|  |  | IL |  | JANUARY 5. 1893 |  |  |
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| , | $\begin{aligned} & \text { Who hoows but two years bence the } \\ & \text { tables may bo reversed and the Knox } \\ & \text { county procodent may be cited to justify } \\ & \text { a suminary soating of a bogus claimant } \end{aligned}$ |  |  |  |  |  |
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|  | without hearing and without reforence to the logality or illogality of his oredentials |  |  |  |  |  |
|  | to the legality or Illogality of his ore- dentials. THe Bes has never uphold sny nt- temnt to oust rightfully elected mom- bers from thoir soats and it has never |  |  |  |  |  |
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| men | who was not entitled to reprasent the Jwontiath distifet in the house but we do not approve the packed jury verdict by which Norton was ousted and |  |  |  |  |  |
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|  |  | $\begin{aligned} & \text { ing min } \\ & \text { would } \end{aligned}$ |  |  |  |  |
| , | of itsopponents while trying to organizo the legislature. |  |  |  |  |  |
|  | is Tif FIEED OF A GREAT MOADPOLY: The interest of inland cities in ques- tions of transportation is not limited en- |  |  |  |  |  |
|  | $\begin{aligned} & \text { tirely to those questions which rolato to } \\ & \text { the interior railroads or the liaes of } \\ & \text { communteation with the Athatic sea- } \end{aligned}$ |  |  |  | . |  |
|  |  |  |  |  |  |  |
|  | board. The efforts which are now being made to break ap the Pacitic Mail steam- ship monopoly by establishing the North |  |  |  |  |  |
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| Henty of chaneest | is alieged that the Pacific roadsnave had a deal with the Pacific Mailto keon rates up. As a eonsequence of |  |  |  |  |  |
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|  |  | ${ }^{\text {ato }}$ |  |  |  |  |
|  | sranscontinental railways. The ChicagoTribue states that a few months ago ashipper at Council Blufs who had some |  | tis |  | our disid vantage, in that it would show the decisfin of sontiment existing in this coun- try. If we could take up the bill to repeal |  |
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| that |  |  |  |  |  |  |
| ot the evorutemenomolus. |  |  |  |  |  |  |
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|  | to do the transportation business of theformer across the isthmus to the exclu-sion of other lines. By reason of this |  |  |  |  |  |
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|  | agreement the steamship monopoly has |  |  |  |  |  |
|  | paid to it by the Pacitic railroads his for the present been stopped. But tho |  |  |  |  |  |
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| dot | company, which has a capital of 83,000 , 000 . The purposes for which it is formed are "to purchase, sell, lease and build | len |  |  |  |  |
| Mox | are "to purchase, sell, lease and build all kinds of vessels, cars and other vehi |  |  |  |  |  |
| dor | cles; to carry on the business of common carriers between the ports of San Francisco and Panama and elsewhere; |  |  |  |  |  |
|  | to make comnections with the PanamaRailroad company's tines and all otherrailroads, steamers and other com- | ${ }^{\text {a }}$ |  |  |  |  |
| nan or mo promolon |  |  |  |  |  |  |
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|  | Comye |  |  |  |  |  |
| his spurs to the highest rank in the |  |  |  |  |  |  |
|  | portant in so far as it may stand in theway of any further deals between thetranscontinental railroads and the Pa- |  |  |  |  |  |
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|  | $\begin{aligned} & \text { tage of the shipper. The country needs } \\ & \text { more enterprises of the same character. } \\ & \text { THE QURSTION OF GOLD PA YMENZS. } \end{aligned}$ |  | deis |  |  |  |
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|  |  | $\begin{array}{c\|l} \text { rt } & \begin{array}{l} \text { satisfactory to the business } \\ \text { of } \\ \text { the country generally. } \end{array} \\ \hline \end{array}$ |  |  |  |  |
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|  | aseme |  |  | effects, for it must supposed that those |  | whole lot of people to |
|  | and het that a fow gamblers can bring thiscountry to the vergo of a panie by the |  |  | willing, at the cost of $\qquad$ | help us. We'll pay em |  |
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