

The West Virginia republican state central committee claims a victory in that state by a majority of something over 500 on governor while the democrats make about the same claim the other way.

The republicans of this city had a rousing jubilation, Saturday evening. There were about a thousand people out and with bon fire, speaking and singing the crowd exhibited a good natured joy over the election of Harrison and Morton.—Indianola Courier.

Representative Payson of Illinois is being pushed by his friends for secretary of the interior under President Harrison. It being urged in his favor that he is the best informed man in congress on public land questions. Mr Payson's record in congress on this one point surely entitles him to consideration.

Senator Manderson hopes to sufficiently regain his strength as to be able to leave for St. Louis by November 15, he being one of the special senate committee, to investigate the most product question. This committee meets in St. Louis on the 20th inst., and will then probably hold investigating sessions in Kansas City, Chicago and other places, returning to Washington in time for the short session of congress, which convenes in December.

The Old Defenders' association of Baltimore, organized in 1842 with 1200 members, was dissolved in 1885, when the number of members able to attend the reunions was reduced to less than five and now there is only one survivor, James Chamberlain Morford, 93 years of age. Another fifty years will probably bring the Grand Army of the Republic to a similar ending, although it will have a successor in the organization known as the Sons of Veterans.

They are going to "recount" in all the districts in the south where republicans were elected according to the returns, and Garman expects, with the aid of democratic governors, to secure a democratic majority in the house. The democratic clerk of the house is expected to assist when he prepares his "roll of members" so as to give the democrats the majority for temporary organization and secure democratic committees. The south is pretty hard to beat after all.

THE RAILROAD.

J. W. Trammell of the Eating House service was in the city, last evening.

Supt. Campbell has been absent from the city a good portion of the week on railroad business.

The "Q." directors, Friday, declared a dividend of one per cent, making five per cent for the year.

Train Master W. E. Dauchy, of Red Cloud, spent a few hours at division headquarters, Wednesday, in the afternoon.

The practice of running trains on the left hand track is now being largely put in force by railroad corporations throughout the United States. The custom originated in England, and affords the engineer a better and fuller view of the track ahead.

On the pay rolls of the Pennsylvania system of railways there are constantly the names of fifty thousand employes. This army stretches from Chicago, St. Louis and Cincinnati to Baltimore, Washington, Philadelphia and New York. Its members are in every city of the Middle and Atlantic states and at outposts from San Francisco to Boston, St. Paul to New Orleans.

The general passenger agents of nearly all of the proposed interchangeable mileage tickets, it is proposed to issue mileage books, good for 5,000 miles over any line or lines, the advantage being that commercial travelers and others who use mileage tickets would not be likely to sell a ticket or part of a ticket which would be good over any line they might wish to travel over.

The Missouri court of appeals has given great joy to the railway deathheads. It has affirmed the judgment of a lower court, which decided that notwithstanding the holder of a free pass agrees to assume all risks of accident, yet it is the duty of the railroad company to do all that human care, skill and ingenuity can devise in the way of safe coaches, tracks and machinery and to keep the same in proper repair, and even if the passengers were a free rider, they were liable for damage that might follow a disregard of these precautions.

Some excitement has arisen in railroad circles over the bill now drawn up and ready for presentation before the Kansas state legislature to regulate the operation, and correct abuses of the Pullman car services. The bill regulates the price of berths at \$2 per night and \$3 per twenty-four hours. The upper berth, when vacant, must be closed to admit ventilation, and the maximum wages of the porter is fixed at \$2.50 per day instead of \$12 per week, the former rate, while it makes it a misdemeanor for the porter to accept any "tips" or remuneration for services rendered from the passengers.

The brakeman gives the prevailing tone to the "society" of dispatchers' lobbies and other lounging places which he frequents. He originates whatever slang may be deemed necessary to give spice to the talk of the caboose and round-house. He calls a gravel train a "dust express," and refers to the pump for compressing air for the power brakes as a "wind jammer." The fireman's prosaic labors are lightened by being poetically mentioned as the handling of black diamonds, and the mortification of being called into the superintendent's office to explain some dereliction of duty is disguised by referring to the episode as "dancing on the carpet."

An exhibit of the railroad building of the United States for nine months in 1888 shows the attention which the south is attracting as a safe and profitable field for the investment of capital. The mileage constructed in the whole country during that period was 3,700 and of this 2,245 miles were constructed in the south East of the Alleghenies and north of the Potomac the mileage was 105, in the middle states 175, on the Pacific slope 1,123. This leaves a mileage in the states between the Rocky mountains and the Alleghenies, and north of the latitude of Tennessee, of 2,041. It will thus be seen that the mileage of the south for the year, up to October, is greater than that of any other single section. These figures show an advancement of the commercial interests of the south, and a rapid development of her material resources which is highly encouraging.

The safety of the traveling public is being more fully compassed every year by the numerous appliances invented for their protection. A new device is said to have recently been perfected in Australia which insures almost absolute safety to railway trains running at a high rate of speed. It consists of an electric truck which is run at any desirable distance in advance of the locomotive, with which it is connected by wires. In the event of any accident to the truck the breaking of the electric current at once applies automatic brakes, and the train will be brought to a stand-still. The experiments with this new invention are said to have been wonderfully successful. Of course, it does not provide against accidents caused by causes that would not affect the pilot, but it furnishes a measure of protection that will lessen to a very great extent the casualties incident to railway travel.

The election of the republican legislature is a terrible blow to the Bayard and Salisbury families in Delaware, and they don't less expect the sky to fall next. Salisbury's term expires next March, and there was to have been a regular old time contest between him and Secretary Bayard, who had been succeeded by his next friend, Gray, but who did not want to wait for his plum to drop. Salisbury is quite aged as well as somewhat given to drink, and Bayard thought he could do him in. But Delaware has knocked them both out, and a republican will for the first time in history represent that state in the senate. A brother-in-law of Bayard, who is a republican, will endeavor to keep the senatorship in the family, but as he lives in Gray's county, and there are no republicans in the legislature from New Castle, he will probably not be found available. The canvass has already commenced.

A conspicuous illustration of the "laws delay" is furnished in a case which has just been decided in the supreme court of the United States. The cause was brought thirty-five years ago. Almost all the persons originally interested are dead, and the value of the property in litigation has been practically consumed in costs and lawyer's fees. Such delay and expense in litigation is not creditable to the system of justice in this country, and the case in question emphasizes the necessity of adopting some measures for relieving the congested condition of the business of the supreme tribunal of the United States.

The prediction is made that the congressional apportionment which will follow the taking of the next census will so change the relation of the states to the electoral college that New York will no longer dictate the political action of both parties in national nominations. If this should prove to be the case, it would mark a departure which would be hailed with general satisfaction by the voters of both of the leading political parties throughout the country. The power which the Empire state has exerted upon the politics of the country has been far from who?

"Dan," observed the president, "isn't there a passage in the scripture to the effect that 'whom the Lord loveth He chasteneth?' " "There is," replied Dan. The president pondered deeply a few moments. "Dan," he said at last, "don't want to seem ungrateful, but if it's only 'loving chastisement' to be allowed to carry Connecticut and New Jersey and be used like a floor-mop in every other northern state, all I've got to say, Dan, is that this chastisement business is just a little overdone, and I don't care a continental who knows it."

It seems that there is a prospect that Hon. Warner Miller will be returned to the United States senate from New York in place of Senator William Everts, who will in all probability be appointed to the supreme bench to fill the vacancy caused by the retirement of Judge Blackford. Mr. Miller has surely earned consideration at the hands of the republican party of New York, and possesses the ability to represent that state in the national council with credit to himself and the state.

LAND OFFICE AT McCOOK, NEB., November 13, 1888. Notice is hereby given that the following named settler has filed notice of his intention to make final pre-emption proof in support of his claim, and that said proof will be made before Register or Receiver at McCook, Neb., on Saturday, December 22, 1888, viz: JAMES G. FOUTZ, P. E. S. N. 226, Sec. 33, T. 2 N., Range 28, W. 6 P. M. He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: H. A. Graham, W. H. Alvington, of Danbury, Neb.; John Tolman, Aaron Redfern, of Indianola, Neb. S. P. HART, Register.

LAND OFFICE AT McCOOK, NEB., November 10, 1888. Notice is hereby given that the following named settler has filed notice of his intention to make final pre-emption commutation proof in support of his claim, and that said proof will be made before Harlow W. Keyes, county judge of Red Willow county, Neb., at Indianola, Neb., on Thursday, December 27, 1888, viz: William G. Gillespie, P. E. D. S. No. 517, the N. W. 1/4 Sec. 25, Town 2 N., Range 29, W. He names the following witnesses to prove his continuous residence upon, and cultivation of, said land, viz: William P. Kennedy, William A. Vincent, Alvin G. Griffin and William H. Smith, all of McCook, Neb. S. P. HART, Register.

LAND OFFICE AT McCOOK, NEB., October 25, 1888. Notice is hereby given that the following named settler has filed notice of her intention to make final homestead proof in support of her claim, and that said proof will be made before Register or Receiver at McCook, Neb., on Tuesday, November 11, 1888, viz: Amelia Conrad, widow of Elias Conrad, deceased H. E. 6649, for the N. 1/4 of N. W. 1/4 of section 25, Town 4 Range 30, W. 6 P. M. She names the following witnesses to prove her continuous residence upon, and cultivation of, said land, viz: Robert Moore, Charles M. Collins, Nettie C. Collins and James R. Barnes, all of McCook, Neb. S. P. HART, Register.

LAND OFFICE AT McCOOK, NEB., September 25, 1888. Notice is hereby given that the following named settler has filed notice of his intention to make final homestead proof in support of his claim, and that said proof will be made before Register or Receiver at McCook, Neb., on Tuesday, November 27, 1888, viz: Anna B. Vland, who made H. E. D. S. No. 517 for the W. 1/2 S. E. 1/4 Sec. P. Town 5, Range 29. She names the following witnesses to prove her continuous residence upon, and cultivation of, said land, viz: Edgar F. Conser, George Rollins, Smith Gordon, John A. Williamson, all of McCook, Neb. S. P. HART, Register.

LAND OFFICE AT McCOOK, NEB., October 11, 1888. Notice is hereby given that the following named settler has filed notice of her intention to make final homestead proof in support of her claim, and that said proof will be made before Register or Receiver at McCook, Neb., on Tuesday, November 27, 1888, viz: Anna B. Vland, who made H. E. D. S. No. 517 for the W. 1/2 S. E. 1/4 Sec. P. Town 5, Range 29. She names the following witnesses to prove her continuous residence upon, and cultivation of, said land, viz: Enoch E. Oever, Christopher C. Dueland, Martha C. Dueland, Anna M. Hanson, all of Quick, Neb. S. P. HART, Register.

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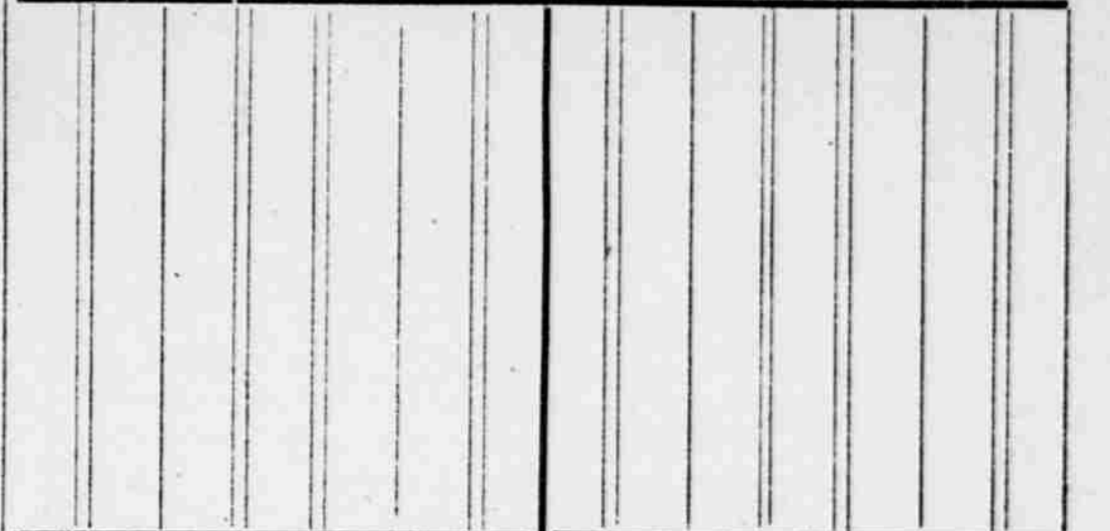
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