

THE DAILY BEE.

E. ROSEWATER, EDITOR.

The prospect for this season's crops, according to our advisers from Sioux City and Yankton, is not very encouraging in northwestern Iowa and Dakota.

The senatorial dead-lock still continues—and as we predicted at the outset, the senate party as represented in the senate is seriously impeding the respect and confidence reposed in it by the country—in the sequel over the petty offices now held by democrats.

SIXTEEN YEARS ago—on April 14th, 1865—General Grant received the surrendered sword of Lee under the Appomattox apple tree. That historic apple tree—according to Robert Lincoln, who, as a staff officer of Grant, was present at Lee's surrender, has no existence except in the imagination of the war correspondents and painters of imaginary war scenes.

WHITE-LAW REED and Geo. Sherman are fighting over the battle of Shiloh. If that great military general Sherman had done his duty and moved promptly upon the main artery of the confederacy, the Memphis & Charleston railroad, immediately after Grant captured Fort Donelson Gen. Sherman and White-law Reid would have nothing to quarrel over now. There would have been no battle near Shiloh and there would in all probability have been no siege of Vicksburg. The confederates would never have been able to concentrate at Corinth, and the southwestern campaign would have come to a sudden termination.

THE terrible condition of our streets this spring is the most powerful argument in favor of pavements. Just as soon as the water pipes have been laid streets ought to be taken to pave our principal thoroughfares. Before entering upon an extensive system of pavements our city authorities should settle upon the material with which our streets are to be paved. If Mayor Boyd's recommendations to widen the sidewalks and deepen gutters are to be adopted, the grades on the streets to be paved will have to be re-established. There is no doubt that twenty-foot sidewalks would be the most economical. The only question is whether the change can be made without damage to brick blocks that were built to conform with the present sixteen-foot sidewalk.

The costly experience of the principal cities where Nicholson and other wooden pavements have been used, has demonstrated that wood is the less durable, and therefore the most costly paving material. Granite blocks cut by machinery, are the most durable in the end, and the cheapest. The macadam pavement is generally condemned, excepting for country roads and streets that are not used for traffic. Our Farnham street macadam shows that such paving is little better than none at all.

The only way to make that pavement serviceable will be to cover the macadam with asphalt. That will make a durable pavement, but when the cost of the macadam and the cost of the asphalt paving is computed, the outlay will be found greater than granite blocks.

In Kansas City, where macadam pavements are very cheap, they are being torn up this spring, and stone blocks substituted. In St. Louis they have during the past eighteen months been experimenting with asphalt blocks, compressed by machinery. It is claimed that these blocks are as hard as granite and fully as durable. Being smooth on all sides they can be taken up when worn on the surface, and the blocks are turned the pavement is again as good as new. The cost of these blocks is, however, almost as great as the cost of granite and there is no economy in giving artificial pavements preference over the solid granite block.

THE AGGRESSION OF MONOPOLISTS. A few days ago the Supreme Court of the United States rendered a decision in the case of Wardell vs. Union Pacific Railroad Company—which virtually confers upon that company the exclusive monopoly of coal mining in Wyoming.

At the time the Union Pacific road was under the control of the Credit Mobilier, a contract was entered into by the company with Mr. Wardell granting him the right to mine coal upon the lands within the Union Pacific land grant limit in Wyoming.

assumed shape in the organization of a company that is to construct a mammoth elevator at the Union Pacific terminals on the east side of the Missouri.

The following is the outline of this movement to organize a grain monopoly—as telegraphed to the associated press:

A meeting of the Council Bluffs Elevator company was held here today with a view of commencing the work of erecting an elevator at this point at an early date, with a capacity of 1,000,000 bushels of grain. A board of directors, consisting of Sidney Dillon, of the Union Pacific; M. Haight, of the Northwest; Cable, of the Rock Island; Thomas L. Kilgus, of the Pacific; T. C. Potter, of the Burlington; Mr. Hopkins, of the Wabash; and George T. Wright, of the city, was selected, and the board elected a committee to procure the site and to select the location. Mr. Haight, vice-president, and George Wright, secretary and treasurer. Work on the elevator will be commenced inside of a few weeks and will be completed in time to handle grain shipments this year. It will be erected near the Union Pacific depot.

Now what object have these railway magnates in organizing this elevator company? Simply to control the entire grain traffic, to the exclusion of all private enterprise. Suppose other capitalists should now undertake to build grain elevators by the side of this railroad elevator? What show would they have for competition? None more than the parties who would be reckless enough to attempt competition with the Wyoming coal monopoly. Forthasidly to Nebraska farmers! Suddenly reassess the railway kings who regulate the prices of their products by regulating their tolls according to the amount they will bear, and who will in the future compel farmers to sell their products to the local agents of elevators at such figures as these legalized highway robbers may see fit to offer.

With their iron grip upon the throats of the farmers the railway kings will on due time enlarge their sphere by monopolizing every industry that affords a field for their rapacity. If no steps are taken by the American people for the maintenance of their rights against the aggression of these monopolists, how long will it be before every tiller of the soil every mechanic and every merchant will be a mere vassal paying tribute to grasping, selfish and remorseless corporations. Can our boasted freedom and our republican institutions survive when the people cease to govern, and the stock gamblers who acquire wealth by imposing arbitrary taxes upon the country have absolute and supreme control of all the public highways and our telegraphs, and when they have unlimited power to pillage and confiscate our farms by depriving the value of our products, destroying cities by laying an embargo upon their traffic, grant charters and privileges to themselves by legislation and congress packed with their henchmen and dependents, and confer their titles to property acquired by highway robbery through courts presided over by judges appointed through their influence.

Special to The Cleveland Leader. PITTSBURGH, April 11.—Susan Johnson, a fine looking girl of seventeen, was arrested at the Union depot this evening. She came to this city from Wellsville, O., last Saturday for the purpose of entering upon a life of shame. She was followed here by her father, a well-to-do farmer, who was anxious to reclaim his wayward daughter.

After her arrival in this city the girl took up her abode in a house of ill-repute on Fourth avenue, and this evening in company with another female called at the baggage master's office for her trunk. She was encountered by her almost broken-hearted father, who with tears in his eyes, begged her to return to her home with him. She refused at first to do so, but after considerable persuasion by the policeman who had her in charge, she consented and left on the next train for her Ohio home. The only reason for her conduct was that she was tired of the country.

Watered Stock. Helena (M. T.) Herald. THE recent issue of eighteen millions of common stock of the North Pacific company by vote of the executive committee, afterwards ratified by the board of directors, may be a legal transaction under the charter, and in strict accordance with the plan of settlement between the old and the new management. As far as the public is interested in the contest between Billings and his associates in the present board and the old management, the issue of the diluted pool, it is a matter of indifference to whom this large proportion of stock was issued. So far as the public is concerned, it will fare just as well in one case as in the other. In both cases the stock would have gone out without ever having a cent paid for it, and in the former case the value of the forty-five millions of common stock will figure as claimants for dividends, will decide the election of directors, and otherwise take a leading part in the destinies of the road.

It is a concern of the public, and of Montana in particular, if our freight and passenger rates forever are to be burdened and augmented by having to carry this dead weight of fictitious indebtedness. The government land grant is expected to build the road, and any deficiency from this source is to be made up out of the earnings of the road.

ment subsidy towards paying for the entire construction of the road, then to go on forever paying dividends on a hundred millions of nominal stock for which the original grantee had never paid a cent! It looks as if, according to the programme thus casually brought to public view, the stock was intended to be all water.

Instead of William applying for an injunction, it looks as if the custodial administrators of the public domain, ought to serve an injunction limiting the final issue of stock to the amount of actual cost of construction, including incidentals, deducting the proceeds of lands donated by government. This would give our section a cheap road, over which freight and passengers could be transported at one-third the price that must be maintained to carry seventy-five millions of watered stock.

It is the people along the line of the road who buy the lands given by the government who really pay for building the road, and these same people are the ones that will be taxed to pay the interest on their own contributions.

While we do not share in much of this unreasoning trade against the inflated bondholders and connoisseurs of corporations, we still believe that the people have rights that are to be respected as well. The old alchemists studied long and successfully how to manufacture gold and silver cheap and abundant. It looks as if the wild dreams and schemes of an ignorant and superstitious age were outside by modern legislation in the form of an insuperable barrier to the manufacture of watered stock.

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business, does not the absence of the use of that right leave its private character? It is not the absence of the use of that right that is the point, but the fact that the right is held by the public, and that the public interest is thereby protected.

Mr. Wilson sought to know that the last sentence of the bill was strictly construed. Every expressed or implied condition must be literally enforced. His theory, which he has imbibed from his legal service for railroad corporations, is that a grant of privileges under the law of eminent domain carries with it the primary sovereignty of the state or people, and from his monstrous theory he deduces his monstrous conclusion that the railroads have the right to manage their corporations without let or hindrance that interest, or capital, or both combined, is the only law that can reach them.

Work has begun in the places. Oyster county is to have a \$50,000 court house and jail. Farmers are at work in every direction in the Elk creek valley. The Elk creek valley on Blacktail is being worked by hydraulic process.

One of the Oyster mica mines has an order for \$150,000 worth of its product. William Gunn, a Lead City miner, has sold his interest in the Queen Bee for \$6000.

Two hundred thousand dollars in dividends is the record of the Deadwood Terra mine.

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throughout the Northwest, causing such widespread loss and suffering, they were compelled to pay \$8 to \$12 per ton for coal that should have been bought for \$3. With a daily consumption of eighty-five tons to one hundred tons of coal, it is surprising that they were able to succeed. It is a failure due to an unpropitious snow embargo, and a train of unfortunate circumstances which the company did not foresee.

The Luck of a Chicago Broker. In the hearing of one of our reporters, the following was lately related by Lewis H. O'Connor, Esq., whose office is located at 35 Wabash street, this city, as an evidence of special good fortune. I have been suffering, said Mr. O'Connor, for a number of weeks with a severe pain in my back, believed to be from the effects of a cold contracted while on the lake. I had been proscribed by several of our physicians and used various remedies. Three days ago I abandoned them all, and bought a bottle of St. Jacob's Oil, applied it at night before retiring, and to-day I feel like a new man. I experienced almost instant relief and now feel no pain whatever. I must express my thanks for the invention and manufacture of such a splendid medicine, and shall esteem it a duty, privilege and pleasure to recommend it to the future for similar ailments.

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