THE SENTINEL.

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Friday, March 13, 1891.

ANNOUNCEMENTS.

We are authorized to announce W. H. DEATMON as a candidate for County School Commissioner, subject to the decision of the voters at the polls.

We are authorized to announce J. VINCENT ANDERSON as a candidate for County School Commissioner, subject to the decision of the voters at the polls.

Time Table.

Below will be found the time of departure of the passenger trains over the K. C. road and also the Burlington trains. The Burlington notice:

GOING NORTH.

No. 1—Leaves Forest City at 2:00 p. m.
No. 3—Leaves at 12:00 m.
No. 7—Villeta leaves at 5:25 p. m.
No. 15—Burlington Route leaves at 10:20 a. m.

GOING SOUTH.

No. 2—Leaves Forest City at 1:15 p. m.
No. 4—Leaves at 2:00 a. m.
No. 8—Villeta leaves at 10:20 a. m.
No. 16—Burlington Route leaves at 5:00 p. m.

THE Republicans have made considerable gains in the municipal elections just held throughout the country.

The Electoral College of 1892 will contain 444 members. The House of Representatives to be elected that year will contain 356 member.

The Treasury statement this week is not so large as those which have occurred in other states; but then her Democratic majority is not so large either.

The senate in the Massachusetts legislature have commended Mr. Blaine to the merciless Republican admiration by passing a spiteful resolution against him.

THREE Democratic State Treasurers have turned out to be defaulters—While the Republican treasurers of public funds everywhere are always able to account for every dollar.

NEW YORK sustains its position as the leading state in the Union by furnishing from among its citizens a United States Senator for another state, Ohio, and by having a governor who is also a United States Senator.

YES, we do pretty well in leather goods and even export them. Our average exports of leather manufactures for 1885 to 1889 were $9,579,403 while in 1890 we exported 12,413,881. And this increasing export is going on in spite of our wicked protection system.

IT is hard to determine just how some of our local Democrats stand on the silver question since the publication of Mr. Cleveland's letter. The result will probably be the production of a lot of hermaphrodite beings who will partake both of free and restricted silver coinage.

THE tariff committee of the French Chambers of Deputies has reported in favor of protection, citing the experience of the United States as a conclusive proof of the value of such a policy. Thus does the cause of free trade continue to grow weaker as time passes and wisdom increases.

THERE is a probability that the appointment of the new Chief Justice will necessitate the calling of a special session of the Senate. Fortunately, however, there is no reason to call the House together, although the more of that body which the country sees in the next two years, the better it will be for the Republicans.

A female student went into a dry goods store in one of our neighboring towns the other day and blushingly asked the head clerk if he had any of those elastic bands, capable of being elongated and adjusted at pleasure and used by the feminine portion of mankind for putting around the lower extremities of their locomotive members to keep in the proper position and the required attitude the habiliments of their tribe. The clerk is now on a sheep ranch.

IN the past twenty years, as shown by the recent census, every class of public debt in this country has decreased. The national debt has gone from $31.88 to $15.81 per capita. The state debts have decreased from $3.15 to $2.13 per capita, county in debtness from $1.73 to $1.51 and municipal indebtness from $10.72 to $7.92 per capita. The total per capita indebtness according to the census bulletins has decreased from $55.49 in 1870 to $36.25 in 1880, and $8.8 in 1890. This is certainly a most creditable showing, and one that speaks volumes for the economy and thrift of the American people.

Governor-senator Hill of New York, also assumes to be a sort of Supreme Court for Connecticut, and says he held that Morgan G. Bulkely of the Nut Meg State, who continues to discharge the office of Governor, owing to the failure of the two branches of the Legislature to agree as to the count of the election returns, is illegally doing so. In rendering this decision the Governor-Senator-Supreme Court takes occasion to remark that if the matter is brought before him he will decide against Hayes in the contest over the governorship now pending before the Supreme Court of Nebraska. Hill seems to be sort of combination monkey wrench, screwdriver, jackscrew and rolling pin.

The Democratic Treasurer of Delaware, has joined the majority and defaulted to the amount of $61,000, but as he says he will be able to pay the amount the old Blue hen may cackle and scratch for the benefit of her nestling. But there is another little trouble brewing up which may tend to ruffle the feathers of the old thing. Some years ago, so long that the matter had almost been forgotten, one of the State Treasurers deposited $67,000 in securities with a safe deposit company in Philadelphia and no one seems to know whether State Treasurer Herbert who is in the little box above stated has "hypothecated" (they call it) these securities or not. If he has the feathers may in expected to rise again.

The Revenue Bill.

The Ways and Means Committee of our legislature has reported the congressional Revenue Bill. It is as follows:

"It imposes a great many internal taxes, changes in the mode of assessing and taxation of corporations. Under it every man is required to make a return of his property, real, personal and mixed, of every description, every year, under oath, or else be subject to a fine of $500 for the first offense and imprisonment for the second offense. The assessors are to go from house to house, under the law, to find out what property each man has. The officers of the State, and all the officers of the counties, are to be assessed on their salaries, and a tax levied on them accordingly. The property of every corporation and association, including the property of banks, insurance companies, railroads, express companies, telegraph and telephone companies, and the property of their officers, directors and stockholders, is to be assessed, and the property of the officers, directors and stockholders of these companies, and the property of the same, and to the same extent as the property of other citizens. The property of every company, the Pullman Palace Car company excepted, is to be assessed in the county where the property is situated, and the property of the Pullman Palace Car company is to be assessed in the county in which the company has its principal place of business in the State. The property of banks, building and loan associations, manufacturing and business corporations, insurance companies, and companies of all kinds, is to be assessed at its cash value. The Assessor, in fixing the value of corporate companies, shall assess the same at the property's actual value, when given by its officers, and all taxes so levied upon property shall be in the form of a specific lien upon the property so taxed, and be collected by the sheriff of the county in which the property is situated, and be paid by them and not by the shareholders, and be in no case added to or in any way interfere with, tax or levy for protection against fire."

Passenger Rates.

The House of Representatives of our legislature has passed a bill providing for the regulation of Passenger Rates.

"The first section makes all express companies, sleeping car companies, and companies operating dining cars, and all other companies, associations and corporations, with the lessee of lines and other leasers, a complete and full schedule of their charges, connected and arranged in alphabetical order, and transportation companies, together with a detailed statement of their rates and charges in each of the different towns and cities, villages and express stations in detail, and if there be any rebate or regulation which changes, alters or affects any part of the aforesaid schedule of rates and charges, such rates and regulations shall also appear in the schedule, and the same provisions apply to joint rates of the more than one companies. The Board of Railroad Commissioners, when the schedule of classifications and charges has been filed as required, shall examine the same, and change, alter or modify such as they shall find to be unjust or unreasonable, and have full power and authority to alter and amend the classification, that is suitable and by the commission shall be given to express companies and such other companies as may be affected by the classification and schedule of charges, and the decision of the Board of Railroad Commissioners, when the schedule of classifications and charges has been filed as required, shall be final and conclusive, and such schedule, as so modified, altered and changed, shall be in force and have the authority of law, and be the schedule of charges of the companies, and the same shall be filed with the Secretary of State, and a duplicate with the Secretary of State, and a duplicate with the proper corporation, signed and acknowledged by the President and Secretary, and the schedule and classification so filed in the Secretary of State's office, shall be prima facie evidence of the schedule of charges and classification of the corporation, and shall be binding between said corporation and the citizens of Missouri, and be admissible in the courts of the State of Missouri, and that said corporations will not charge or seek to receive more than from three-fifths of the State of Missouri to the United States District, Circuit or Federal Courts, and all such corporations shall be considered residents for all purposes of litigation.

"The Office of Railroad Commissioner of Railroads has recently published the condition and income of all the railroads in the country. He claims to be conservative and informative and we borrow a few points from him, or rather which he gives us from other sources. The road earnings less than one cent per ton per mile for transportation of freight and one cent per mile for passengers. The average has been less than one cent for freight and one cent for carrying a passenger. The cost of the roads averaged an average $27,000 per mile, and the capital invested averaged $37,000 per mile. The income of all roads averaged $2,000 per mile, and the income of the roads in Missouri averaged $1,500 per mile. The roads have paid last year an average of 1 per cent on the capital invested. The Commissioner is indorsed by the Boards of Railroad Commissioners of other States, and all parties who have had anything to do with the subject are unanimous in the opinion that the business of railroading is a losing business, and that the roads are not paying a fair profit on the capital invested. The Commissioner says that the roads are not responsible for the hard times, and that the roads are not responsible for the low price of wheat, and that the roads are not responsible for the low price of cattle, and that the roads are not responsible for the low price of everything else, and that the roads are not responsible for everything else, and that the roads are not responsible for everything else, and that the roads are not responsible for