

ABEAST OF THE BLIZZARD.

A Family of Four Persons With Limbs Badly Frozen.

THEIR RELATIVE'S INHUMANITY.

Forced to Work While Their Members Were Rotting from the Effects of Frost—Cost of the Insane Asylum by Counties.

(FROM THE BEE'S LINCOLN BRANCH.)

Late Friday evening a man and woman and two girls, aged 8 and 10, all suffering from badly frozen limbs, were left at the Washington hotel in this city. Coroner Beachley was called to attend them and found the man in a horrible condition. Both his hands were badly decayed, and from the right three fingers had dropped away. The right foot was also black with mortification and Dr. Beachley at once decided that to save his life the man must be amputated at the knee, and the right hand taken off at the wrist. The woman's hands and feet were also rotting away, her hands especially being a fearful sight. The children were afflicted with frozen fingers and toes, but their condition was much less serious than that of their parents. Saturday evening the little ones were sent to the Home for the Friendless, and the man and woman to the medical institute, where a number of physicians are looking after them. From the woman, who appears to be quite intelligent, it was learned that they are married, and that the children are their own. Their name is Koerber, and up to about two years ago they were inmates of a poor house in Germany. Then the woman's brother, George Pirner, a well-to-do farmer living near Lincoln, sent for them and put them to work in his dairy. Later he has treated them very harshly, and during the stormy storm days ago kept them at work out doors most of the time. It was then that the older people were frozen and compelled to keep on with their tasks without medical treatment, until they actually dropped in their tracks, and Pirner was obliged to send them to town. The children were shipped into Lincoln the day before the storm, and when they were taken off their feet were frozen, and when they were cut away from the decaying limbs Saturday they had been on our nine days.

The woman's story brands Pirner as something much worse than a heartless wretch, and it would not be surprising if he were visited by a vigilance committee. It is a pity that the county commissioners, owing in addition to the Hawkeye dairy a fine fifty acre farm, and a large number of horses and cattle.

WHAT THE INSANE ASYLUM COSTS.

Auditor Robert G. Gere has compiled from the records in his office a list showing the amounts paid by the various counties of the state towards the support of the hospital for the insane since the opening of the institution. The figures are:

Table with 2 columns: County Name and Amount. Includes Adams, Antelope, Boone, Burr, Butler, Cass, Cheyenne, Clay, Comanche, Dakota, Dixon, Fillmore, Franklin, Gage, Hall, Hamilton, Harlan, Hitchcock, Howard, Johnson, Kearney, etc.

FAIRBANKS POST INSTALLATION.

Fairbank Post, G. A. R., and the Woman's Relief corps joined hands Saturday night in the installation of officers for 1886. Commander Hon. J. C. Bondell made a graceful speech of retirement, summing up briefly the work done during the year by the order, and returning thanks for the able assistance received. John C. Bondell, the new commander, followed with words of similar import, which called out hearty evidences of appreciation. The officers installed were: Commander—John C. Bondell. Senior Vice Commander—Joseph Teter. Junior Vice Commander—L. M. Scott. Adjutant—D. T. Cook. Quartermaster—C. O. Bell. Chaplain—J. R. Haggard, M. D. Dr. J. H. Masterson. Outside Guard—H. V. Hoagland.

BRIEF MENTION.

The biting of the Windsor house engineer Friday afternoon by a dog supplied the subject for a public determination against the canines. Marshal Beach has issued orders to the policemen to kill on sight every dog found on the street without a collar bearing the owner's name and address.

THE MOTHER OF WILLIE WHITE.

The mother of Willie White, the boy sent to the reform school last week, has been taken into custody by the police who claim that her husband is abusing her. The woman is suffering from cancer, and it is alleged, was beaten and kicked about because she could not do a day's work.

PATTERSON, THE MAN WHO STABBED JOHN SHEEDY.

Patterson, the man who stabbed John Sheedy, has been jailed in default of \$2,000 bail to await the time when Sheedy can appear against him. The wounded man is resting comfortably and barring backache will get around in a few days.

JOE O'PEL, THE NEBRASKA CITY HOTEL MAN.

Joe O'Pel, the Nebraska City hotel man, is said to have secured a lease of the Arlington. At any rate Joe seems to be in a very happy frame of mind.

SHERIFF FOWLER OF CHEYENNE COUNTY.

Sheriff Fowler of Cheyenne county was a visitor to Noblesville Saturday, having in tow a Sidney tough sentenced to seven years imprisonment for murderous assault.

DR. GERTH WIRED TO DR. BILLINGS.

Dr. Gerth wired to Dr. Billings of New York Saturday to send on some of the hydrophobia virus, for use on the Windsor house engineer, with directions for vaccination. Yesterday Dr. Billings received word that it would be impossible to reach Billings until Monday.

THE TEMPERANCE BRIDGE WILL OPEN TO-NIGHT.

The temperance bridge will open to-night in the city hall, and continue eight days. The speakers will be Montague, St. John, Sobieski, and Finch.

FRED BLAZIER, A STREET ARAB OF 16.

Fred Blazier, a street Arab of 16, was arrested Saturday for compelling Confectioner Hoyt's little son, a lad of 7, to put his father's pockets and turn the money over to Blazier on pain of being thrashed.

STATE ARRIVALS.

F. J. Jones, York; W. R. Sapp, Falls City; John M'Kivie, Wyandac; A. P. Hopkins and S. S. Omaha; J. R. Smith, Bloomington; J. Wellon and Mrs. E. A. Cole, Bloomington; J. Murdoch, Omaha.

COLD TRUTHS TERSELY PUT.

The Short and the Long of the Railroad Question—The Cost of Moving the Crops.

DAVID CITY, Neb., Jan. 11.—[To the Editor.] My attention has been called to the labored efforts of the Lincoln Journal (weekly of the 8th), to exterminate some one. I suppose they are after Brother Casper, of the Press. If so we can do what we wish to do. If we can get through, I am persuaded to write not in defense of Casper, but in quite competent to take care of himself against the chosen wise men of Lincoln, as was demonstrated in the last legislature. As Mr. Gere says, "Principle is our shibboleth."

Mr. G. says the rate on corn from David City to Chicago is 28c per bushel, in which he is mistaken. It is 24c, and the rate on wheat is 10c for last year. While we are at it, in fact and figures, let us see what it will cost to ship our corn crop to Chicago at the rates now charged by the railroad tax gatherers. Four million bushels of corn will require 400,000 pounds of freight at \$12,000, or 30c per bushel, or a total of \$600,000. We are taxed for moving our corn crop \$20,000 more than our 55 miles of railroad cost. We have wheat, oats, barley, rye, and other farm products in large quantities. It is a pity that they are not taxed. Without specifications we are warranted in placing our tax for transporting our farm produce to market at one million dollars. Some one pays tax likewise on the other side of the line, and the occasional rate on the cars. We have no special trains of palaces cars with railroad officials for traveling companions, "all first class" and "no smoking."

We know that one million dollars for this county to pay is too much. Though we are adjudged "insane" for attempting to reduce this enormous burden, which means a high crushed tax, we are not willing to do so in any means; though it be the principle of anti-monopoly, with Senator Van Wyck as captain of the host, assisted by our honest men, republicans and democrats. From the time we have read the Lincoln Journal, not once have we known it to condemn any abuse of the arbitrary power as wielded by railroad tax gatherers. It is a pity that Mr. Gere has been the apologist and defender of whatever they have done.

As to the long haul side of the question which Mr. G. shelters behind, let us look at it. It is a misunderstanding that from our section of the state the local roads receive four-tenths of the through rate for hauling to the Missouri river. It four-tenths of the through rate is enough for the section through which the road goes, why is not the same amount for local bills of lading to the river, fair and just? Mr. Gere contemptuously asks "who buys corn in Omaha except for shipment east?" We would like to know the gentleman who buys corn in Chicago except for shipment east. Out of sixty-two million bushels of corn received in Chicago during the year 1885, only 102,044 bushels were shipped to the east. The rest was shipped to the west. Why not permit it to be brought through legitimate channels at the trade center of our own state for shipment east, thereby in a trade center moving the surplus of our own and short-hand mystery from this everyday question, which should be understood with the same simplicity that our mail facilities are, and as open to every citizen as the mails?

May we ask Mr. Gere if he don't think that when corn is worth 36c in Chicago, that 18-18-10c per bushel is too heavy a tax for transporting it to that point, especially when the rate on the cars is 10c in favor of making the man who produces it pay more tax if he ships it himself, than if some middle man did the shipping? Does Mr. Gere think it an equitable rate for the shipper to make a little more than half in gross and leave us to pay the commission men at both ends of the road?

The Journal man will call us insane, and will argue, and make, and please allow us to proceed. At the rate of tax for transportation from our place to Chicago 500 bushels of corn (which is exactly fourteen tons) costs the farmer four-tenths of that amount, or \$21.25; while in the amount the local road receives for hauling to the Missouri river, distance 100 miles, or \$23.28-14 per ton per mile; fourteen tons at \$7.00 of one cent per ton per mile amount to \$98.00, or \$1.40 per bushel. It is enough to pay all of our state county, school, road and municipal tax, and buy each farmer's wife, and daughters in our county a dress fine enough to be worn at the state commissioners and their companions in when they visit us, in all their pomp and splendor. Principle is what we contend for, let it be in the matter of 45c or 100c on the bushel, or in the matter of consequences to us. We find no fault with the railroad commissioners for what they have done. It is what they cannot do under the meagre law which created them, and which they have not emphatically said at the ballot box they did not want. Their helplessness we deplore. Give them a chance to do, and wherein they fail they will supply with speculators.

If we are fortunate enough to evade the Journal's board of insanity, it is our purpose to ask space in your valuable columns again as the battle waxes warm. Cold facts are stubborn things sometimes. Before Senator Van Wyck is retired to his home, let us see what the railroads and its cohorts will find the rank and file of the farmers loaded with truths which cannot be brushed aside by calling hard names. The mud-sills are loaded for the railroads. We are patiently waiting for the point where we may peacefully secure some relief from this tax gathering monster, who takes the lion's share and is justified and defended by the great Mr. Gere, who is every other man's names, "Away with Van Wyck." A FARMER.

TELEGRAPH NOTES.

Greece has declined to disarm. The Lotus club entertained Lieutenant Greely Saturday night. The minister to Persia has sailed for his post. Five hundred cigar packers will join the New York cigar makers' strike. Frank Burke and Frank Flow have signed to fight six rounds, February 8, in Chicago. The secretary of the navy has directed a vessel route compass to be sent to the Samoan Islands. The Western Crockery company, Millwaukee, in the hands of a receiver, liabilities, \$51,000; assets, \$26,000. It is rumored unconditional pardon will be granted all prisoners undergoing sentence for participating in the rebellion. The National base ball league has determined to place a club in some western city. Kansas has no more coal. A fight occurred between twenty Mexican customs guards and ten Texas herders. The herders were routed and fed. Several of their number were severely wounded. The municipal council of Nova Scotia is discussing a reciprocity treaty with the United States, including the free trade clause. Failing in this they ask armed protection from the Dominion government.

COMMERCE BETWEEN STATES.

The Subject Discussed in Written Essays Before the Senate Committee.

VIEWES OF THREE AUTHORITIES.

John D. Kernan of New York, the Kansas Railroad Commission, and President Perkins of the Burlington Offer Arguments.

Inter-State Commerce Discussed.

WASHINGTON, Jan. 15.—Senator Cullum's select committee on inter-state railroad transportation will probably report to the senate tomorrow an original and elaborate commerce bill, and at the same time submit an exhaustive report in its support. The committee, which spent a good part of the summer in investigations, has been holding daily sessions since the assembling of congress.

John D. Kernan, chairman of the New York railroad commission, contributed a statement supplemental to the views he expressed orally to the committee. He deals first with the history of the contest between the railroads and their patrons, in the presence of which history he says many crude ideas as to the usefulness and practicability of rate fixing, moral legislation, pro rata laws, maximum rates, and other devices, entirely disappear, and it became clear to the proposed legislation must be broader in its aims and less distributive in its effects than has been heretofore. The low through rates of today, he says, are related out by the railroads as a means of making the rates of the universal depression, intensified by reckless and needless railroad construction. Unprofitable railroads are being built, and public bodies; they are neither efficiently maintained nor operated, nor do they permit commerce to follow their routes. Congress cannot operate the remedy needed. The state whose railroads are already sufficient in number and extent for reaching all parts of the territory, and a law that no new roads should be chartered unless public necessity for a line is found to exist in Massachusetts, and as recommended by the New York railroad commission to the legislature. Second, that at least 50 percent of the stock be paid in before the bonds are issued, and that the issue of bonds shall bear a fair relation to the stock issued and paid in. It would be desirable to have a similar provision exists and where protection for shippers it needed other than that afforded by the uncontrolled arbitration of the carrier.

The same similarity of opinion is shown by the railroad and its management act as the judge and jury, and the shipper is completely at the mercy of the carrier. A question between himself and the carrier fairly determined by an impartial arbitrator. The legalizing of pools is considered objectionable. Mr. Kernan favors the creation of a national commission whose findings upon all questions of fact should be accepted as final by the courts. His own findings, he declares, are the one thing needed to make the courts available to the carriers and shippers against each other.

The board of railroad commissioners of Kansas contributes to this volume a paper which expresses the opinion that a national commission should be created, and that with certain supervisory powers over the subject of inter-state commerce. These powers should be confined to the function of regulating and adjusting the rates of inter-state commerce. It would, the board thinks, serve no useful or practical purpose to extend the jurisdiction of the board to such matters as the rates for passenger or freight traffic over inter-state railways, the subject being too large and intricate to be included within the jurisdiction of a board, even though composed of men trained in the study and business of railroad affairs. It would be desirable to have a national commission to regulate the rates of inter-state traffic over railroad lines; one between interior points and the seaboard and the other across state lines, but still local. It would furnish no criterion on base rates for the other. The great general rates raised in the case of the trans-Mississippi, in the continued production of which the country is vitally interested, can only be regulated by the board of the same transportation to the seaboard, which while they involve no loss, would if the same rates were obligatory upon them as they are now, be a serious injury to the business of every road in the business of bankruptcy. To devise a system of maximum rates covering every species of traffic, and to extend the same to long hauls from the extreme west to the east, would paralyze every railroad engaged in business. The other rates, however, which are between long and short hauls would, if railroad property is to be preserved and its efficiency maintained, be subject to the same regulation to such an extent as to put an embargo upon the movement of the great crops of the extreme western trans-Mississippi. The result of this would be to injure the business of the east than the west. While the power to establish minimum rates to govern inter-state traffic would be a desirable one, it is not fully employed by a national railroad commission, such a body might usefully exercise the function of entertaining complaints from shippers against the excessive and unfair charges on the part of railroad companies, and judge as to the reasonableness of the same. In this way a prima facie case might be made for the courts. Complaints of alleged extortions and unjust discriminations might be investigated by the board, and the evils of the classes named were found to exist and remained uncorrected, an adequate and prompt remedy could be evolved through the courts.

Nearly all the causes of complaint on the part of shippers against the business of transportation might usually be admitted to the investigation and correction of such a committee, and the board feels safe in expressing this opinion. It assumes that the investigation and correction of such a committee, which in which a coercive power would be to be exercised, would be a desirable one. The board discusses the importance of maintaining uniformity and stability of rates, and the evils which result from irregularity in the rates of different individuals or communities. The board thinks violent fluctuations of rates consequent upon the operation of the railroads, and a few at the ultimate expense of the many. Contracts or agreements between rival companies to carry on inter-state traffic should be submitted to the public, and published by congress, whose judgment as to the reasonableness of proposed rates should be advisory to the validity of the contract, which should not be invested with a legal status.

The board also discusses the subject of strikes, and suggests that the national commission might be empowered to arbitrate and settle disputes arising between companies and employees.

Mr. Charles Perkins, president of the Chicago Burlington and Quincy railway company, and contributes an interesting paper, setting forth what may perhaps be assumed to be the railroad side of the question. He assumes that it is the settled policy of most of the states to permit railroad construction to be free, and also that the English common law securities relative to railroads are not now open to discussion. Many of them are relics of an age of horse power, and the railroads have created a public wrong, and there are many narrow escapes. Hazekial Edwards, a middle aged negro, tried to climb down a water pipe from the top of a building, and fell to the ground and was fatally injured.

St. Louis, Jan. 16.—The large four-story brick building at the corner of Third and St. Louis narrow gauge railroad company. The fire started in the basement and spread rapidly, and the loss of property was estimated at \$30,000. The loss on stock at \$40,000. W. Wetton, book store in the adjacent building, stock damaged several thousand dollars. The loss to the Texas & St. Louis railway and the owner of the building is not known but it is believed to be heavy.

Killed by a Colorado Avalanche. DENVER, Jan. 17.—Tribune-Republican. Ouray, Colorado, special: Ruby Trust's cabin in Mount Shelle was carried away this morning by a snowslide, burying six men. Three were killed, and one was injured. The victims soon recovered. Martin Pearson and Andy Peterson were found dead, and the other four badly injured.

Weather For To-day. MISSOURI VALLEY.—Cloudy weather; local snows; winds becoming variable and generally strong; generally warmer; lower barometer.

THE WEEK ON WALL STREET.

Hopes Built on the Trunk Line Pool Rudely Shattered.

COMPACTS MADE TO BE BROKEN.

The Baltimore & Ohio Cut Promises a Conflict of Long Duration—Its Effect Like an Iceberg Dropped on the Stock Market.

Pools Always Need Patching.

NEW YORK, Jan. 15.—(Special Telegram.)—The developments of the week are not exactly what could be wished for in a business sense. The stock market in particular has suffered considerably. It is a great extent the advance in value since last fall was built upon the idea that the new trunk line agreement was something more than the many compact, pools, and agreements which have preceded it. No matter how stringent their terms it was the invariable experience that whenever it became to the real or apparent interest of any of the roads to cut rates they would always do so.

It was therefore announced with a great deal of emphasis that the new pool growing out of the Vanderbilt-Pennsylvania deal was something entirely novel in the way of railroad agreements. The impression sought to be conveyed by all interested was that under the form of federation of the roads of the country subject to the consideration of the rate of the great trunk line.

RAILROADS WOULD BE A THING OF THE PAST.

Any future outbreaks were to be headed off by arbitration of disputed questions, and violent competition was to be made impossible in the future. In a word the general tenor of the argument was stated to be permanent peace and not truce, such as the preceding agreements had been. The first blow was administered when the Baltimore & Ohio refused to enter the passenger division of the pool or be bound by the re-established tariff of fares. Having as yet no road of its own between Baltimore and New York, it was dependent on the Pennsylvania for present facilities to compete for New York business.

Some time previous the latter company had cut it off from the privilege of having its trains hauled from Baltimore to New York, and in consequence of the fact that it had commenced building a line of its own between those points, which the Pennsylvania regarded as an invasion of its territory, the two companies were forced to agree upon a basis which the Baltimore & Ohio could obtain the coveted entrance to New York. It has accordingly been only a question of time as to

WHEN THE BREAK WOULD COME.

The Baltimore & Ohio kept the rates from Baltimore and Washington at cut figures, and the Pennsylvania could not well maintain the old rates of the pool, and so the business disappeared. So soon, therefore, as the Pennsylvania met the Baltimore & Ohio to its local terminus, the Baltimore & Ohio carried out its threats and boldly came to New York with a cut rate which has thrown the whole railroad interest into confusion in short, it proves that the great trunk line pool, as such, is a thing of the past, and that no more substantial guarantee against the future than has been the case in the past.

The Baltimore & Ohio's attitude is not reassuring with regard to the future, and it does not seem that pacification of the existing trouble can be easily accomplished. It has increased its demand as to percentages of the passenger pool business to a figure which the other roads cannot regard but as exorbitant, and the only thing which can be apprehended is that the

CONFLICT WILL BE OF LONG DURATION.

It is such a case, nothing short of a miracle can keep the other roads in line, and as soon as the passenger pool is broken, a violation of the rate agreement, which has not even reached the form of a pool, is only a question of a little while. It is, therefore, dawning upon the people's minds that railroad earnings may not improve in the proportion of remunerative rates were to be brought about.

Another occurrence which acts in the same direction was the decision of the South Pennsylvania cases adversely to the Pennsylvania railroad, and it only needed an occurrence like the re-election of E. B. Gowen to the Reading presidency to give the situation a bear complexion in every feature. Mr. Gowen goes back to the Reading line having forgotten any of his enmities, and certainly has learned no prudence or moderation. Only firmly in the saddle, his programme will be one of war. He will fight the Pennsylvania at every point he will be able to reach them, and will thoroughly demoralize the anti-trustic business. How his antics will affect the Pennsylvania is a matter of secondary consideration.

Under these circumstances there has been something more than slum

IN THE STOCK MARKET.

The Baltimore & Ohio cut was enough to thoroughly chill the temper of speculators. The remnant of the outside public who were looking out for a general rise in the holdings, and traders generally tended to the short side. At the same time the appearance was that the difficulty might be patched up any time, and this made the big bears cautious about inaugurating any general selling movement in the early part of the week. Developments, however, assumed a uniformly unfavorable cast, and added to the continued outpouring of long stock, the past two days have seen a vigorous bear onslaught. The Woorischoff-Cannack party is believed to have sold more stocks than for a long time past. Some of the declines have been remarkable, and Lackawanna in particular has given evidence that some insiders have unloaded. The whole temper of the street is decidedly bearish, and the range of prices is generally expected to go lower, although the formation of a large stock interest may keep the market from a decided bear.

RENEWAL OF GOLD SHIPMENTS.

has not tended to improve the general feeling in financial circles, but general business interests are as yet unaffected by any unfavorable indications.

AN IMPORTANT TRANSFER.

The Omaha Iron Works Bought by a Chicago Stock Company.

On Saturday an important business transaction was announced in the form of a report from H. W. Richards.

Having this day transferred the Omaha Iron works property to Robert Vierling, trustee for a stock company to be formed, I desire to thank the public for the interest they have manifested in the new company, with enlarged capital and practical experience in the business of the Omaha people. Under the new management, with the support of the stockholders and the public, the business can, and I trust will, soon be among the leading manufacturing interests of Omaha.

Mr. Vierling, who is now in the city, is making arrangements to begin the business of the new company on an extensive scale. It is intended to invest about \$50,000 in the works, which will employ from 75 to 100 men.

Pursuing the Stage Robber.

Gen. Howard said Saturday that the soldiers were still pursuing the stage robber who held up the coach near Daves City on Monday morning. The case is believed to be a good one, and will, it is thought, lead to the capture of the rascal.

TRADE AND LABOR.

Trouble Anticipated in the Pennsylvania Coke Regions.

What He has to Say Regarding His Appointment, the Opposition of Miller and Boyd, and the Duties of the Office.

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