxury, peanuts, consider the magnitude and importance of the peanut crop in this country. It appears that Cincinnati is now recognized as the center of this branch of trade, in referring to which the St. Louis Grocer jeocosely avers that the nickname Porkopolis so long applied to the Queen City should be changed to Peanutopolis.

It is a trite old saw that circumstances alter cases. For more than a century, prim, straight-jacketed Philadelphia has been arrogating to herself leadership in the matter of high morals and precise social equities. Recently the landing of Mormon immigrants from the old world was transferred from New York to the Quaker City for the alleged reason that the laws and regulations of the latter city were more favorable than the former. And now we see the Philas all wreathed in smiles at the accession to their city's large interest, not that they abominate the heinous offense against decency and good morals one whit less, but that it serves as a big advertisement for their town. Verily it seems that all vision is trained through the eye to business.

One of the most important of the great railroad corporations of this continent is the Missouri Pacific railway, whose five thousand miles of track run through Missouri, Kansas, Nebraska, Indian Territory, Arkansas and Texas to the Gulf coast and the Mexican border. The lines included in this vast management include the original Missouri Pacific railway, the St. Louis, Iron Mountain and Southern railway, the St. Louis, Ft. Scott and Wichita railway, the Missouri, Kansas and Texas railway, the International and Great Northern railway, and the Central Branch of the Union Pacific railway. H. C. Townsend is the general passenger agent in St. Louis. Of this great road, four elegantly equipped passenger trains depart and four arrive daily in this city.

The busy bee has been the emblem of industry for all these years, but Sir John Lubbock, who has noted their habits, declares that the wasps begin their work earlier in the morning than the bees and continue to work later in the evening. In the summer season the bees work on the twelve hour system, and the wasps toil along on the thirteen hour plan. The touchy, sting creatures, either of them would seem to have a right to act upon impudently, as it were, in defense of their rights, the result of such audacious toil. And in what marked contrast do these appear when contemplated with more congenial creatures, who toil not, yet arrogate to themselves the right to control and enjoy the fruits of others' labors. The bee and wasp are thoroughly republican in their instinct, but not the least socialistic.

The declaration of Carter Harrison, of Chicago, to become a candidate for congress from his district revives an incident in his career as mayor. He has always been intensely partisan in his sympathies with Irishmen and the cause of Ireland. Several years ago he had occasion to visit Ireland and on reaching Dublin was invited to deliver a public address. Knowing his zeal for the Irish a friend suggested to him that it would perhaps be policy for him to be guarded in his public utterances, as the crowd was very jealous, and being an American too full expression of sentiment as to Irish oppressions might lead to his arrest. With promptness and indignation he replied: "Sir, the queen of England dare not cause the arrest of the mayor of Chicago," and, he says, he made his speech and was not arrested. Mr. Harrison seems to possess an inspiration akin to that that animates and actuates the great German emperor, Kaiser William, who claims and holds reign in Germany, he says, by divine right. However, our hero might be prevailed upon to occupy the governor's chair at Springfield, or even that filled by Mr. Cleveland. He no doubt feels that Chicago is a bigger town than Buffalo, and so it is.

Progressive eulogies this winter, according to a society paper, will be superseded by polar. This a natural sequence. The use of a mild stimulant always leads to the desire for something stronger. John R. McLean, of the Cincinnati Enquirer, is to have the finest private library in the country. Since John declined to meet Murat with pistols his mind has taken a literary turn and he prefers books to bullets. It is well.

The first city in Europe where electricity has been entirely substituted for gas for street lighting is Heraland, in Sweden. The motive power is water, which is very plentiful there, rendering the electric lights cheaper than gas.

The romantic city of Avignon in the south of France, rejoices in the possession of the longest clock pendulum in the world. This measures fifty-seven feet in length and swings through an arc of ten feet in four and a half seconds.

The discussion of Mr. Cleveland's chances for a renomination is considered as altogether premature by the Democratic Savannah News, and it suggests the probability of Mr. Hewitt or Speaker Carlisle heading the ticket in 1888.

Neither the attorney general nor the secretary of war attended the Bartholdi celebration. The former feared an electric shock from Liberty's torch and the latter dreaded an open-air view of New York's destitution of sea-coast defenses.

Beecher on his return home will complete his life of Christ. It will be remembered that work on this work was cut short by the Beecher-Tilden episode. The publisher declared on the witness stand that the "Xpist" had "knocked the life of Christ higher than a kite." Mr. Beecher will be reminded that time makes all things even.

THE RAILROADS.

The Battle of the Giants for the Southwestern Territory.

Twenty-five Thousand Men Enlisted—The Rock Island's Fresh Start in Kansas—The Car in East-Bound Rates—General News.

Special Correspondence of the Globe-Democrat.

CORNER GROVE, Kan., Oct. 29.—The report has been current in Kansas for some weeks that the Rock Island people were likely to enter into some traffic arrangement with the Santa Fe whereby the former's invasion of the southwest should stop at Topeka. The talk among the railroad men was that the Santa Fe's part of the bargain would be the abandonment of its Chicago extension. There has been something more than idle speculation about this alleged bargain. For several months the Rock Island has had graders and construction gangs strung out all the way between Topeka and St. Joseph, where it enters this state, but until two days ago had not thrown a spadeful of dirt west of Topeka. This rather stimulated belief in the story of a compromise. If there were any negotiations looking to such an arrangement they are all off. The Rock Island goes west from Topeka with a rush. On Friday a train-load of graders, unexpectedly disembarked at the little city of Herington, in Dickinson county. Yesterday sixteen car loads of mules, plows and scrapers, and the baggage of a big outfit of railroad builders reached Herington, and tomorrow the dirt will fly in both directions, southwest toward Wichita, and northeast toward Topeka.

ONE OF THE GIANTS. Two days ago the graders started west from Topeka toward White City, which is on the route to Herington. There is no larger any doubt about the Rock Island going through Kansas, diagonally from the northeast to the southwest. At Herington, or just below there, the main road of the Rock Island will fork, one branch going due south to Wichita and Huncwell, where the Indian territory is reached, and the other branch extending southwest to Hutchinson, and on the Panhandle of Texas with the implements of the border of Mexico, as the ultimate terminus. This is part of the battle of the giants now going on in Kansas, the Indian territory and North Texas. The Rock Island has perhaps 4,500 men now at work on this Kansas extension. The grading contract is limited to five miles. The Herington incident of yesterday is but one of many. A train is chartered, and away goes a detachment of this construction army over the Missouri Pacific, or the Santa Fe, or some other road to the point of crossing selected by the Rock Island. Men and implements are unloaded, and before twenty-four hours have passed the regiment is strung out over the prairie, plowing and scraping and leveling. Regularly officered and equipped is this army of railroad builders. The system is perfect. Train loads of ties and bridge timbers follow the advance corps, and the rails come close behind. The Rock Island is grading, tying, bridging, laying rails and completing its road through Kansas at the rate of more than a mile a day. The assertion is ventured that there never was such perfectly organized and rapid railroad construction as is now to be seen going on in the southwest.

ANOTHER OF THE GIANTS. And the Rock Island is but one of the giants. While this company pushes southwest, tapping the Neosho Division of the Gould system at White City, and the Topeka, Salina and Western Division of the same at Herington, and goes on to tap at half a dozen points further south the Santa Fe system, the Missouri Pacific is pushing westward with a stride fully equal, if not greater, than that of the Rock Island. By the time the Rock Island reaches the south line of Kansas, the Missouri Pacific will have crossed the west line of the state. At every junction point from St. Louis to Council Grove, at Herculand, at Paola, at Leroy, the various full or near full cars loaded with rails and ties. Such a glut of freight was never known. It taxes the ingenuity of the train dispatchers to the utmost. Again and again, in a trip to the front, delays are encountered by the blocks which seem inevitable with such a tremendous strain on the working capacity of the road. When two freight trains meet two other freights at a switch only long enough for one freight, and a passenger train comes up with right of way, there is a situation calculated to make everybody profane, but such a situation is of more than daily occurrence now that construction material is going forward by the hundreds of cars.

A GRAND AGGREGATION. It seems as if all the rolling stock of the country has been levied on for this grand engagement. One finds a Lehigh Valley car, a Mobile & Ohio car, a Union Pacific car and a Chicago, Milwaukee & St. Paul car linked together for the front. "Return this car immediately to Grand Rapids to be loaded with implements," the notice may be read, but all the same that car is headed for western Kansas with bridge timbers.

The Missouri Pacific is probably constructing faster than the Rock Island, although the slowing is not so striking. While the Rock Island is building straight ahead on one trunk line the Missouri Pacific has half a dozen Kansas trunks in the fire. There is a forty-mile cut off from Kansas City southwest to Paola. Between Ottawa and Council Grove the iron is going down an almost level grade, which was surveyed and planned away back before Gould's time, when the Garriens controlled the Missouri Pacific. From Council Grove due west to Salina the Missouri Pacific has eighty miles of road in operation, and from Salina westward the line reaching out to the Colorado boundary is going down. This means an air line for the Missouri Pacific due west across Missouri and Kansas into Colorado, without the fifty miles jog northward from Holden. It means a through east and west route without going around by Kansas City. There is probably no exaggeration in saying that the Missouri Pacific has 5,000 men in its construction corps, for besides hurrying on the completion of this trunk line it has an extension underway southwest from Leroy, Kan., to the southern Kansas border, and an extension northeast from Dallas, Tex.

A THIRD GIANT. Such are two of the giants in this great engagement. The Santa Fe is another. On one new piece of road from Arkansas City south through the Indian Territory to the Texas border the Santa Fe has 4,000 men at work. This is to join the Santa Fe in Kansas with the Santa Fe in Texas before next summer. On the other hand the Rock Island and Missouri Pacific are invading. Thus, to illustrate, the Santa Fe has just completed a tap between Ottawa and Osage City, which is but a parallel of the Missouri Pacific's Ottawa and Council Grove line. A week hence bonds will be voted in the western part of Morris county for another branch of the Santa Fe is running up Diamond Valley to Abilene. In one sense three short feeders may be considered the carrying out of a policy of self protection, but the Sar-

ta Fe has laid out enough of them to make a perfect network and some of them can hardly prove self supporting for years to come.

MAIZE.

To the Editor of the Eagle. I have been so busy moving I have not had time to take notes of our young city and fearing I will move again before I form the acquaintance of all its inhabitants, and having the opportunity of telling the editor of his doings, will commence in the hub-bub.

Business is rather dull, as is customary in large cities.

Farmers are all storing away their grain and provisions for the prophesied cold winter.

Corn husking lively.

Mr. Oldfather has completed a large granary to store a great part of the corn in our little Egypt. If there is a scarcity of corn in the land come to Egypt, or rather Maize, all your sacks and go home rejoicing, as in ancient times.

Miss Myers had company from a distance—a very nice looking person of the masculine gender. We did not learn his business but hope he will locate in our bluff city.

Mrs. Mattie friend, with her two lovely children, who live in Iowa, spent a month with her mother, Mrs. Norris. Her many friends were happy to see her modest, unassuming face once more where she was raised and lived above suspicion.

Miss Eliza Packard is enjoying a visit from an aged aunt who hails from the Hoosier state.

Mrs. Chamberlin is cozily ensconced in her new house. She will make it a paradise with her kind heart as that has been her object for sixteen years in good old Kansas.

Mrs. Glessner and Mrs. Oldfather, buried their little babes. We are sorry to hear of the little ones passing away before realizing the beauties of this beautiful world.

Our ticket agent still holds his post acting wisely and judiciously, polite and accommodating to all passengers, young in years, but an old hand on his shoulders.

We have two groceries in our town, and the third one contemplated. We will not starve with everything cheap and good in that line.

Our first sermon was preached by the Rev. Dr. Myers, subject, Faith; deep and interesting; church full as usual, Miss Myers organist.

Our school progressing. The teacher, Miss Marlow, ever faithful and prompt to her duty.

The hotel is full daily, handily kind-hearted, pleasant and agreeable.

Oh the wind, the wind! Hope it will blow us some good. LISA L. M.

ABOUT THE SIZE OF IT.

From the El Dorado Republican.

A 300 pound hog is worth, at present prices about \$10 in this market.

A hog of this size after having been shipped to Kansas City, cut up into lams, shoulders and sides, cured and returned to our city, brings in cash at retail as follows:

30 lbs. lams at 15c..... \$ 4 50

20 lbs. shoulders at 10c..... 2 00

120 lbs. sides at 10c..... 12 00

\$20 00

In the first place the good people of Butler county, the smart, intelligent, progressive and enterprising people of Butler county, pay ten dollars per head for the sublime pleasure of having Oleomargarine Armour of Kansas City, make their bacon.

Second, they give to the railroads the price of the land for carting the hogs to Kansas City and bring the bacon back. Then they make a present of the heads, feet, back bones, spare ribs, hair, hoofs, and all other saleable products of the hog to somebody just for the fun of the thing.

Our people are rich and don't care for expenses. They propose to have hog meat made into bacon by Armour or they won't have any, and they take delight in building up a hog monopoly and placing it in the power of a few men to control the hog product of the country.

Nothing like it, you know, when you get used to it.

Why should we go on doing this thing forever, when by establishing a packing house here we could not only save most of this absolute loss, but build up a large and reliable plant right at home.

THE AMERICAN PROTECTIVE TARIFF LEAGUE.

With headquarters in New York city, and a vice-president and secretary in each of the several states, has entered upon the work of creating and fostering a public sentiment in support of the policy of protected American labor and manufacture. Among the measures already inaugurated are: A text-book for use in schools and colleges; the offer of substantial prizes to students for essays on practical economy; a series of public lectures; the distribution of sound economic literature, with the object of counteracting the efforts of the advocates of the foreign policy of free trade. The league solicits correspondence and cooperation with all citizens interested in the policy which it advocates. Officers in Kansas, vice-president, Hon. W. A. Peffer, Topeka; secretary, I. G. Woods, Esq., Topeka, with authority to organize auxiliary leagues at such points in the state as may be deemed necessary.

The object of the American Protective Tariff league, as expressed in article 2 of its constitution, is, by adequate duties upon imported products, to protect American labor, whether agricultural, manufacturing, mining or commercial, against the competition of low-priced labor in foreign countries.

The league recognizes that the American people should not, and will not, submit to the low standard of wages prevailing in other countries; that this is a government by the people, and not one in which the people are subordinate to the governing powers; that the existence of the republic depends upon the maintenance of a high standard of American citizenship; and that in all questions of public policy the advancement of the citizen takes the precedence of every other consideration.

It claims that, not only the industrial growth of the Republic, but the prosperity and social well-being of its citizens, are promoted by a judicious Protective Tariff. The recent report of the United States Labor Commission shows that, during the past quarter of a century, under a Protective Tariff, cost of production and expenses of living have steadily diminished, rates of wages have increased, and wage-earners, in common with all other citizens, have reaped incalculable benefits from the general cheapening of commodities that has followed home production and healthful home competition.

It maintains that cost of production and

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expenses of living are diminished, and rates in "productive power of labor; and the growth of this productive power depends upon the opportunities and rewards for intelligent effort afforded by a high standard of wages.

It affirms that the intelligence, skill and ambition of our workmen, encouraged by liberal wages, will enable them to compete advantageously with cheap and unskilled labor everywhere; that the same methods by which many of the advanced products of foreign labor are now successfully competing abroad with similar products of foreign labor, may be applied to other industries; and that cheap production through high wages and intelligence, will enable us not only to hold our own in the market, but ultimately to command the markets of the world.

While opposing monopolies and exclusive privileges, the League advocates and upholds that policy which protects the right of every American citizen to his share in the product of American labor, employed under free government, in the development of our unequalled material resources.

Finally, the American Protective Tariff league proposes a union and organization of all industrial workers of America in defense, and for the elevation of the American standard of wages, living and self-government.

In furtherance of this purpose, it appeals to all who share in the trials and achievements of American industry, whether wage-workers or wage-payers, to combine in support of a movement which, with their aid, will not only insure the triumph of the American standard of wages, but improve the condition of all our people, but, by its influence and example, advance the conditions of industrial life throughout the world.

A MODEL SOUTHERN CAMPAIGN.

To the Tennessee Republicans can be accorded the honor of having made this year the cleanest, most aggressive and most thorough Republican campaign ever made in the south. In many respects it has been a remarkable canvass. The sight of two brothers running for governor of the same state makes a great impression on the same platform to the same audiences, has been a unique one even in the many-sided phases presented by American politics. Both candidates have borne themselves in an honorable and creditable manner, but even his opponents have been compelled to admit that the Republican notice has shown himself the ablest man in stating the attitude of his party on the political questions of the day and in the frankness and clearness with which he has defended that position. He has left no one in doubt as to his views on party issues. He has earnestly and unflinchingly advocated protection to American industries and the other distinctive doctrines of the Republican party, and urged the passage by congress of the Blair educational bill.

WEALTH IN SOUTHERN STATES.

From the Philadelphia Ledger. Some of the southern states appear to be still "unlucky" countries in the general sense, and it is only where the war that anything like an adequate idea of their mineral resources has been obtained. Coal and iron have been found in abundance in Tennessee, Alabama and Georgia. Within a few weeks a great mountain of state has been found in Tennessee. It is within easy water carriage of Chattanooga, and though not likely to affect the eastern market may provide the southern states with a cheap and durable roof covering to take the place of shingles. It is free labor that makes these discoveries in the south, and free labor that develops them. In slavery days there was little enterprise to hunt for hidden treasures and less disposition to engage in such business as that of mining.

GRAND OPENING OF S. H. Nelson's Bargain House NO. 222 NORTH MAIN STREET. Saturday, Oct. 30, '86 See Some of the Bargains Offered.

Glassware. Large Goblets, 5 Cents Apiece. Colored Tumblers, 5 " " Large Pickle Dishes, 5 " " Sauce Dishes, 5 " " Butter Dishes, 5 " " Covered Dishes, 5 " " Cream Pitchers, 5 " " Sugar Bowls, 5 " " Spoon-holders, 5 " " Tinware. Dippers, 5 Cents Apiece. Cups, 5 " " 2 Quart Pans, 5 " " 3 Quart Pans, 5 " " Bread Pans, 5 " " 2 Qt. Covered Buckets 10 " " 6 Qt. Covered Buckets 10 " " Dinner Buckets, 25 " "

Miscellaneous. Towel Racks, 10 Cents Apiece. Hat Racks, 15 " " Large Screw Drivers, 10 " " Rolling Pins, 10 " " Wooden Bowls, 15 " " Knife Boxes, 15 " " Lamps, 25 " " Lamps, 35 " " Lamps, Larger Size, 50 " " Lamps, Extra Finished, 1.00 " " Soap, 3 Cakes in a Box, 5 " " A Box. Soap, 3 Cakes in a Box, 10 " " Three Child's Handkerchiefs for 5 cents apiece. Ladies' Handkerchiefs 10 cents apiece. Gents' Handkerchiefs 10 cents apiece. Extra All- linen Towels 10 cents apiece. Large Bath Towels 25 cents apiece. Fine Assortment of Baskets 10 to 50 cents. Fine Assortment of Vases 15 cents to \$1.50. Ladies Gossamers Extra Fine \$1.00. Fine Assortment of Albums 25 cents to \$5.00. Full Assortment of Scrap Albums 10 cents to \$2. Decorated Sets, 44 piece, \$3 per set. A Large Washbowl and Pitcher for \$1. Coal Oil Stoves \$1 Each. Children's Trunks from 50 Cents to \$1.25. Dolls, All Sizes from 5 cents to \$2. Large Assortment of Decorated Cups and Saucers 35c to 1.50. Large Assortment of Decorated China Mugs 5c to 40c. Large Assortment of Ladies' comb and Brush Cases. Large Assortment of Ladies' Work Boxes. Gents' Fur-top Gloves, 50 Cents a Pair. Gents' Seamless Half Hose 10 Cents a Pair. Fine Assortment of Pocket Knives. Hair, Cloth and Shoe Brushes. Fine Assortment of Agate Ware. Fine Assortment of White Granite Ware. Other Goods of Every Description in Proportion.

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