

Daily Eagle

M. M. MURDOCK, Editor. SUNDAY MORNING, NOV. 21, 1886.

OUR STREET RAILWAY. The Art of Interviewing Its Users and Abuses—The Right of Petition and its Perversion.

To the Editor of the Eagle.

My reason for again asking to be heard through your paper is that I consider this public method of discussing a public question much more likely to lead to correct conclusions than the circulation of petitions and remonstrances, or the still more questionable plan of interviewing, which is at best but an ex parte presentation of the case.

It is now four weeks since you published a letter giving my reasons why it was neither right nor expedient at present for Wichita to destroy the property of the old street car company, to make room for something untried, and at present impracticable. I have seen no attempt to answer the argument offered in that letter in any public manner, nor indeed, at all, unless the "interviews" in the Beacon were intended to be such an answer.

Let us see how far these interviews were an answer to anything, or to what extent they reflected public or even individual opinions. A reporter approaches a person absorbed in his own business, and asks hurriedly if he is not in favor of a motor street railroad—as if a body would move at all without a motor. If there is any hesitation in the answer, he changes the question thus: "Are you not in favor of rapid transit on our streets?"

If the sufferer seems inclined to be reflective and hesitates as if he would like to qualify his answer, another change is made thus: "Do you not own real estate in Wichita?" Now we know we have struck the chord, for who is not proud to answer this question affirmatively. He has got his answer at last, and as the lawyers would say, he has now a foundation on which to build, and the postulate to the foregoing follows in quick succession. "Do you not want your real estate to increase in value?" It does not take an "old man" to guess the answer. And now comes the objective question of the whole interview. "Are you not in favor of rapid transit on our streets?"

Why not ask him if he does not know that wheat bread is good for man?—and if he says yes, ask him then if he is not in favor of flour. His affirmative answer would hardly justify one in confiscating all the present system of flour making in Wichita for some untried patent scheme. Now there are exactly the same number of men in Wichita who are in favor of rapid transit on the streets, as those in favor of wheat bread. Of course the cases are not exactly parallel, but to show the difference involves a repetition of the argument used in my former letter. If we were permitted we would give an instance by name, of an interview published in this connection; but it is enough to say that a prominent business man in connection with others who own a valuable piece of suburban property, set about building a rapid transit line to the same, and the gentleman alluded to made a trip to Denver to investigate the workings of this system in operation there.

The gentleman returned and reported to his company that he did not believe any motor had yet been discovered that would supersede the use of horses in Wichita at present. This is exactly the language we have used ourselves, and yet this gentleman appears in the list of witnesses in the Beacon, to prove that rapid transit is desirable—in other words, that wheat bread is good for man.

I will repeat we want rapid transit on our streets. I want it, Maj. Powell wants it, all our stock holders want it. We all own real estate and we want its value enhanced, and our offer of \$5,000 still stands on the Eagle file and the money is still ready. Remember the offer is a clear bonus, and we expect to pay for the machinery and fixtures besides.

Now a word in regard to the petition which is to be presented to the council at its next meeting. Much that has been said of the methods of making interviews applies to the manner of obtaining signatures to petitions. A man crowded and vexed with his own business cares is approached with a paper to sign—only his name is wanted, to something which costs him nothing, and which will add greatly to his wealth and comfort—a rapid transit street railroad. He seizes the pen and writes his name in some care to get rid of his visitor, in others because pleasant thoughts have been suggested by the request. Not one in a hundred of the subscribers sign the petition for the reasons which will be given to the council by the attorney who will present it, not one in a hundred has made the question a study or know anything of mechanical motors for propelling street cars, anything of the cost of such a system, nor what the earnings would be. Not one of these subjects is discussed—the name only is asked to influence the council to pass an ordinance, and all things shall be added thereto. And least of all are the rights of the old company ever discussed, or the moral obligation of the city to keep its pledges.

The fact is, this petition which shall be urged as the voice of the people, represents nobody but the parties who wrote it, and not even this, for the application says one thing while the applicant means quite another. It is a scheme of suburban property owners to make buyers believe that outside property is inside property; that by an ordinance of the council granting a right to build a rapid transit railroad, an increased value to their property would be assured. Now would it not be wiser for all property holders both outside and inside to encourage the growth and prosperity of the present street car company? Can they not understand that as soon as any improved mode of travel is practicable the present company will adopt it? And cannot the people of Wichita see that they are more certain to get good accommodations from one company well supported, than from half a dozen starved and falling corporations.

No man pretends that the new scheme, if put into operation, will pay as an investment in itself, and no man pretends that the public generally require it, or in fact that they require anything better than the present system, improved from time to time, as it surely will be.

vestment in itself, and no man pretends that the public generally require it, or in fact that they require anything better than the present system, improved from time to time, as it surely will be. In conclusion I will say that the Wichita Street Railway company is a creature of the city of Wichita. The ordinance creating it was passed deliberately and after much discussion and the rights of the people were carefully guarded, as can be seen by an examination of the ordinance. The obligations placed upon the company are many and the penalty of disobedience is a forfeiture of our exclusive rights. Both the benefits and obligations between the company and the city are mutual. Is it unreasonable for those who have expended a large amount of money, based upon the good faith of the city to complain at this constant threat of interference and destruction of their property? Let the city assure the company that its rights shall be protected, thus giving stability to the investment, and the effect will be seen in a more efficient street car service and material and lasting benefits to the city. Yours respectfully

B. H. CAMPBELL.

LIBERALITY OF OUR CITY COUNCIL.

To the Editor of the Eagle. While we regard railroads as of incalculable advantage to our country, it is necessary that they be circumscribed by laws lest they go beyond their proper bounds and become a curse instead of a blessing. So it is with roads coming into our city. No one is more favorable to the proposed incoming roads than I am, but to offer a street to each road, taking up a large part of the city and damaging property along these streets thousands of dollars without any compensation to the owners, is an outrage that beggars language, and no honest councilman can afford to do it.

The city will soon be solidly built east to the creek, not considering College Hill and the fine residences being arranged in that vicinity. Now how will it look to occupy Fifth, Meade, Moseley, and Washington Avenues with railroads, taking four blocks out of the center of the city? Can such an arrangement be found in any city in the wide world? Why not widen Fifth street and require all roads to occupy it? Or, if this is not enough, condemn the property between Fifth and Meade, which will give all the incoming roads more room than is occupied by the same number of roads in any eastern city.

We hope our councilmen will look to the interests of the city and those whose property will be almost ruined by giving them all this territory, and not their own profit and everlasting dishonor.

J. F. NASSLY.

FOR ALL TIME TO COME.

From the Commonwealth. When the new counties in the western part of the state were being organized there were charges of frauds in the censuses, and a good many people, especially in the eastern part of the state, believed that those counties did not really have the necessary 2,500 inhabitants required to permit of their being organized. It is extremely difficult for persons in the older parts of the state, who have not been west, to appreciate the wonderful growth which has peopled those counties. The election returns in every instance, we believe, indicate that the population is 2,500 or more. It was therefore right to organize the counties, and they should be admitted to just as many privileges as they need consistent with safety. The west is advancing into a greatness that will be felt for all time to come.

Maybe it was smart in President Cleveland to play the role of the winning school boy at Harvard in thrusting his personal grievances upon the American people, but from this distance it looks as if a 250 pound man had netted the booby, of which circumstance the newspapers of the country are making the most. If the Republican papers had abused Lincoln, Grant, Hayes and Garfield there might have been some excuse. Maybe he is jealous of the compliments paid Mrs. Cleveland.

Papers published in the extreme southern portion of the state convey the information that petitions are being circulated in "No-Man's Land," asking the legislature to annex that lonely strip of country. At present "No-Man's Land" is without any form of government, and as it is rapidly being settled, some form of government must be provided. The west line of Kansas once ran along the crest or backbone of the Rocky mountains, and we see no particular objections to taking in No-Man's Land and also the Cherokee strip.

A very few days ago in conversation with Aqueduct Commissioner Fish, who had called to see him, President Arthur made the following despairing remark: "After all, life is not worth living for, and I might as well give up the struggle for it now, as at any time, and submit to the inevitable."

We have not been informed through the Eagle yet whether its editor is again at his post or not. Neither do we consider it necessary. He's well—read the railroad article in Wednesday's Eagle—Valley Center News.

Well—he's so's to be about.

So Marsh Murdock is in active correspondence with Jay Gould. We trust Mr. Gould will not forget that Mr. Murdock carries around with him a little card, with the inscription, "I am something, etc."—K. C. Times.

So we have understood.

Bishop Nieme, of the M. E. church in Kansas is, with his daughter, making a tour of Europe, and perhaps farther. At last accords he was in Bulgaria.

Kansas will have one thousand more miles of railroad next New Year's than it had last New Year's.

Hon. Rodolph Hatfield, representative elect from Sedgewick county, is a candidate for speaker of the house. Mr. H. made a fine record in the last session of the legislature, is an able parliamentarian, and carries around with him a more impressive following. He would, doubtless, make a popular officer.—Belet Courier.

Written for the Eagle. "AUT MORI AUT VINCEL!"

Dedicated to Garfield Post Grand Army of the Republic, Wichita, Kan.

BY MAJOR MACNAMARA.

In eighteen hundred sixty-one—That's the year when the war begun—Tom Blaisdell, then an only son, Bid Yale farewell to take a gun. With the stars and stripes he marched away, And in marching he these words did say: "Aut mori aut vinceri!"

In eighteen hundred sixty-two, Tom was advanced a grade or two; A sabre slash on his face was red; How there it came Tom never said, But a soldier told the boys one day, "The chap had hardly time to pray Ere he was shot—ere dead he lay, Then Tom on us did smile and say: "Aut mori aut vinceri!"

In eighteen hundred sixty-three, An Eagle came to Tom and he A thousand men took in command— A thousand veterans stern and grand; Now, an empty sleeve the soldier wore; "He's the bravest boy in all the corps," So cried the men that our soldier led— When, lifting his hat, the colonel said: "Aut mori aut vinceri!"

In eighteen hundred sixty-four, A STAR from heav'n to Tom they bore; His electric sword had drawn it down, He prized it more than king his crown, And men went wild when they saw it shine. As Tom reviewed that veteran line; Ah, how he was hurrah'd that day! He lifted his hat and he did say: "Aut mori aut vinceri!"

In eighteen hundred sixty-five, The shattered south was still alive, Fiercely fighting to hold its own, To break the union—rear a throne— When Tom, with his soldiers fighting well, Was hit by a ball—the hero fell; His deep slash'd cheek was no longer red, As dying he smiled—the old words said: "Aut mori aut vinceri!"

Wichita, Nov. 19, 1886.

Death or Victory.

BARBER COUNTY'S JAIL.

One of the Best Prisons in the State—Large and Well Ventilated.

From the Medicine Lodge Crescent.

For some time the Midland Safe and Lock company, who have the contract for our jail cells, gratings and vault doors, have been putting in their work, and last Saturday, the work being almost completed, the commissioners decided to test it according to the specifications and contract. Three blacksmiths, namely, Edward Mullikin, S. P. Gibson and John Ryan, armed themselves with large and small hammers, drills, cold chisels and files, and attacked the bars and plates. Quite a crowd of citizens in addition to the officials and the company's agent were present, and all could see that the tools had little or no effect on the work.

The bars and plates are composed of alternate layers of iron and chrome steel—three of iron and two of steel—making five in all. There is a layer of iron on each of the outside surfaces and on the iron the chisel would have an effect, but soon the steel would be struck, the chisels ruined and the drills turned. Files would cut the iron but would slide over the steel, making hardly a scratch. When it came to using the sledge hammers the object in using the iron with the steel was apparent, as the heavy blows from the sledge, which would have shattered the brittle steel, had no effect on the combined iron and steel. The examination was satisfactory all around and the county officers have accepted the work.

Barber county's jail is first-class in every respect. It is located in the basement of the court house—the north-east room. The jail proper is about seven feet ceiling, built in the southwest corner. These cells are for lunatics and inmates of a like character. The remaining room 16x24 contains two 7x7 steel cells with a steel hallway leading into and guarding their entrances, and a round iron 7x7 hospital cell. The steel cells are locked by levers and padlocks while the hospital cell has only a padlock. Each steel cell has four banks. The sanitary arrangements are of the best. A large tank on top of the cells furnishes an abundance of water, a bath tub in the hallway or corridor will enable inmates to keep clean, while the large windows will furnish plenty of light and air. It is a daisy and our officers will now be able to hold any criminal put in their charge, no matter how desperate.

THE SANTA FE'S CHICAGO LINE CHARTERED THROUGH IOWA AND MISSOURI.

From the Topeka Capital.

The charter for the Santa Fe's Chicago line through the states of Iowa and Missouri, will be filed in a day or two.

The line in Iowa is to be known as "The Chicago, Kansas and Western Railroad company of Iowa." The charter provides that the principal place of business is on the Missouri river in Lee county, Iowa, the place to be selected in Missouri from a point where it intersects the Missouri line in a westerly direction through Lee county to the state line of Missouri; and also to build and operate an extension of the line through the state of Missouri from a point where it intersects the Missouri line in a southwesterly direction to Kansas City, with a branch westerly from the main line to a point on the Missouri river in Buchanan county, also, a branch from the most practical point on the main line south-east to St. Louis.

The amount of the capital stock is to be \$31,500,000, divided into 315,000 shares of \$100 each. The existence of the corporation will commence November 22, 1886, and terminate November 22, 1906.

The affairs of the corporation are to be managed by a board of thirteen directors, and such other officers as shall be designated by the by-laws.

The names of the incorporators are A. A. Robinson, C. W. Smith, George R. Peck, E. Wilder, A. S. Johnson, of this city, and George W. McCrary, of Kansas City.

It will be seen by the above charter that one branch of the Chicago line will run to Kansas City, and by the provisions of the charter another line will run to a point on the Missouri river in Buchanan county, which would mean either to St. Joseph or Atchison, or both. The line will probably cross the Missouri river either at Fort Madison or Keokuk, Iowa; it has not been determined yet at which place. This line will be thirty miles shorter than the present short line between Chicago and Kansas City, and will pass through Joliet, St. Louis, Galveston, Ill., and Chillicothe, Mo., as the most important points.

Hon. Randolph Hatfield, who represented the giant young city of Wichita in the legislature in 1885 and 1886, and has been honored with a re-election to the next one, is being widely mentioned over the State for speaker of the house. It is claimed for Mr. Hatfield that he has the requisite high character, thorough education, knowledge of law, experience and even temperament, essential to the model presiding officer. At his hands we believe the speakership would be characterized by fairness, impartiality and dignity, reflecting lasting honor upon the state and the Republican party—and not be such as a mere makeshift to help the party to the gable up the next gubernatorial.—Morning Gazette, Nov. 8.

The Greatest Sensation OF THE YEAR.

Our Magnificent Stock of New Dress Goods, Trimmings, Holiday Goods, Etc., Etc. Now being received and put on sale at unheard of low prices.

Come and Participate in the Benefits. LARIMER & STINSON, 132 MAIN ST. 100 DOZEN Genuine Seal Skin Caps \$1.00! Manhattan Clothing Co., 326 DOUGLAS AVE.

GANDOLFO CAFE.

Finest Restaurant in Kansas. WE HAVE A SPECIALTY OF TROPICAL FRUITS AND ICE CREAMS.

Corner Fifth and Main Streets. (GANDOLFO & ROSSEL Proprietors.) (Branch House, New Glau, Kan.)

Special Order for ICE CREAM in any flavor pack out 10 cents or less, promptly filled.

Great Bargains!!

150 LOTS FOR SALE IN RANSON & KAY'S SECOND ADDITION.

One of the finest laying additions to the city of Wichita, lying one and one-half miles South of Douglas avenue and comprising One Hundred and Ninety-two (192) lots, east and west fronts, on Mosley avenue, which will be sold at prices so low that any man can have a home on very easy terms, and great inducements to parties who will build at once. We have the building boom and intend to keep it.

This addition is convenient to school, churches, stores, etc. Street cars run past the addition, making easy access to the business portion of the city. Come at once and secure a choice building site

AT FIRST PRICE.

\$700 will buy 100x150 in the first block, east front. \$650 will buy 100x150 ft. in second block, east or west fronts. \$600 will buy 100x150 ft. in third block, east or west fronts. \$450 will buy 100x150 ft. in fourth block, east or west fronts.

We do not sell any corner unless the party agrees to build a good house on the lots, thereby obtaining the building boom. Come everybody and have a home of your own.

RANSON & KAY,

Office with Farnum & George. ROOM 1, 110 MAIN ST.

W. N. DEAN, A. H. MAXWELL, Notary Public.

DEAN AND MAXWELL, Real Estate Dealers.

We have property in every desirable locality in the city also a large list of Farm Property. By calling our office you can get our prices and see our property free of charge.

OFFICE—ROOM 4 EAGLE WINGS. First story west end of Wichita National Bank. DEAN & MAXWELL

ZIMMERLY'S ADDITION.

Now is the time to buy lots in this addition while they are cheap. ONE MILE SOUTH ON LAWRENCE AVE. Street cars and large brick School house in connection. For further information call at 611 S Market st.

Kansas Furniture Co CARPETS, CARPETS!

The grand rush of the past two weeks has left us badly damaged, but still in the ring with some 20,000 yards of carpet.

No. 1 Goods, First-Class Work and Bottom Prices Are what we depend on to make us what we are. the Leading Furniture and Carpet Emporium OF THE WEST.

We are Headquarters for Oil Cloths, Mattings, Rugs, Etc. SPECIAL.

On Wednesday Morning we will place on sale 3,000 yards of Fine Velvet Carpet At \$1.17 a yard on your floor.

Kansas Furniture Co. "FAMOUS"

61 doz. all wool shirt waists assorted colors at 50c, actual value \$1.00, 34 doz. all wool shirt waists assorted colors at 75c, actual value 1.50, 45 doz. all wool shirt waists assorted colors at \$1.00, actual value 2.00.

S. GOLDSTEIN & CO., 422 East Douglas Avenue.

American Drilling Co.

Gas, Oil, Prospect and Artesian Wells. We drill in any part of the world from 50 to 2,000 feet deep. Every thing furnished. Latest improved machinery and practical workmen employed. See prices given in the petroleum report of Pennsylvania. Address: American Drilling Co., P. O. Box 100, Erie, Pa.

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MORRIS TYPE WRITER, THE WONDER OF THE AGE.

\$17.00 \$25.00. The writer has been improved and is now getting up to the most perfect state. It is a simple, durable and a practical writer for all kinds of business and is the most convenient and pleasant to use and found in many localities throughout the country and is the best investment a man can make. It is a perfect business machine. The secret of its success is in its simplicity, ease, speed, neatness, and in its manufacturing, and facilities for sale and property to be made.

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