THE prospect for this season's Missour. crops, according to our advices from Sloux City and Yankton, is not very encouraging in northwestern Iowa and Dakota.

The senatorial dead-lock still continges-and as we predicted at the outset, the republican party as rep resented in the senate is seriously impairing the respect and confidence reposed in it by the country-in the quarrel over the petty offices now held by democrats.

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

WHITELAW REED and Gen. Sherman are fighting over the battle of Shiloh. If that great military small General Buel had done his duty and moved prompt'y upon the main artery of the confederacy, the Memphis & Charleston railroad, immediately after Grant captured Fort Donelson Gen. Sherman and Whitelaw 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 slege 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 steps ought to be taken to pave our principal thoroughfares. Before entering upon an extensive syst em 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 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

The costly experience of the principal cities where Nicholson and other wooden pavements have been used, has demonstrated that wood is the durable, and therefore the 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 macadamizing and the cost of the asphalt costing is computed, the outlay will be found greater than granite blocks.

In Kansas City, where macadam pavements are very cheap, they are being tora 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 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 cut granite and there is no economy in giving artificial pavements preference over the solid granite block.

THE AGGRESSION OF MONOPO-LIES.

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 ring, a contract was entered into by the company with Mr. War- Pacific company by vote of the execudell granting him the right to mine coal upon the lands within the Union Pacific land grant limit in Wyoming.

After operating these mines for several years and incurring much expense Mr. Wardell was forcibly ejected by men in the employ of the Union Paci. fic company, his mines were taken possession of and have since been operated by an inside ring made up of men who control that corporation. Wardell sought redress in the courts and the U. P. cormorants put in the plea that the contract with Wardell was void because their Credit Mobilier predecessers had no right make such a contract, and the courts have sustained them. Soon after Wardell was driven out of his mines, other parties that were operating coal mines in Wyoming abandoned their mines, and the carry this dead weight of fictitious indebtadress. The government land were operating coal mines in Wyomobtained exclusive control of the coal mining business in Wyoming.

Nebraska are to-day at the mercy of ha-and by it high freight rates

company that is to construct a mammoth elevator at the Union Pacific terminus-on the east side of the

movement to organize a grain monopoly-as telegraphed to the associated 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. board of directors, consisting of Sidney Dillon, of the Union Prcific; M. Hughitt, of the Northwestern; Cable, of the Rock Island; Thomas L. Kimball, of the Union Pacific; T. J. Potter, of the Burlington; Mr. Hopkins, of the Wabash, and George T. Wright, of the city, was selected, and the board elected Mr. Dillon prasident, Mr. Hughitt 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

Now what object have these railway magnates in organizing this elevator company? Simply to control the en- studied long and unsuccessfully how tire grain traffic, to the exclusion of to manufacture gold out of substances in some small way modifying these all private enterprise. Suppose other capitalists should now undertake to build grain elevators by the side of this railroad elevator? What show the manufacture of valuable stocks the great railroad problem. would they have for competition? No mere than the parties who would be Almighty to make something out of reckless enough to attempt competition | the nothing. with the Wyoming coal monopoly. And what does this grain monspoly foreshadow to Nebraska farmers? Simply vassalage to the railway kings who regulate the prices of their sproducts by regulating their tolls accord-

ing 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 on due time enlarge their sphere by monopolizing every industry that affords a field for their rapacity. If no sensitiveness on this greatest and steps are taken by the American liveliest of the public issues of our people for mutual self-protection

to be adopted, the grades on the streets every merchant will be a no wonder that he rushes to self- Golden Star mill. that were built to conform with the wealth by imposing arbitrary taxes during the past few years. The most supreme control of all the public highways and our telegraphs, and pillage and confiscate our farms by depressing the value of our products, destroy cities by laying an embargo upon their traffic, grant chartered priveleges to themselves by legislatures and congresses packed with their benchmen and dependants, and confirm their titles to property acquired by highway robbery through courts presided over by judges appointed

> ectal to The Cleveland Leader. PITTSBURG, April 11.—Susan John son, 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

through their influence,

After her arrival in this city the girl 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 confronted by her almost brokennearted father, who with tears in his eyes, begged her to return to her home with him. This she refused at first to do, but after considerable persussion by the policeman who had her in charge, she consented and left on the next train for her Ohio home. The only reason she gave for her conduct was that she was tired of the

Here is a daughter of a thrifty and prosperovs farmer, deserting home, parents and relatives for a life of vice and debauchery, because the is tired of the dull monotony of life on the farm. Could anything be more shockingly depraved? And yet we are assured by s-ntimental men who cultivate long hair that the enfranchisement of women would purify and trol their roads as private property. elevate our politics.

Watered Stock.

The recent issue of eighteen mil lions of common stock of the North tive 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. And so far as the public is interested in the contest between Billings and his associates in the present beard and was issued. So far as the public is concerned, it will fare just as well in the stock would have gone out within the future history of the road this will figure as claimants for dividends, will decide the election of directors

and otherwise take a leading part in the destintes of the road.

Thus the people of Wyoming and of the road. this giant monopoly, which by levying the extortionate toll of one stock of twenty-five millions or a hundollar for every ton of coal it transfers across the Missourl at Oms
dred millions. Upon the theory of the managers the government subsidered for public as have been systems of gas and dw of accents five millions worth of ful philosophy by this additional arhas forced the population tributary to has forced the population tributary to few individuals who generously offer. I extract from the few individuals who generously offer. I extract from the few individuals who generously offer. their road to purchase Wyoming coal.
Last summer The Bre called attention to the scheme whereby the Union Pacific monopoly would tighten its grip upon our producers by controlling the entire arain traffic, through elevators of the road, after having paid in increased charges enough to make up any deficiency in the govern-

assumed shape in the organization of ment subsidy towards paying for the entire construction of the road, then to go on forever paying dividents on a hundred millions of nominal stock for which the original grantees had never paid a cent ? It looks as if, ac-The following is the outline of this cording to the programme thus casually brought to public view, the stock was intended to be all water.

Instead of Villard applying for an injunction, it looks as if the custodians of public interest, the congressional administrators of the public domain, ought to serve an injunction limiting the final lasue of stock to the amount of actual cost of construction, including incidentals, deducting the net proceeds of lands donated by government. This would give our section a cheap road, over which freights and passengers could be transported maintained to carry seventy-five millions of watered stock.

It is the people along the line of the with the above extracts.

less corporations, we still believe that the people have rights that are to be respected as well. The old alchemists chesp and abundant. It looks as if out of simple water. I looks like presuming on the prerogative of the

THE RAILROAD PROBLEM.

Hon. J. F. Wilson's Record on the Issue-The Right of Eminent Domain from His Standpoint.

o the oditor of The Sloux City Journal. The annoncement of the candidacy of Hon. James F. Wilson, "by authority," for senator of the United States, had scarcely been made, when of the farmers the railway kings will a defense of his record as a lifelong railroad attorney and champion was also entered upon, evidently "by authority." That this shows peculiar times, will not be disputed by any of Mr. Wilson's most ardent friends. against the aggression of these mono- Capable man that he is, he instinctivepolice, how long will it be before every ly adjusts his shield to the weak and tiller of the soil every mechanic and unfortunate parts of his armor. It is mere vassal paying tribute to defense, against the anticipated asgrasping, selfish and remorseless cor- a desperate and critical struggle as the frost gets out of the ground. porations. Can our boasted freedom for the assertion and preservation and our republican institutions sur- of their rights and powers. Never vive when the people cesse to govern, public corporations been so exacting, in the history of the country have the and the stock gamblers who acquire so wary, so subtle and so powerful as upon the country have absolute and effective means for achieving their ly congress has been one of the most at Bobtail. when they have unlimited power to prominent fields of the operation. State control of railroads has been es- nearly all through with their spring tablished by legislation, and the seeding. The ground is said to be courts have revised a long line of in first-class condition, and an abundtheir decisions and interpretations and ant crop is looked for. confirmed the legislation. About twenty of the thirty-eight states exercise local control through the commission system, and congress is strugpling to create inter-state control. While legislatures and the courts have enacted and affirmed this control, and while congress at the demand of the people is endeavoring to enlarge and nationalize the jurisdiction of pr. tective law, Mr. Wilson is the ever ready and willing "attorney" of the railroads in thwarting the wishes and crying needs of the coun-

In 1874 the legislature of Iowa enacted the granger tariff law; Mr. Wilson opposed and denounced it, not so Miners' union at Lead City, met with took up her abode in a house of In 1876 the legislature considered badly. bills to repeal that law, and it will be no news to any one in Iowa to say that every railroad man and influence railroads in the struggle. As there the company. are many abler lawyers in the state than he, it cannot be said that he was selected for this especial work because of his superiority in his profession. Evidently it was because f his well-known views and consist ent record on the rrilroad side of this question for a score of years. The knew his carefully prepared speech, read from manuscript before the rail road committees of the Iowa legislature on the 18th of February, 1876, and printed in full in The State Register, asserted in various forms of expression the absolute and Indefensible

right of railroad corporations to con-Here is an extract from the speech: The state does not exercise the right of minent domain for the benefit of railroad ompanies, but for its own advantage and the promotion of the public good. It could not exercise it for the private interests of the stockholders in railway corporor the public use. The effect of the exceived to the state, and in no manner operates to change the business of railway com-

panies from a private to a public charac-This is the old Dartmouth college holders are satisfied with their ircase, amplified and case-hardened. It vestment. True, the company has not asserts that the right of eminent do- as yet made any money, excepting Villard and his friends in the main is limited to the public grant of during the month just past, but they blind pool, it is a matter of indifference so much land to a private corporation have done one great and important for public use on whatever terms the thing—have shown that they can furcompany may impose. It asserts that nish steam to properly heat buildings, any right of legislative control cesses in the coldest of weather, at points as one case as the other. In both cases absolutely when the granted right of remote as a mile from the boilers. way is occupied with the road. It de- All that remains to be done now is to out ever having a cent paid for it, and nies the existence of any surviving or wait for the natural increase in the in the future history of the road this continuing sovereignty in the public number of consumers. It is believed over the corporations. It asserts the that the consumers will augment durtions from all save the police power their independence; it declares pub-It is a concern of the public, and of lic sovereignty in a matter of univer-

ousiness, does not the absence of the u of that right leave its private character?

Does not the absurdity of the case such widespread less and suffering, they were compelled to pay \$8 to \$12 thus presented of itself show that the right of eminent domain has no such bought for \$3. With a daily consumpeffect upon the nature of the business as is tion of eighty-five tons to one hundred Mr. Wilson ought to know that the tons of coal, it is surprising that they law of eminent demain is always were obliged to succomb? It is a failstrictly construed. Every expressed ure due to an unprecedented snow embargo, and a train of unfortunate ciror implied condition must be literally

enforced. Hts theory, which he has imbibed from life-long service for railnot forezee. road 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 this monstrons theory he de duces his monstrous conclusion that the rallroads have the right to man age their corporations without let or hindrance; that interest, or caprice, at one third the prices that must be or both combined, is the only law that can reach them. From beginning to end this speech is of a plece road who buys the lands given by the commons on all these questions and government who really pay for build- for all the years of his public life are ing the road, and these same people of like import. Are they such as the are the ones that will be taxed to pay the interest on their own contributed and advocated in congress? De they want this most prominent rail-While we do not share in much of road lawyer in the whole west to repthis unreasonable tirade against the resent them in congress where the inflated bondholders and conscience. great mass of the American people are now looking for relief? Mr. Wilson's friends may, "ay authority," possibly, find something among the many utterilege and pleasure to recommend it in the future for similar ailments.

ances of this man for many years past general ylews which have been the the wild dreams and schemes of an theory of his life. But they cannot ignorant and superstitious ago were reverse the record of a life of profesoutdone by modern legerdemain in sloual devotion to the railroad side of

BLACK HILLS NUGGETS.

Work has begun in the placers. Custer county is to have a \$50,000 ourt house and jall. Farmers are at work in every direcion in the Elk creek valley. The Chase placer claim on Black-

One of the Custer mica mines has an order for \$16,000 worth of its

William Gunn, a Lead City miner has sold his interest in the Queen Bee Two hundred thousand dollars in

dividends is the record of the Deadword Terra mine. The outlook at present is very flattering for the placer districts in th

Grading for the Homestake railroad to the pine timber region on Elk creek has commenced. A Custer City firm is furnishing 36,000 home made shingles to the

Southern Hills.

The Homestake has decided to build its railroad out to Elk creek as soon The Caledonia mill cleaned up for the month of March \$23,000 in bullion. This is the biggest pay for the amount of ore crushed it has made. The drift of the Highland mine new

extends fifteen hundred feet into the hill and only lacks about three hur power in legislative bodies, and latter- dred feet of connecting with the Terra Farmers in the Spearfish valley are

> A test of 100 pounds of ore from the Clermont mine, near Galena, produced fifteen grains of gold, or over eleven dollars per ton. The gold is

in very fine particles. The Sitting Bull is working a large force of men taking out its usual amount of high grade ore, which is hauled to Sturgis and from there shipped to Omaha.

Frank Elbin and Mark Maher, com positors of The Deadwood Times office, settled a dispute about a small debt with pistols. Maher was seriously wounded in the left side.

much on account of its notoriously a serious, if not fatal, accident, or impracticable and unjust provisions as | the second level of the Homestake of its assertion of the right of public | mine recently. A quantity of ore be control in the interest of the people came detached, striking him on the and against the extortions of railroads. head, bruising his head, face and body

The Portland mining and milling company has at present about 30,000 pounds of machinery at Sidney awaitin Iowa was combined to aid in the ing transportation to the Hills. It work. Nor will it be news to any one consists of a dry crushing apparatus that James F. Wilson was the fore- which is to take the place of the most friend and champion of the crushing machinery formerly used by

STEAM HEATING. WHAT THE DENVER COMPANY HAS BEEN DOING THE PAST SEASON.

Last year, soon after the journals of the city urged the capitalists of rathroads combined to secure the repeal | Denver to heat the city with steam on of the tariff law-to break down the the Holly system, a company was legalized right of public control. They formed. The necessary works were erected and mains laid, and on November 5, 1880, the company commenced furnishing steam. There was only one consumer at first, but gradu ally more takers were obtained, until to day the company has about sixty heating purposes, and they also fucnish steam for ten engines, elevators,

The plant has been constantly in creasing. At first three large boilers 5x17 feet, were used. Since then three more of similar dimensions, have been placed in the boiler house. Over ations, for that would contravene the con-stitution. If exercised at all it must be through the stream of this city and through the streets of this city, and been constructed and its advantages reseason. The Denver plant has been substantially and properly constructed and the management has been honest and economical, and the stockcrease the gross earnings for 1881 and responding increase in the future. The system, so far as convenience,

practical severance of these corpora- ing the present season so as to in of the state, and the establishment of | 1882 to \$40,000 or \$50,000, with a cor-Montana in particular, if our freight sal public interest has been allienated. Cleanliness, safety and comfort are and passenger rates forever are to be It changes the relation of creator and concerned, is all that, and more than debtedness. The government land grant is expected to build the road, slone governments are instituted, to that experience proves that all similar and any deficiency from this source the caprice and interest of combinations for the systematic supply DEXTER L. THOMAS & BRO. is to be made up out of the earnings tions of individuals and organized of the necessaries of modern living wholly for purposes of gain. It have been readily accepted by the pub It is going to make a vast difference overturns the entire theory of gov- lic. Such reforms never go backward. dy of seventy-five millions worth of ful philosophy by this additional ar- water supply, is morally certain. The

throughout the Northwest, causing per ton for coal that should have been

cumstances which the company did BOGGS & HILL. The Luck of a Chicago Broker. In the hearing of one of our reporters, the following was lately related by Lewis H. O'Connor, Erq., whose office is located at 93 Washington Nebraska Land Agency street, this city, as an evidence of special good fortune: I have been suffer-DAVIS & SNYDER. ing, said Mr. 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 lakes. I had been prescribed for by several of our physicians and used various remedies. Three days ago I abandoned them all, and bought a bottle of St. Jaco's Oil, applied it at night before retiring, and to-day Byron Reed & Co., teel like a new man. I experienced OLDEST BETARLISTO almost instant relief and now feel no pain whatever. I must express my REAL ESTATE AGENCY thankfulness for the invention and manufacture of such a splendid medicine, and shall esteem it a duty, priv-

Woman's True Friend. A friend in need is a friend indeed. This none can deny, especially when assistance is rendered when one is sorely afflicted with disease, more paricularly those complaints and weaknesses so common to our female population. Every women should know that Electric Bitters are woman's true friend, and wili positively restore her to health, even when all other remedies fail. A single trial will always prove our assertion. They are pleasant to the taste and only cost 50 cents a bottle. Sold by Ish & McMatail is being worked by hydraulic pro-

> Mrs. Jacob Willison, Marion, O., says h child was not expected to live, owing to a seve attack of troup she tried Dr. Thomas' Eclecti Oil, which gave immediate relief. Mr. C. Ciendennen, Marion, O., usad I Thomas' Eclectric Oil for Eunions, he says art he thought it was like the rest of the tised humbugs, but was agreeably dis ated and now would not be without some house for money.

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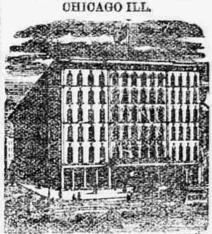
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