

Daily Eagle M. M. MURDOCK, Editor. THURSDAY MORNING, NOV. 11, 1886.

Hon. S. R. Peters' majority for congress in this, the Seventh district, as ascertained by official count, is 9,773.

Senator Plumb takes the ground that the Cherokees cannot sell and that the government will never consent that the lands of their reservation shall be sold to a syndicate.

We have received a written communication, or rather lay sermon, from a correspondent at Attica, Ind., as the EAGLE is not engaged just now in adjusting differences between Democrats and Prohibitionists.

The first Confederate monument ever erected on the Gettysburg battle field arrived and was put in position on the 6th inst. It marks the position of the Second Maryland infantry at the foot of Culp's hill, the ground over on the Confederate left with Early's corps' fought. The monument will be dedicated November 19.

State Treasurer Howe in his report to the governor says: "Had the recommendation of yourself and several of your predecessors in office—concerning the sale of public lands of the state—received proper attention, the permanent school fund of the state would ultimately have aggregated some millions of dollars more than is now possible."

We reproduce in this issue an editorial article from the St. Louis Globe-Democrat upon the railroad situation. The article is written from the stand-point of St. Louis business interests, but it covers the whole field, particularly as it affects Wichita and Southern Kansas. As the Globe remarks, the vital question is, will the St. Louis roads surrender the vital points at issue? The fact that they have not up to the present, we take as an encouraging augury.

Tut, tut, gentlemen of the press, the election is past and quarrelling and bickering and bandying of ugly epithets is an unseemly practice. Abandon it for your own credit. What if some one did take an undue advantage of you while the contest was on; the temporary advantage your antagonist may have gained will surely react against him, sooner or later, and you will be avenged without compromising your manhood in a bout of mud throwing. Don't do it.

The round-up of the political contest in Missouri as shown by the returns from the election of members to the state legislature show a diminution of the Democratic majority of sixteen votes on joint ballot. That party will still have a working majority, but the cutting down has hastened in the face of the personal campaign of the state made by its two magnetic United States senators is a very comforting assurance that the poor old state will yet pull around all right.

The Missouri Pacific, Frisco and Atchison, Topeka and Santa Fe roads are holding a meeting in St. Louis to arrange a pool for southern Kansas. Good bye competition and cut rates.—El Dorado Republican.

Don't be in too great hurry in arriving at a conclusion. No such arrangement has yet been formed, and we do not believe any will be whereby higher rates will be charged by southern Kansas railroads than heretofore. Let's wait until we are spurred before we kick.

Mr. Thobe, of Covington, Kentucky, who gave Speaker Carlisle such a close call in the race for congress, repudiates Henry George and his doctrines. Mr. Thobe's statement is going the rounds as an excellent sentiment for workmen to adopt. He said of socialism: "I have a wife and home. Any man who owns property can have no patience with such doctrines. Every American citizen should discountenance any which tends to disrupt his government and institutions." Mr. Thobe will remain at home and prosecute his occupation, that of wood carrying, but his candidly candid him to get before the public some trite sentiments which it will be well for all to consider.

As has doubtless been observed often by the reader, there seems to be some sort of fatality attending disasters of every sort. There is rarely a fire, or railroad accident, or ocean disaster, or murder, suicide or other crime or casualty that is not followed by others. We do not believe in the doctrine of fatalism, if, indeed, it could be applied to the idea suggested, but there is a singular coincidence in the matter to say the least. It is brought to mind by the succession of business failures that have occurred in rapid succession in Baldwin the past two or three days. There were as many as half a dozen heavy collapses, none of which are said to be consequent upon another.

We are all for Kansas City, and we are all bending to the task of putting her so far beyond the reach of rivalry that she will be known to her sisters in the rear as the city of magnificent distances.—Kansas City Times.

Yes, but your task will prove a fruitless one; you are hoping against hope. Your rapidly growing rivals will prove a very octopus to you. With Minneapolis, Omaha and Wichita to the north, west and south of you, all of which cities are outstripping you in the march of material progress, growing and prospering upon the business that erstwhile was yours and made you what you are, you will, indeed, be known as the city of magnificent distances, counting your buildings that will be occupied for business and residence.

The I. O. O. F. of Kansas added 1,484 members to the order last year. There are 283 lodges in the state and 13,021 members altogether. The receipts were \$119,004 90, exclusive of the insurance feature of the order.

The U. P. church of the United States has just located its college at Sterling, Rice county, Kansas. The college grounds comprise a tract of ten acres. The building is to cost not less than \$25,000, and is to be endowed with \$100,000.

It is amusing to witness the philosophizing of tariff for revenue only Democrats upon the result of the late election and its effects upon that idiosyncrasy. They say that the defeat of Morrison, the recognized leader of that ism, will in no wise interfere with the work of revenue reform, as they call it. Henry Watterson, the father of the aphorism, says the close call on Mr. Carlisle, one of its champions, was merely an accident. So with Frank Hurd, who made the fight on that issue, although he acted partly upon the advice of his co-champion, Morrison, and bottled himself up, so to speak, during the campaign. If they think these rebukes from the people amount to nothing, just let them hold on to the hallucination and continue to act upon it in attempting to pull down by pernicious legislation what it has taken near a quarter of a century to build up, until the people of the whole country can have an opportunity to give expression to their sentiments and convictions in another presidential contest, and perhaps they will conclude it were better that they had heeded the gentle admonition recently given. None are so blind as those who will not see.

Kansas City celebrated the re-election of Major Warner to congress from that district, by a grand popular demonstration Tuesday night. The city papers say the people there turned out almost en masse, irrespective of party politics, and with fire works, torchlight processions, addresses, etc., made it a grand demonstration. It was a fitting tribute to a worthy man and faithful representative, and the only thing particularly remarkable about it is the fact that Warner is a straight out, thorough Republican, while the district which he represents is Democratic by a majority of something near 6,000. The Star of that city says of the demonstration that it was more of a celebration on the part of the city of the defeat of bossism than the success of Warner. What is true of Kansas City in that respect is likewise true of the country at large, i. e., the days of bossism is past.

The supreme court of Mississippi Monday rendered a decision in the case of Schuler vs. R. W. Bordeaux, sheriff and tax collector of Lauderdale county, which involved the constitutionality of the local option law. The grounds considered by the court upon which the appellant claimed the law unconstitutional were:

1. That the act violated the constitution of the state in not making the result of the election returnable to the secretary of state.

2. That the act was not a declarative of the will of the legislature, but depended upon future contingencies for its operation.

The court upheld the constitutionality of the law, and decided the local option election in Lauderdale county valid. The court also decided the election in Hinds county legal. In the Hinds county case the court stated that it required a determined effort to consider seriously the argument made by the counsel for appellant.

KINGMAN DOTS.

The election of Mr. R. C. Jelly, the Democratic commissioner of the First district, will be contested on the ground that Mr. Jelly was holding the office of deputy county surveyor when elected commissioner.

The Dot Putnam dramatic company began a week's engagement here last evening, beginning with Fanchon as the opening play. The company is an excellent one, and the leading lady, whose name appears at the head of the bills, is an exceedingly versatile and artistic actress.

Miss Putnam is slight in stature but exceedingly graceful in her movements, while her articulation is perfect and of a kind that is both musical and distinct, which acts upon its hearers like the warbling of some sweet bird. Her fine appreciation of the most difficult situations in the play was absolutely perfect, and drew from the audience the warmest applause. An excellent feature also is the strength of her support, which was unusually good. L.

KANSAS KINKS.

Mrs. Minnie Walkup is at Atchison She was formerly of Emporia.

The annual meeting of the Kansas Association of Trotting Horse Breeders will be held in Topeka, Nov. 16.

The regular annual meeting of the Kansas State Teacher's association, which is to be held in Harper December 28, 29 and 30, has just been called.

The city council of Hiawatha, Kan., has decided that the place will have waterworks if the people are willing to vote \$50,000 bonds for the purpose.

The various western league base ball representatives met yesterday at Leavenworth and partially planned the work for the season of 1887.

The Kansas Central Elevator Company, of Leavenworth, have purchased the largest corn cheller in the world. The machine was invented and built by Kansas men.

The Santa Fe has its track laid down to the Willows, 20 miles from here. That will be the second.—Arkansas City Republican.

A three foot and a half vein of coal is reported to have been discovered on the line of the Parsons and Pacific road, nine miles from Parsons.

Seward county falls into line and elects a lady for the office of superintendent of public instruction. Mrs. E. F. Brown is the lady elected to that responsible position.

On Wednesday, Nov. 17, Governor Martin will designate the temporary county seat of Morton county and appoint commissioners. The competing towns are Richfield and Frisco.

Two drunken men attempted to break up the salvation army meeting Sunday night at Lawrence and were arrested. Yesterday morning Judge Chalkwick imposed a fine on each of \$50 and costs.

Harvey county has 211 United States pensioners, who draw an annual total pension of \$1,985 33. Of this number 191 are invalids, 12 widows, 1 minor, 6 dependents, and one widow of the war of 1812. There are more pensioners in Cowley county than in any other county of the state.

For a long time, or during the long dry spell this summer, it looked as though the average wheat growing county of the state, would be extremely small, but since the rain, nearly every farmer is putting in several more acres than he at first had calculated on, and it is probable that the average for this year will equal that of last year.—Smoky Valley News (Lindsborg).

ST. LOUIS AND HER RAILROADS.

From the Globe-Democrat. On the map St. Louis is a great railroad center, practically she is not. There are but two railroads, to the westward, from which the merchants of this city have reason to look for anything substantial—the Missouri Pacific and the St. Louis and San Francisco. Little or nothing in the way of trade encouragement can be expected from other roads reaching the Missouri river. Neither the Chicago and Alton, the Chicago, Burlington and Quincy, nor the Wabash, will show any accommodation to this city if Chicago, Detroit or Toledo can do the business. Their interests are best subserved by discriminations against St. Louis sufficient to insure them the long haul. Their managing officials cannot be censured for such a policy. They are simply discharging their duties to their employers, the stockholders. Their natural conclusion is that the interests of their roads can be best served by making Chicago the distributing point for the greatest possible area.

Chicago has not, as is usually supposed, been disturbed by St. Louis in the northwest, and but very little in the west. Prior to 1876 St. Louis held the southwest and a just proportion of the western trade. The territory beyond the Mississippi was fairly divided between the two cities. But this was not satisfactory to Chicago railroad managers. A rate war with rule or ruin as the motto resulted in the establishment of the southwestern pool. Rates were made which enabled the Chicago merchants to pay the rail freight from the east and ship to Missouri river points at the charges current via St. Louis, regardless of the increased distance.

To give this adjustment the semblance of fairness, the claim was made and maintained that commercial relations rather than difference of distances should establish the rate differentials. The idea was combated by St. Louis, but the Chicago railroad managers, true to self interests, pronounced their ultimatum, and the Missouri Pacific, and the St. Louis, Kansas City and Northern, now the Wabash, surrendered.

Such is in brief the story of a crime against not only St. Louis commerce, but the interests of the east and west. By the act of five men, all of the traffic passing between Kansas City and St. Louis, or points east of St. Louis and Chicago, has been made to pay overcharges ranging from three to twenty cents per 100 pounds. The producers and consumers of Kansas, Colorado, Utah and New Mexico, as well as those of the Middle and New England states, have shared the misfortune of St. Louis in not having had the benefit of aggressive railroad management to oppose the dictation of Chicago. The vote, five to two, indorsing the idea that commercial relations, and not mileage, must govern southwestern rates, established a direct discrimination against three-fourths of the mercantile and manufacturing communities of the United States.

History repeats itself. Southern Kansas is now disputed territory. Kansas City is the plaintiff, Chicago the co-plaintiff, St. Louis and the east and west are the defendants. Once more the argument is offered that commercial relations rather than mileage shall govern rates. The war has been inaugurated. The pro forma conference has been held. St. Louis roads have not yet surrendered. The vital question for St. Louis is, will they.

St. Louis railroad managers, like their Chicago and Kansas City brethren, owe to their stockholders their first duty. In reaching conclusions they will consider the chances of succeeding in a fight; the cost and also the benefits at stake. The St. Louis and San Francisco is unfortunately hampered in being entirely dependent on the Atchison, Topeka and Santa Fe for its California, Arizona, Colorado and New Mexico business. Unless it has a contract covering that traffic it must expect to lose some. With this one drawback, the Frisco can afford to carry on war, as only about one-third of its legitimate territory is in dispute. The Missouri Pacific is well able to make the fight a long and bitter one, as but a very small portion of its business will be involved. The contest will not affect its far western traffic. The Atchison, Topeka and Santa Fe must bear the brunt of the battle. Its hauls to and from Kansas City are short, and the hostilities will affect the rates of every station east of Wichita and north of the Indian Territory. The Atchison, Topeka and Santa Fe will have the sympathy and moral support of the roads between Chicago and Kansas City, but that is all. There will be no practical assistance tendered, as such assistance would at once involve the business of the southwestern pool east of the Missouri river.

From all points of view the chances of the St. Louis roads for winning in this fight are good. These roads will have the support of every St. Louis shipper. Every purchaser and consumer of Kansas will support them. Let the ultimatum go forth in earnest that the people of a territory naturally tributary to St. Louis shall not be taxed for the benefit of Kansas City, and the result of the contest between Chicago and this city ten years ago will not be repeated now.

The Harvard celebration of 250 years of the existence of the university denotes that the time has come when this country may begin to boast of that age and permanency of institutions which constitute the chief source of national pride in European countries. There will be no Tower of London to commemorate the cruelties of unscrupulous dynasties, no site of a destroyed Bastille, no Chamber of Horrors, no Bridge of Sighs, no relics of inquisition to point out, but from the earliest date in the history of the land there will be enduring monuments to the aspirations for political liberty and the encouragement of popular education.—Star.

Gen. Chas. W. Blair says that the Democratic party of Kansas has resolved; for the last time, against prohibition. Judge John Martin says the same thing. These gentlemen propose to take a full hand at the next Democratic state convention, and see that the Moonlight whiskey gang does not run things, as it did in the last convention. Gen. Blair and Judge Martin very sensibly say that if the Democratic party has no better platform than whiskey, and has for its object only the re-establishment of the saloons, it is time that it should die.—Champion.

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