Daily Eagle

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PETTICOATED OR WINGED ANGELS, WHICH?

The way Mrs. M. E. Lease did up our biblical correspondent and ancient scholar was a caution to all bipeds in whom brains rather than heart predominate. But what bothers us is how our fair-browed and warm-hearted correspondent manages to produce such replies without employing some brains. We intimated to our Pauline patron that while his quotations were evidently very sound, his communication would elicit some warm replies. We guess the one will prove sufficient. We only know of one individual in this neck o' woods whose experience and brains would warrant his entering the lists against those beings whose hearts rather than their brains compel the worship of every true man, but modesty forbids the mention of his name. Besides he thinks there is an easier and more direct road to heaven than through purgatory. Moreover, when it comes to a battle of hearts and brains with the Bible as the only ammunition and no fence in sight to straddle, we would rather take the side of the hearts, which not only includes our fair correspondent and the Hypatia club, but Susan B. Anthony and all the angels, whether in petticoats or with wings.

It is the brains which promises to protect the timorous, quivering angel when the aureole of orange blossoms are placed upon her smooth brow, but after awhile when the husband gets torn up by care and trouble comes to steal away the peace of these brains, how is it then? The heart he promised to protect becomes his protector. She sees the sunshine through the clouds. She smooths out his corrugated brain receptacle and stays his flagging spirits. She puts new life in his bosom, turns his gizzard into a heart and inspires him with new hope, strength and zeal to wrestle with life and its responsibilities.

Women may be the weaker vessel, but she neither breaks up nor goes to pieces as soon as man, and Paul would never have talked as he did had his angel been one of petticoats rather than one of imaginary wings.

OH, YES!

It is pretty well settled that the railroad magnates have decided that Kansas City is to control the trade of the Wichita territory. Poor old St. Louis has had her shy at it long enough. The scales of justice incline this way and we shall get our due.—Kansas City Times.

Yes, the Missouri Pacific, the San Francisco, and Rock Island are all going out of their way to carry their traffic to Kansas City and dump into the Missouri river pool. About next June, if not sooner, both Kansas City and St. Louis will open their eyes to a realization of what Mr. Gould's late visit to Wichita meant. It wouldn't hurt those burgs any to keep their eyes on the O. M. & A. system, also the Eagle line extension. These scales of justice have inclined about long enough and they are evening up.

CASH CITY CASHIER.

Cash City, Clark county, comes to the front with a newspaper called the Cashier.—Exchange.

Cash City is named for Mr. Cash Henderson, of Wichita. If the new city and its paper are animated by a little of the life and spirit of Mr. Henderson, Cash City will make a town which will be heard of in the future. They say it is located in a splendid country, rich, fertile and beautiful, and we guess that Cash City is one of the coming important towns of Kansas.

Lafe Merritt, formerly of the Cheyenne Transporter, and a very bright newspaper man, is the editor and proprietor of the Cashier, who will do his part in keeping Cash City and Clark county before the world.

"THE WICHITA COUNTRY."

From the Elldorado Republican.

The St. Louis Republican, with a blunt candor that does it great credit, admits that the issue is "whether St. Louis or Kansas City and Chicago shall control the vast trade of the Wichita country." The issue is a thing of the past. The question has resolved itself into a fact, and the fact turns the scale in favor of Kansas City.—Kansas City Times.

Not by any means. The issue is not yet made except in a disultory way. The Times seems to forget that within a few months the "Wichita country" will have four trunk lines of railway.

Two from Chicago; the Santa Fe and the Rock Island.

Two from St. Louis; the Gould line and the St. Louis and San Francisco.

The last named road is not owned by the Santa Fe and will not be; nor can Mr. Gould hope to get it.

The logic of the situation is that not only will these lines make the "Wichita country" a common point, but that the other trunk lines will be compelled to follow to get business.

Mr. Gould wants business for his road; Mr. Winslow of the Frisco, wants business for his. Is there any reason to believe that these two lines will adopt the two rate tariff suggested by Kansas City? No. Mr. Gould has already been giving the "Wichita country" a Missouri river race, and what is the result? Fourteen of Mr. Jay Gould's trains come into and go out of El Dorado daily in place of the four of a few months ago.

The trade center of the great southwest must and will come to the "Wichita country" as must come all the other Missouri river lines.

Speaking of the admission of Dakota, the St. Louis Globe Democrat very truly says: "Unless the honest, fair minded and patriotic voters of the nation choose a republican majority in November next, the country in 1889 will be treated to the humiliating spectacle of 1,000,000 intelligent, progressive people, in a single political division of the country, as completely deprived of all voice in the making of the laws by which they are governed as if they were confined in a prison or dead.

Anent the lying telegram that originated in Cincinnati relative to Mr. Carlisle's intention of moving to Kansas, the Atlanta Constitution says: "But then, you know, the truth and Cincinnati telegrams go through the world by different routes."

WHY WICHITA WILL WIN!

Claims of St. Louis, Chicago and Kansas City.

What City Shall Control the Vast Trade of the Agricultural Empire Known as the Wichita Country.

From the Kansas City Times.

The St. Louis Republican, with a blunt candor that does it great credit, admits that the issue is "whether St. Louis or Kansas City and Chicago shall control the vast trade of the Wichita country."

"The vast trade of the Wichita country!" Whether St. Louis or Kansas City and Chicago shall control! No elaboration of the great significance of that brief paragraph is necessary. It contains a volume. It embraces all that the EAGLE ever claimed of the inevitable. It admits "the issue" which involves largely the destinies of the three greatest cities of the west, and that issue is "the control of the vast trade of the Wichita country." Wichita, her possibilities, her present overshadowing and ever growing importance as the central, as the controling factor of a domain which composes the most magnificent agricultural empire known to this continent, is ignored, farther than the fact that such empire has been unalterably linked with our city's name, and so closely that in making mention of the name "Wichita" is employed as covering the entire field, which field is deemed of such paramount importance to the present and future of the cities named.

"The Wichita country!" The great Arkansas Valley! Southwestern Kansas! Twenty-five or thirty great and rapidly developing counties with already a teeming population, a hundred growing towns and cities with hundreds of miles of railway already constructed and thousands of miles more under contract or provided for, and the city of Wichita as the great central distributing point, the natural central market, with her seven lines of railway and three more trunk lines under contract, with all their branches and feeders, and all leading to the city of Wichita. Over and through this vast agricultural domain, the like of which can be found in no other state or country,—so wide, so rich and so prosperous,—will soon go hundreds of trains composed of thousands of cars, ladened with products, vibrating daily, to and from Wichita, to and from the hundred growing towns and cities of this valley, all linked by bars of steel to the one metropolis and entrepot, Wichita. And to this domain, larger than some of the states and of which there can be found hardly a foot of waste or uncultivated land, will soon be added the new Indian territory upon the south, of equal or greater extent and of almost equal richness, which will be known also as "the Wichita country," and which will be tributary to this city as certainly as northern Illinois was tributary to Chicago, as certainly as the Mississippi valley was tributary to St. Louis or the central Missouri valley to Kansas City, or the Minnesota wheat fields to Minneapolis.

The St. Louis, the Chicago and the Kansas City papers can go on with the harmless discussion as to which of these three cities shall control "the vast trade of the Wichita country," but in the meantime the farseeing jobbers of these very cities, grasping the logic of the situation, profiting by the experiences and observations of the past histories of Chicago, Kansas City and Minneapolis, are taking long time leases on business rooms and erecting business palaces in Wichita, and are transferring their interests to this base of present and future supplies. These will settle the question at issue, and not in favor of either of the cities named, but in favor of Wichita, which will as surely as the sun shall rise this morning "control the vast trade of the Wichita country."

St. Louis reaches Wichita now by two trunk lines, the Missouri Pacific and the San Francisco, both of which stretch from St. Louis to Wichita direct and independent of the Missouri river pool. Kansas City reaches Wichita by two competitive lines, the Santa Fe and a branch of the Missouri Pacific. Chicago, by June next, will reach Wichita independent of the Missouri River pool by the Chicago, Rock Island & Pacific, but these independent trunk line connections will add to Wichita's importance as a center rather than to in the smallest degree tend to give either of the cities named any control of Wichita and her trade. Moreover, these cities seem in their discussion of this subject to lose sight of the fact that Wichita within a few months will have a direct connection with Gould's Texas-Pacific system, and by a link which Mr. Gould will construct, himself. And that is not all. The trade of the south will be competed to this point, farther, within a year by the completion of the Santa Fe's Indian Territory connection with Texas, as also by the construction of the Arkansas valley route from Little Rock, the right of way for which road was granted by the present congress. With the completion of these lines and the Rock Island into northern Texas, and in connection with our independent railways to St. Louis and Chicago, the construction of Mr. Gould's branches from Wichita to the west and northwest, together with the Midland and the Rock Island to the north, are going to enable the jobbers of Wichita to reach and control not only the products of but the supplies also for a country heretofore entirely dominated by Kansas City, St. Joseph and Chicago.

Again then, and in conclusion, there is no more certain thing in human affairs than that Wichita herself will "control the vast trade of the Wichita country."

Tom Moonlight made his canvass for governor, and now he is carrying out the rest of the program, and that is to demand of the Democratic administration an office which pays $8 per day. Moonlight never expected to be elected governor. His sole incentive was prestige for the demand of an office. The EAGLE said Tom's political principles were all involved in the question of bread and butter.

OFFICIAL RETURNS.

The secretary of state has received official returns from all but six counties—Decatur, Mitchell, Montgomery, Ness, Sherman and Stevens. The following is the total vot eexcluding the six counties:

JUDICIAL AMENDMENT.

For the amendment	76,732
Against the amendment	130,554

GOVERNOR.

Martin	143,477
Moonlight	110,851
Branscombe	8,083

LIEUTENANT GOVERNOR.

Riddle	147,976
Isett	104,783
Houston	8,043

TREASURER.

Hamilton	150,586
Birchfield	103,897
Crosby	8,327

ATTORNEY GENERAL.

Bradford	149,602
Devinney	104,458
Wait	8,050

SECRETARY OF STATE.

Allen	150,555
Petillon	104,084
Klain	8,113

AUDITOR.

McCarthy	155,451
Kelley	88,752
Langston	8,295

It will be noticed that Kelley, the Democratic colored candidate, fell behind his ticked about 16,000.

SUPERINTENDENT.

Lawhead	149,539
Montgomery	104,440
Cuthbert	7,665

ASSOCIATE JUSTICE.

Valentine	150,050
White	104,333
Peyton	7,931

THE ROCK ISLAND.

Mr. A. C. Dow, who is engaged upon the grading for the Rock Island, stated yesterday in conversation with a Capital reporter, that the iron for the new railroad bridge was expected here this week, and that upon its arrival the superstructure would be placed in position. He said that he expected the bridge would be completed by December 15, and that trains would be running into Topeka by the 1st of January anyhow. The engine is expected to arrive at the same time as the bridge iron and will be used in transporting material. A pile bridge is now being built across the little creek west of Tyler street, on First avenue, and a bridge is also being built across Mission creek, fourteen miles west of town.

Tomorrow Samuel Dolman, who has charge of the grading in this county, will send a force of men west fourteen miles to look over the grade betw en town and Mission creek, and fix it up, preparatory to laying the track.

The bridge gang will be sent out on Mission creek tomorrow to haul the piles and other timbers necessary for the bridge.—Capital.

E. A. Story, of No. 230 North Tenth street, Philadelphia, says that he has in his possession 200 or 300 pages of manuscript written by his father, which he intends to publish in order to establish the claim of Henry Clarke Rodgers that he was a natural son of Gen. George Washington. Mr. Story states that the manuscript will never be given to the public. Rogers lived in Philadelphia and died in 1865. His photograph shows that he bore a marked resemblance to General Washington. He had an abundance of money, and maintained that he was born and educated in England and had an income from the Washington estate.

Burlingame Chronicle: Here is a straw: Of the twenty-two third party, so-called prohibition votes, cast at the recent election in Burlingame, all but one were for Mr. Southwood, Democrat, for constable. There were four Republican candidates for constable, and only one of them captured one solitary vote from the prohibition party. But then, of course, it was expected that the Democratic auxiliary would vote with the party to which it belonged.

A colored man in New York hospital had his bowels taken out and washed. A patient in London had his diseased lung tissues burned out. When the surgeons learn how to extract and disinfect a bad heart, they will prove benefactors indeed to the rest of the race," says the Philadelphia News.

Four counties, Atchison, Graham, Russell and Trego, remembered Branscombe, Prohibition candidate for governor, with one vote each.

John L. Sullivan, having joined the Prohibitionists, is now joined by his wife. They have agreed to live amicably in the future.

There are two counties in Speaker Carlisle's district that never had a railroad or a telegraph station.

When a daughter of David Swing, the independent preacher of Chicago, was married the other day to Mr. Starr, of Colmar, Ia., they vowed to "serve, honor and love" each other, there was a prayer and nuptial blessing. The ring was put on the bride's finger at the wedding tea in her father's house, having first been charged with a wish by everyone at the table. Prof. Swing, whose wife, a singularly beautiful and lovely woman, died several years ago, wept to excess it is said, because he is now left quite alone.—Commonwealth.

During the campaign for mayor in New York, it was said that Henry George lacked the business qualifications so essential to the chief magistrate of a city like New York. But when Henry George was asked by a newspaper reporter the other day to give his views on the land question, he said: "I am perfectly willing to do so, but it would be equivalent to writing an article and I want pay for it. I am no longer a candidate. I make my living by writing." It would seem that the great labor reformer has a better eye for the practical than he has been given credit for.—Capital.