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PLATTSMOUTH, MAY 11, 1883.

The old iron Chancellor Bismarck is quite ill, and his physicians have told him he must cease work; evidently, old age, with its aches and pains, is slowly mastering this man, who, for the past quarter of a century, has been one of the central figures in European affairs.

SAMMY COX is delivering lectures in the south. We were led to believe by Mr. Cox's solemn averments that his candidature for the speakership of the next house was no joke; but now we recognize the sell plainly. Whenever a man takes the lecture circuit to election for speaker the joke becomes pre-emptible. Seriously speaking, Mr. Cox cannot be a serious candidate.

FOREIGN dispatches disclose the fact that the capitalists of the old world are aiming to break down the Suez monopoly. A London dispatch says a meeting of ship owners, representing over 3,000,000 tons of Suez canal traffic have taken steps to contract another canal across the isthmus. This means that the commerce of the world will not always pay tribute to the present syndicate in charge of this great gateway between western Europe and the Indies.

The Fairy Queen opera, given by Prof. Cushman at the Waterman Opera House last evening, was the best entertainment of the kind ever produced in Plattsmouth. The performance and appearance of the little Fairies was perfect and beautiful. The character of Effie cannot be too highly complimented the acting of Miss Wilkes being splendid. The music, both instrumental and vocal, was all a critical audience such as filled the opera house last evening could demand, and finally "Pack" outdid himself. It was a famous treat.

THE Beatrice Express takes up the Echo of Franklin county on its utterances against the supreme court, and calls its editor's attention to a small ingredient in this discussion, which the editor of that paper (the Echo) had either never heard of, or had entirely forgotten; and that is the constitution of Nebraska, which the editor of the Echo helped to formulate, and that this constitution is the sole cause of the very grievous wrongs which the Echo is trying to saddle upon the supreme judges of Nebraska. Such little facts are ugly boulders for a man who takes the demagogue side of a question of this kind to run against. Hurrah for the constitution of 1875.

BEATRICE has a sensation after the fashion and style of the star route prosecution. A murder case of more than usual interest has been in progress in the district court of Gage county for some ten days past, in which one Reed is on trial for murdering his wife; the plea of the defense is insanity. The jury were out for forty-eight hours and failed to agree, standing eleven to one for conviction. Yesterday the jury were discharged and the recalcitrant juror immediately arrested on the charge of impeding justice. Evidently the state of Nebraska, as represented in this trial as Beatrice, has "blasted in its eye."

**DYNAMITE AND JUSTICE.**

Though not a life has been lost nor a limb maimed in England by the dynamite fiends, the most intense panic prevails in that rich and prosperous island. A nitro-glycerine law was rushed through parliament and signed by the queen in a single day, to punish any person in suspicious possession of a mixture of nitric acid and glycerine, and imposing a penalty of imprisonment for life or causing an explosion by which life or property is imperiled. The English are said to be, and probably may be, discharging thousands of their fellow British from employment because they are Irish, though it has not been proved that the Westminister explosion was the work of Irishmen, though all the presumptions are that these Irishmen alone are guilty of factitious crimes. The English papers are turning angrily to reproach the United States for allowing itself to be used as a base of operations by the anarchists. The London Economist admits that England could not compel America to suppress Irish conspiracies, but pleads almost piteously that we ought to yield to British persuasions and be induced to suppress them.

The people of this country will not be slow to perceive that John Bull has trucked himself into an extravagant panic on this dynamite question. We have no sympathy with bomb-throwers, but we have a vast deal of sympathy with the Irish, and, moreover, have as yet no evidence that they are to be classified as a nation of bomb-throwers. The irrational and cruel conduct of the English employers in depriving Irishmen in England of their means of livelihood because they belong to the same race as the men who are assumed to have caused the Westminister

explosion, which hurt nobody, betokens the present craziness of the English head and heart. A nation in such a state of mind is not a good judge of what it needs. Irish methods and American methods are utterly unlike, but it is impossible for the Americans when they read such accounts of Irish distress as have recently appeared in the Boston Herald not to remember that England has treated Ireland with cruel indifference to her suffering.

John Bright in taking the Lord Rectorship of the University of Glasgow declared that all the troubles of England with Ireland might have been avoided, if only slight changes had been effected there in the past. For instance he quoted the stipulation of the treaty made when the surrender of Limerick gave Ireland to the English. The dejected people were solemnly promised the free exercise of their religion. But not only was this promise violated; there was at once imposed upon them in the language of Mr Bright, "the most cruel, galling, odious and unjust system of laws which one Christian people ever inflicted upon another." Such grave statements as this, made upon a non-political occasion, and such disclosures as a kindly recall us to the starvation among the people whose labor produces much of the food on which England fattens, account fully enough for the slight sympathy which England receives from America in her struggle with Ireland, through the terrorism resulting from the deeds of murder and other violence by the Irish is universally condemned in this country.

If such deeds as the murder of Lord Frederick Cavendish and the Westminister explosion are unbecoming and indicative of a lack of political capacity in the Irish, not less evidence of incapability to govern is furnished by the policy of revengeful recreation and panic into which the British government has allowed itself to drift.—Exchange.

In the case of Neal Ruggles against the State of Illinois, decided the other day by the Supreme Court of the United States, the doctrine first enunciated in the celebrated "granger cases," is again reaffirmed by the court. In this late decision of our Supreme Court, the public will find substantial cause for congratulation. In the first place, no one will deny the fact that there is an irrepressible conflict being carried on between the railways of the country and the people, in their respective state governments. The people in their sovereign capacity, upon all occasions, evince a jealousy and spirit of repugnance to the relentless encroachments of the American railway corporations upon what is termed the power of the states to regulate and restrain their powers as common carriers. When this question first arose, during the granger era in the northwest, and our courts were called upon to settle the practical issue in dispute, very many people in this broad, prosperous country, had given it no thought whatever, from that until the present time, the incessant conflict between these railway interests and the public has caused universal disquiet and discussion. The recent changes upon the supreme bench of the United States have been carefully noted, and the education, surroundings, and particularly the early associations and training of each one of these recent elevations to that bench have been studied and canvassed by the public. Knowledge ones have openly predicted a modification of the strong doctrine laid down by the "granger decisions." This naturally caused uneasiness. Several circumstances lately seemed to give this prediction the color of probability. The "San Mateo case," from California, in which the Pacific roads are parties, the "Hugles case," in which the C. & Q. system are a party; the Georgia case, in which a powerful railway corporation disputes the power of that state to regulate railways as common carriers—all at one and the same time, raising that very question in our great court of last resort, were significant pointers; that from this court these corporations still had faith that they could obtain protection from the aggressive authority of the states, and now that the court, upon which suspicion has rested, has unanimously affirmed its former decisions upon this same question, we may come to consider it as finally and definitely settled. That this decision is correct, history will verify. Doubtless, in this young nation, developing so rapidly, legislation in regard to our American railways, and like corporations, has been crude and indefinite. It has been an era of railroads, and electricity, since our railways came to us, and a generous people have been, doubtless, too lavish in their bestowal of corporate powers, and too careless in guarding and protecting themselves, by definitely reserving those powers which can never be surrendered with safety to the public. A closer study of the laws and regulations of the governments of Europe in this respect, would have been instructive to the American nation at the outset; in the acts of parliament in England, in the decrees of the French and German governments, these reserved powers would have been found distinctly set forth and guarded. Now, however, we may say this question is settled in America, and from the knowledge that it is settled, beyond the hope of re-consideration, may spring the source of a peaceful and reasonable adjustment of many of the abuses that exist in the management of our American railways of today.

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