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PLATTSMOUTH, APRIL 27, 1953.

the question of the depopulation of veyed, has placed the large tracts of Ireland as a cure for British misrule, territory hitherto known as "cattle in that Island. Cromwellan states ranges," at the mercy of the settler, manship will not do for this day and and the homesteader has had no qualms atted up for the accommodation of age. If anybody has to migrate from of conscience in regard to invading Ireland, let it be some one else than this pastoral territory; but on the conthe Irish patriot.

ing terms of the future trade and com- by the settler, the other day, said, "A merce between Mexico and the United | few dozen settlers upon a range de-States. Trade is rapidly increasing, stroyed its value at once, as the stockand American capitalists are received man could not care for these large 27tf. with great favor in Mexico.

So good an authority as Thomas A. Edison declares that while overhead telegraph wires are primarily eye sores, overhead electric light wires are extremely dangerous. "These wires," he says, "have been the cause already of serious peril." Wherever they are suspended from telegraphy or tele phone poles, they are liable to cause fire by coming into contact with other wires, end, moreover, it is fatal to touch them -at least the high tension are light wired." It is certainly calculated to alarm a areman " says Edison. "when he learns that the slightest contact of his person with a wire may be as deadly as a shot from a cannon. Mr. Edison adds that "a law compel ting all electric light companies to place their wires beneath the ground would certainly be a prodent enactment." This is true, not only of New York; but of every city, and not only of arc-light wires but of I dison-light wires, telegraph wires and telephone wires. It is a question whether the underground system would not, in the long run, cost the companies less | Ir appears that the veto of Governor than the overhead system [Globe Cleveland, of New York, of the law

should the necessity come to dealing slevated railways. finally with the question of "raising." This pretext of the governor of New prefer a tariff for revenue only, why Iroquois banquet, and head off the the way, where is that other profound and far-seeing Indiana statesman, Mc-Donald, while the brethren are struggling with this matter of the tariff. Globe Democrat.

real motive of the hostility of the live by the exhorbitant charges made by stock trade to the dresped meat trade is "an apprehension that the establishment of the business of slaughtering and of the business of slaughtering and "It does not require any great sagac-dressing cattle in the west will ultimately ity to see that these reports of the transfer that industry to localities much nearer than Chicago to the cattle-raising regions." If so let it come. No vity can permanently stand athwart the jagress of the age, If there is less wante into an instrument for taking an undue in converting catche into meat for E at era consumption at Kansas City or Chasha than at St. Louis or Chicago or R. . York and Boston, the work is sure to be there is nothing new about this; that done at the western point, and producers and consumers will alike be gainers. The question is merely one of relative advantage, and the cheaper course will as it ferent matters. In the latter case the East, West, North & South. ought to, come out ahead. It will be long, however, before the dressed meat traffic can be carried permanently west of the Mississippi.-Globe Democrat.

There is a heap of good sense in the foregoing paragraph. There is no rea son why the cattle and pork of this country should not be slaughtered right here at at home, where it is produced. The question is nearly one of relative advantage and the cheaper course will, as it ought to, come out shead. The HERALD believes a petter and sar er marhat can be furnished our stock men right here at home; hence, we have been niceing the establishment of a pork packing establishment at Plattsmouth.

THE IRISH NATIONAL LEAGUE The Irish national league is in seasion in Philadelphia, with a large at tendance. Delegates from all reputable Irish organizations in the United States and Canada are entitled to scats. This convention has for its object the union of all societies throughout the civilized globe, in sympathy with the cause of better rule in Ireland, The proceedings of this convention so far are characterized by a dignified and temperate spirit.

THE beef problem is going to be, in the near future, an all important question for the western country. The DATLY debrered by carrier to any pair or one tide of immigration which continues

to flow with its resistless current to 1 13 wards the western and northern un-7 00 settled territory, where the emigrant seeks homes to be devoted to agricultural pursuits is fast destroying the vast cattle ranges which heretofore have afforded summer and winter provender for millions of beef cattle. The policy of our government in opening up all surveyed territory to the British statesmen need not discuss | settler, and of causing it all to be surtrary, he enters it with colors flying. A prominent stock man in speaking Ex-PRESIDNT DIAZ speaks in glow- of the confiscation of the cattle ranges herds of stock where settlers were

cultivating the lands in the same

This same gentleman said, "At the present rate of settlement, ten years more would almost destroy the ranges for the management of large herds of eattle." This will necessitate an entire revolution in the raising and handling of a very large percentage of our beef cattle, and will very materially increase the cost of producing the of farm and other machinery, as there are not consequently will increase same, and consequently will increase its market value. The probabilities are that the entire process by which a The old Reliable Wagon Maker very large percentage of western beef is produced and marketed today, will be entirely revolutionized. The vast herds of tens and twenties of thousands will be a thing of the past, the five stock shipment will be done away with, and our cattle slaughtered and shipped from the points in the west where they are produced. The refrigerator car will take the place of the weary stock train, and the fat bullock will take in the eastern market dressed in the latest fashion,

to reduce the fares upon the elevated railways of New York city, was partly MR. HENDRICES' notions about the based upon the ground that the legistariff seems to come within the line lature could not pass a law (constituof what Mr. Filley calls "fertile or- tionally) which would cut the net iniginations." The question is not a come of the corporation down below vital one, he declares. It depends up- ten per cent, of the actual cost of conon the condition of trade, and demo- struction, and as it had not been shown cratic differences about it have appara what the actual cost was, the legislaent rather than real." The Democrat- ture was, by the enactment of the is party will not "broadly advocate measure, cutting down fares, acting in protection," he goes on to say; but had faith with the stockholders of the

a revenue by the imposition of a York, of course was the cloak behind tariff," he does not doubt that "the which he shielded himself in protectparty will be found a unit" in favor ing the corporation in its battle with Remember the place, in UNION of such a policy, as well as of "con" the citizen. But the result has been sidering infant industries. That is what Governor Cleveland and the to say, if we catch Mr. Hendricks' owners of the elevated railway stocks idea, the Democratic pares is disposed, might have foreseen. The New York or should be disposed, to my to the legislature immediately took steps to people, "We are infavor of mee trade, ascertain the facts in regard to the acif that is what you want; but if you tual cost of construction and the net income of these roads. The report that is our sentiment; and if you think shows that while the cost of these protection would be better, then count roads is represented by some \$47,000,us a unit for taking care of home in. 000, in round numbers, the actual cost dustries." It was a great misfortune of the same is only \$22,000,000. that Mr. Hendricks did not attend the This reveals the fact that the cost of construction, behind which Governor | 17 fiery, untamed Harrison. And, by Cleveland and the owners of this ele- A. cated stock are intrenched, is more

than half of it water. Summed up, this case clearly exhibits to the public the honesty (?) of the A few broken remarks from him just pretensions of these corporations, who now would be quite opportune,- claim the individual would rob them of what they term their vested rights.

In speaking of this outrage perpe-THE Chicago Tribune alleges that the trated upon the public in New York the elevated railroads of the city, the Globe-Democrat, of St. Louis, says:

New York Railroad Commissioners are 2 Atchison Trains Daily, full of significance They are definite advertisements to the people of what corporations are doing with the right of eminent domain-that they convert it amount of money from the pockets of those who grant if, and then cover the iniquity of their operations by overcapitalization. It may be said that almost everybody knows it already. this may be true, but knowing a thing indefinitely and being brought face to people are made sure that they have a right to defend themselves against the abuse of the privilege of eminent domain by limiting the profits of those who have begged for and secured it. The New Yorkers have established the principle already in the fact that they can cut down rates where the profits exceed 10 per cent of the investment. The next move is to prevent the corporations from lying about the invest-ments, and it is just here that progress is now being made.

STAR ROUTES.

Mr. Kerr, of counsel for the United E. L. REED, President. States, in the star route presecution now on his sizth day making the opening argument. This must make Ingeroll and Merrick nervous as they are the large guns and most probably will have to close the case in mid summer.



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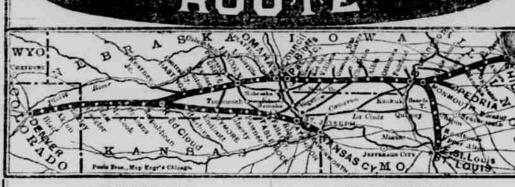
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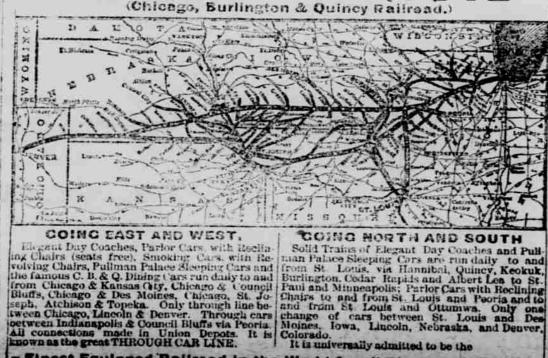
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