

tive resistance by sitting here in my office smoking good cigars at the expense of my policyholders until I am tied hand and foot? No I will make a proper use of the "means" which the god of graft has placed in my possession. Eighty millions of people armed in the holy cause of honesty, and in such a country as they possess (but which I hope to own) are invincible to any explanation I can send against them. But by thunder I am not alone; there is the president of the Mutual, Prudential, New York Livable and of the Equitable who preside over the destiny of widows and laborers and who will help buy off the lawyers for me.

But it is in vain to extenuate the matter! The examination has actually begun! The next gale that sweeps from Albany will bring to my ears the edicts of courts and the accursed interrogatories of lawyers. Some of my pals are already in the "pen." Why sit I here idle? Is life not dear and peace not sweet and liberty not necessary to graft? That I should live in chains and stripes? Forbid it Almighty God! I know not what course others may take but as for me, give me booty or give me death.

STONEWALL BROWN,
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TO REOPEN IN MISSOURI

The proposition to reopen the Missouri river for navigation, which will be advocated by Senator Warner and Congressman Ellis in congress this winter, should receive the earnest support of Kansas City's commercial organizations, and active steps should be taken to enlist the co-operation of the other Missouri representatives in congress as well as of the cities and towns along the river. Kansas and Nebraska are almost as much interested as Missouri in the success of

the movement, and doubtless their representatives and the commercial interests in those states can be relied on for active aid.

Missouri alone could well afford to undertake the work if the obstacle which is presented by the control of the river by the federal government could be overcome. The experience of the eastern states with canals shows that waterways can not only compete with the railroads, but that they are immensely profitable as investments. New York spent more than \$50,000,000 on the Erie canal from Albany to Buffalo, and is preparing to spend \$100,000,000 more for improvements and extensions of her canal system. The Chicago drainage canal, which was built originally for sanitary purposes, is to be enlarged and deepened in order to give Chicago an outlet to the sea by way of the Mississippi river.

The records show that canals are profitable in every instance, and this being so there ought to be a much greater profit in utilizing a great natural waterway such as the Missouri river. There is no cause for discouragement in the failure of Missouri river steamboats in the past to compete with the railroads. The failures have been due in every instance more to unwise management or to other controlling causes than to the natural laws of trade and commerce. If the river is made safe for navigation, and the boats are adapted to the trade, there need be no fears as to the outcome. And, as Senator Warner says, the development of these great waterways, the Missouri and Mississippi rivers, is the key to the highest and most fruitful prosperity of the tier of states along their banks as well as of those as far west as the Rocky mountains.—Kansas City Journal.

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