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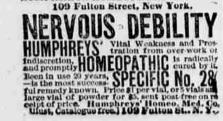
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THE NORTHERN PACIFIC.

Senator Van Wyck Begins Work on the Land Grant of the Company.

The Enormous Extent of the Company's Domain-The Methods By Which It Was Obvained-A Great Debate in the Senate.

An exciting and very lengthy debate took place in the senate last week, over Senator Van Wyck's resolution to withhold patents for the forfeited land grant of the Northern Pacific railroad, on branches which are completed. Among hose who participated were Senators Dolph and Slater of Oregon, Morgan of Alabama, Inugalls of Kansas, Wilson of Harrison of Indiana Hawley of Connecticut, and others. The Nebraska senator held his own against this array of most talented colleagues. The following is the concluding portion of the senator's speech:

reasuries of the territories for their imnense property, worth millions of dollars. have received no light upon that I asked if in 1879 the Northern Pacific

railroad company did not encourage immigration into the country near their line by resolving that the price for land west of the Missouri should be \$2.60 an acre, and I have received no information on that point. Their road was extended, and they turned around and said the lands should be paid for at \$5 or \$10 an acre. I am merely showing the character of this high-honed road that genlemen think no question is to be made

I regret the senator from Massachusetts is not at this moment in his seat. stated to him that I was about giving atterance on this floor to what a senator rom Massachusetts once boldly stat d in 870, and if his arguments were cogent then they are so now. Henry Wilson, when these gentlemen were grasping out for more land in 1870, had an amend-ment in which he asked that this land should be sold at \$2 60 an acre. They uestioned his loyalty to the granting of lands for building railroads, and after he protested on that he said:

Now, sir, I choose to commence right here And this I commend to the Senator

from Massachusetts— Now, sir, I choose to commence right here on a railroad in which the people of my state and my section of the country have a deeper interest than any other, and to apply this policy, as far as I am concerned, to this road, and then continue it to all roads that are here asking for the public lands. I believe it to be in the interest of the country as a whole, in the interest especially of the toiling men of the country, of the landless men of the country the actual settlers on the public lands; and it is not he tile to the rall interests of the railways themselves. But, sir, that is the last consideration with me in regard to all of these matters. The railroads have governed legisla-tive bodies quite too much.

It comes like a voice from the grave.

The railroads have governed legislative bodies quite too much. I hope the day is far distant when they will have any voice in the congress of the United States to affect our legislation or to direct the policy of this government. At any rate, if the attempt is nade, I choose for one to meet it. And if here are agents in this chamber now or at any other time, or about the chamber, or in the galleries, or in the capitol, or in the city, interested in the e matters. I choose for one not to be dictated to by them, nor to have them come here undertaking to influence or o direct our action.

I chose for one in this matter to exercise my

own judgment. I have examined this ques-tion. I am a member of the committee on the Pacific railroads. I have seen something of the pressure to obtain these lands, as I saw last year comething of the pressure to make a last year nomething of the pressure to make a combination of seven great railway schemes to obt. in a guarant of \$250,000,000 of interest to railroads. I had something to do with defeating that project. Sir, I nope to live to see the time when we will grant our lands to build railways; when we will do it with care; when we will so do it that railroads will not hold great masses of the public domain and control them, or hold them for speculative purposes against settlers or against the interests of the laboring men and the landless men of this country. I believe that to be sound policy, which should be adhered to, whether railways country. I believe that to be sound policy, which should be adhered to, whether railways arking assistance here like it or not. I care a vast dral more for the interests of the country and the inverests of the tolling men of the country than I do for the interest or the complaints of the men who are asking for public

The position of Massachusetts in 1870 invested their private frotunes, but they is the position I am trying to uphold in regard to this matter. Henry Wilson roce above party considerations; he rose above home considerations, for then as now Massachusetts was interested in this road to a very great extent. Henry Wilson then rose above all such considing the private fortunes. They said they had not been able to sell their bonds; that they had not been able to induce other people to put in their money to build the road. The charter we sgiven to build the road. But the largest holdings by far in Dahim to sound the warning then that occasion is doubly here now. In times gone by a Department of this Government and dewhen the railroad demands were so ex orbitant that the Secretary of the Inter-

bonds and who was competent to sit and

action hers. The power of these rail measure to rearrain there gentlemen roads is brought to bear. They refer it within the limits of the law itself. in the House to the Judiciany Committee Why? The backbone road, no the New Orleans and Pacific, to which the Senator from Coloredo (Mr. Hill) alluded the other day, issued bonds and put them in their pockets or distributed them among friends, and never built a mile of road. leading Democrat, Mr. Barnum. The tay for dyspepsia and liver complaint, attempt was successful when this same matter, although reported by the Committee on Public Lands, was referred to the Judiciary, the object of which was apparent. The results will soon be equally apparent. I have no unkindness for Mr. Barnum. I know he is a Demo-Iowa, McMillan of Minnesota, Dawes of crat. It has been said in times past that Massachussets, Conger of Michigan, he has used some Republican methods which are considered reprehensible. He purchase at fabulous prices. That wa a faster transportation than was furnished by the corporation of his.

This is the position we are in to-day. I

say to my friend from Alabama that it Mr. Van Wyck. I we not so particularly seeking light from the Senator on larly seeking light from the Senator of larly seeking light from the Senator of larly seeking larly seeking light from the Senator on the subject as I was seeking to find out some facts in the case. He seemed to take exception to my remarks, and expressed his surprise at what I stated. I asked for light as far as the Northerr Register of the concepted on the subject which allows the concepted on the subject when the subject we have been legislating for weeks and months about our national debt, and yet look for a moment on the Register allowed expressed on this subject. The house can this congress unless some legislation shall be had on this subject. The house can the voice of the congress unless some legislation shall be had on this subject. The house can this congress unless some legislation shall be had on this subject. The house can the voice of the congress unless some legislation shall be had on this subject. The house can the voice of the voice of the congress unless some legislation shall be had on this subject. The house can the voice of they pay not a dollar of tax into the nearly \$7,000,000,000. According to Poore's manual the value is double the actual cost, say \$3,000,000,000. The it is a debt upon the people—been piled up? In the early days they had credit mobiliers, and little and distinguished statesman in this land and men intelligent, prominent in the social and financial world and in the politics of the country, were in them. I am speaking about the great authority on this matter explains duced." how these securities are sold and how they are purchased. By purchase, on the same terms as

hey were sold on the Boston market to all applicants— Of course it is all right as it was done

in Bostonsold to Josiah Bardwell, to Elisha Atkins, and to other respectable merchan(-, securities, which were divided, as is ussal in such enterprises, into three kinds, first morgtage bonds, second morgtage bonds, and stock. The price, I zinc, and zinc costs thirty-five times as think, was three for one; that is, the pur-chaser got first morginze bonds for his pound of 245 to 1, or 23,500 per cent." money, and an equal amount of second morgtage or lanc-grant bonds and of stock thrown in as the basis of possible we should only need enough balloon for

This is the history of the system. applies not only to the Northern Pacific horse power moter out in your hand, and out to other roads. That is the way it is once in the air, with five pounds of coal, ione on the Besten market, and that of could the consumption be direct, the course is the highest type of nobility and little jigger could go anywhere. Nobody honesty in all financial transactions, would want to ascend to great heights Three for one! Look at it for a momen'three for one. Here are \$6,000,000,000 would decrease, but skim along over of securities that according to the state- the trees and houses like a bird above the ment of this man who is above reproach water. The rudders could all be worked, you know who he is—that actually cost and your ballastless balloon could be their holders \$2,000,000,000. Beyond raised or lowered, turned to the right or the state of Oregon, and on the states of Kansas and Nebraska, and other states—
\$4,000,000,000 for which the have not paid a farthing. We have in I ask if the Senator from Massachusetts this way an incumbrance of more than will stand where Henry Wilson stood in the national debt and worse than the nathis way an incumbrance of more than tional debt. The national debt we can pay; this debt can never be paid. They hold it forever. They say, "We must have interest on our mortgage, we must have dividends on our stock" when they hold those stocks and those bonds on the basis of three to one. For every dollar in actual money supplied they have \$3 on which they are drawing interest. Of the 000,000 have been actually expended and public lands in any of the territorics, he the \$1,000,000,000 stand to-day as a mortgage upon the prosperity, upon the wealth, upon the earnings of the people.

In the face of that fact are we to be In the face of that fact are we to be attention and was widely commented attention and was widely commented.

1870 they began; at that time Henry Wilson raised his voice; but at that time there men asked that they should have more land, and they obtained it. They had a grant in 1864 of forty miles on each side of the road, and ten miles for the selection of indemnity lands, giving the public domain is, and should remain, a heritage for American citizens. Thousands of acres are yearly planted and harvested by men who do not live in the country, have no intention of doing so, but are eager to reap the profits and thus withholds the land from actual setting of 100 miles for 5.000 miles in a strip of 100 miles for 5,000 miles in length. They came in 1870, when they had not built a mile of road, and wanted more. I hear men talk about those who invested their private frotunes, but they had never built holdings in the states by means of the

country with his sympathies for the "Now that there may be some question settler and the landless far more than as to the full amount that was intended, "Now that there may be some question settler and the landless far more than for this corporation, and propose that the price of the lands granted to the railroad company should be sold for \$2 60 an acre. He bid defiance to the power an acre. He bid defiance to the power than acre. He bid defiance to the power asking to make the width of their grant one hundred and twenty miles that a senone hundred and twenty miles more below the price of the lands granted to the price of the lands gr of the railroad company; yet it has been growing and increasing from that day one hundred and twenty miles that a sen-ator from Massachusetts, in the face of the pacuniary interest in his own state, was willing to stand up and declare that he was for justice to the nation and jus-like was for justice to the nation and jusuntil now. If there was occasion for the pecuniary interest in his own state, he was for justice to the nation and jushe was for justice to the nation and jus-tice to the landless and to the settler on his profits, owns 10,000 acres, of which representative of a railroad corporation tice to the landless and to the settler on could go and sit down in the Interior the lands. Notwithstanding that then, as ever since, and possibly to-day it may Dunn and partners, Englishmen, have mand what he pleased of the Secretary of the Interior, and when he faltered, grant ten miles more on each side, giving grant ten miles more on each side, giving their land grant a width of one hundred and twenty miles through the territories orbitant that the Secretary of the Interior hesitated then it was left to over which I suppose my friend from over which I suppose my friend from birth, but in actual residence. They found in the office of the attorney-general of the United States, who was always tract of land five hundred miles long and ing it of profit, not as citizens, but as a tract of land five hundred miles long and of the United States, who was always tract of land five hundred miles long and ready to furnish an opinion for anything one hundred and twenty miles in width. they asked, and to that the secretary of And now, twenty years from the date of the interior was found ready to subscribe the original grant, and these gentlemen and carry it out inpractice. Henry Wilson right then, would have been infinitely more right to-day. They seized possession of both political parties, they seized the executive departments, then they came up and seized both branches they came up and seized both branches of congress. They have done it. They have done it. They have able advocates, they have done it. They have able advocates, they have able advocates, they have done it. They have able advocates, they have able advocates, they have done it. they came up and seized both branches of congress. They have done it. They have even gone so far as to invade the federal courts. A short time ago there was a question to be considered in the city of New York where the Union Pacific railroad was a party, and great difficulty of the control of the control

they found a judge whose pockets were not filled with Union Pacific stock and porturity to decide the question. The sepate will pardon me the length of time I have occupied in th' That is just what they are doing to- question. I have felt it my duty to r day. The house passes—I may be excused this much, b cause it is extremely dia-owl, with diamond eyes, fastened a bow for referring to so far to the House—a cult to get before the Senats any question at her throat. Stiched on her blue silk

A Clergyman's Test'r ory, W. E. Gifford, Pastor, M. E. Churen, Both-well, Ont., wanfor two years a sufferer with Dyspepsia in its worst form, until as be says "life become an actual burden." Three bottles of Europek Blood Filters cured bim, and he friends, and never built a mile of road.

The president of the road was elected a the b t family medicine now before the conn

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Mr. Edison Tells When Electricit Help Us Navigate the Air.

"Will electricity ever help us to navi-

gate the air ?' "Yes, when we can get five or six is fond of transportation of one kind, by times more power per pound of weigh "mules," when he was engaged in their that we now get from the best form; o small engines. Electricity has not do that yet. Here is the problem," tappihis knee stoutely with his fist. "We want to get electricity from coal direct without the intervention of boil

Pacific railroad company is concerned on railroad property of this country, which electricity at once, but the trouble is to the tax question. For thousands of miles to-day is appraised at their own figures at | do that with coal and carbon. If we could, we could get six-horse power from one pound of coal, while with the boiler and steam-engine we get only one-horse figures are almost staggering. In what power from three pounds of coal. We manner has this immense debt—because can't transmit directly the power of car-If we could the ocean steamship could have all of her boiler-room and great part of her coal-bunkers for cargo, while the motive power would not occupy more than half the room at present devoted to the heavy engines. Enormous sums would be saved on construction, and system, not about individuals; and a the cost of running would be greatly re-

> "Cannot you get power enough by chemical electricity to run clectric en-"Certainly-get all we want and utilize

"Only?" "Only we can't feed our engines with In fact, it is money we want, and for that we want power. Zinc is just as much a combustible in the battery or jar as coal is in the furnace. But coal Al developes seven times as much power as "But about the balloon?"

"Well, having lightness with power actual lifting power, and we would attain avery high velocity. You could hold atenwhere the air's resistance to the propeller 100 miles an hour. If we can solve the power question we can do anything."

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When Senator Van Wyck introduced accompanied it by a statement of the thousands upon thousands of acres fenced In the face of that fact are we to be told we must now be so considerate that we will not delay for thirty or sixty days this hugh corporation reaching cut its hand upon a piece of road which at the time it was built they did not expect to be a part of their brauch or main line. Whether they did or not this Congress is considering the question to-day. In 1870 they began; at that time Henry Wilson raised his voice; but at that time Wilson raised his voice; but at that time Wilson raised his voice; but at that time Henry Wilson raised his voice; but at that time heritage for American citizens. Thou-

> But the largest holdings by far in Dakota, and these were got mainly along the line of the Northern Pacific. Most of the foreign owners secured title to the land by exchanging stock of that road for it, but others bought it out and out. Richard Sykes, of Stockport, England, he had 2,000 in wheat last year. Finlay about 25,000 acres scattered about Dakota, and the Marquis de Morales, of France, has 16,000 acres. All these foreign speculation, and the Van Wyck bill is intended to stop such proceedings. The bill is a wise one, and will force for eigners hereafter either to become citi-

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New York Sun.

A pretty young woman, with fair case, After a while they found one in one of the New England States; not in Boston, but I think in New Hampshire,

New York Sun.

A pretty young woman, with fair case, After a while they found one in one of the New England States; not in Boston, but I think in New Hampshire,

New York Sun.

A pretty young woman, with fair case, After a while they found one in one of the New England States; not in Boston, but I think in New Hampshire, A pretty young woman, with fair HEREFORD AND JERSEY CATLE

changed to a different color every way it was looked at. Her hat was bell shaped and was profusely trimmed with bunches of flowers, on which rested several but-terflies and beedles. A large bronzed bill in regard to a land grant. Not satisfied with that, they go to work to prevent grants, extremely difficult to get any belt, was embroidered with birds and animals.

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DEPARTMENT OF THE INTERIOR, Office of Indian Affairs, Washington, April 23, 1884.—
Scaled proposals, indorsed "Proposals for Beef" (bids for beef must be submitted in separate envelopes,) Bacon, Flour, Glotching, or Transportation, &c., (as the case may be.) and directed to the Commissiner of Indian Affairs Nos. 65 and 67 Wooster street, New York, will be received until 1 r. M. of Tuesday, May 27, 1894, for furnishing for the Indian service about 50,000 pounds Eacon, 38,000,000 pounds Beef on the beef, 103,000 pounds Galee, 7,500,000 pounds Flour, 70,000 pounds Feed, 195,000 pounds Hard Bread, 48,000 pounds Hominy, 18,000 pounds Hard Fread, 48,000 pounds Hominy, 18,000 pounds Lard, 700 barrels mess bork, 189,000 pounds pounds Lard, 700 barrels mess bork, 189,000 pounds pounds Lard. 700 barrels mess vork, 180,00 pounds Rice, 7,500 pounds Tea, 500 Fpounds Tobacco, 20,00 pounds Sait, 150,000 pounds Song, 6,000 pounds cla, 850,000 pounds Sugar, and 40,000 pounds Also, Blankets, Woolen and Cotton Goods, (con

Also, Blankets, Woolen and Cotton Goods, (consing in part of Ticking, 20,000 yards; Standard alic), 185,000 yards; Delling, 9,000 yards; Standard role from all siding, 80,000 yards; Denims, 17,00 yards; Gingham, 140,000 yards; Rentucky Jeans, 28,000 yards; Blached Sheeting, 15,000 yards; Blached Sheeting, 15,000 yards; Blached Sheeting, 15,000 yards; Blached Sheeting, 15,000 yards; Blached Sheeting, 16,000 yards; Calico Shirting, 6,000 yards; Winsey, 1,500 yards; Calico Shirting, Greering, Notions Haroware, Medical Suoplies, School Bochs, &c. and nonglist of miscellenious articles, such as Harness, Plows, Rakes, Forks, &c., and for about 475 Wagons required for the service, to be delly red at Chicago, Kansas City, and Sloux City, Also for such Wagons as may be required, Slapted to the climate of the Pacific Coast, with California Brakes, delivered at San Francisco. Brakes, delivered at San Francisco.

his bill to prevent the acquirement by aliens of more than 640 acres each of public lands in any of the territorics, he delivered at the Agencies. Bins must be made out on government blanks. Schedules showing the kinds and qualities of subsistence supplies required for each Agency, and the kinds and quantities in gross, of all other goods nd articles, to rether with blank proposals, cond o be observed by bidders, time and place of delivery rms of contract and payment, transportation rout of

I ms of contract and payment, transportation rout es and all other necessary instructions will be furnished upon application to the Indian Office in Washington, or Nes. 65 and 67 Wooster Street.New York; Wm. H. Lyon, No. 483 Broadway, New York; the Commissari Jof subsistance, U. S. A., at Coyenne Chicago, Leavenworth, Omaha, Saint Louis, Saint Paul, Fan Francisco, and Yackton; the Postmaster at Sioux City, and to the Postmasters at the following named places in Kansas: Arkansas City, Rurlington, C. Idwell, Dedge City, Euroinia, Furcks, Great Bend, Howard, Futeninson, Larned, Mc Pherson, Marien, Medicine Lee ge, Newton, Osago City, Sedan, Sterling Topeks, Wellington, Wehita and Winfield Bids wid is opened at the nour and day above stated, and bidders are invited to be presen the opening.

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