



THE RAIL ROAD QUESTION AGAIN.
A few weeks ago, we published a condensed statement of the article by Mr. F. B. Thurber of New York, which appeared in Scribner's Monthly Magazine for December, on "Rail-Roads and the People." We have since received a small pamphlet, from which it appears that, the "New York Board of Trade and Transportation," of which Mr. Thurber is one of the Vice-Presidents, has addressed itself to the subject, and is determined to follow it up with the energy, which now and then proceeds from that city, in matters of public reform. It would seem to be the outgrowth of, and a continuation of the work begun some years ago, and which resulted in the overthrow of the infamous Tweed ring, and now there seems to have sprung up since the late general election, a spirit of determination, to correct and remove abuses, which have gained, and long maintained a strong foothold in State and National affairs. The spirit of reform is abroad in the land... Under our government, the will of the people must assert its power; its vigilance must be eternal, and evil forces, though they may for a time seem to prevail over right and justice, will eventually be subdued; and over the raging seas of political and national distress, the ship of State will sail proudly on to the haven of prosperity, victorious over its enemies. When the people are aroused to a sense of threatening dangers, the corrective remedy seems to loom up in the not distant future. In this wise we view public affairs, with an abiding sense that the light of patriotism will eventually dissipate arising darkness, and simply desire now to call attention to the great controversy, which is destined ere long to agitate the public mind. The purport of the present movement is well given in the opening passages of the pamphlet before us, as follows:— A HALF-HOUR WITH ONE OF THE GREAT QUESTIONS OF THE DAY. "Honestly and equitably-managed, Railroads are the most beneficial discovery of the century, but perverted by irresponsible and uncontrolled corporate management, in which stock-watering and kindred swindles are tolerated, and favoritism in charges is permitted, they become simply great engines to accomplish unequal taxation, and to arbitrarily re-distribute the wealth of the country. When this state of things is sought to be perpetuated by acquiring political power and shaping legislation through corrupt use of money, the situation becomes more serious." Then is given the "report of the committee on Railway Transportation of the above named association, containing the findings of the U. S. Senate Committee on Transportation routes; extracts from the decision of the Supreme Court in the Granger cases and the recent notable letter of Hon. Jeremiah S. Black, to the committee of the New York Chamber of Commerce. The drift of the opinions as presented, is to ascertain the right of the State to control and regulate affairs, when the public is interested in them, as contradistinguished from private rights: common carriers, millers, ferrymen, coachman, inn-keepers, &c., all have business clothed with public interest and are therefore amenable to regulations, for the good of that interest. Judge Black's letter is in the interest of legal regulation to compel railway companies to perform their duties to the public on proper terms. Their belief that the roads are the property of the companies authorized to run them he regards, "a cardinal error." He says, "a public highway cannot be private property, and a railroad laid out and built by the authority of the State for purposes of commerce is as much a public highway, as a turnpike road, canal or navigable river." "The State having need for a public highway at a particular place, makes a contract with a corporation to open and put it in condition to be used; and by way of reimbursing the builders and operators, she authorizes a tax upon those who travel, or carry merchandise over it." Then he goes on to say, "the tax must be reasonable, just, uniform, prescribed and fixed, so that the amount of tax, toll or freight in any case is not a subject of bargain, but a thing settled fixed, and prescribed by public authority." "If the company may charge what it pleases, then the road is not a public highway; the public has no right in it at all, and the charter which authorizes the taking of land to build it, is unconstitutional and void." The State has the right to regulate and control, "by such laws as will prevent partiality, plunder, and extortion." "If railroad corporations have the unlimited power which they claim, then all business is at their mercy. Agriculture, Commerce, Manufactures, must suffer what they choose to inflict. He then proceeds to show how unequal charges may enrich some, and impoverish others. The great difficulty in the case arises from the fact that these corporations in many cases are enabled to control legislation, so that it ultimately works in their favour, and they entrench themselves behind this power in safety. The tendency all over the land is towards the centralization and consolidation of the great railways. The New York Times calls it, "The coming confederacy," and writes of it as looking to the controul of the entire government. The struggle will be one to bring this confederacy into submission to lawful authority, and into a respect for the rights of the people. We cannot better end this article, than by presenting the concluding suggestions of "The Board of Trade," which they thus have summarized:—"WHAT CAN BE DONE?" First.—Establish a Board of Railroad Commissioners in every State, to study the workings of these modern highways and control them (those within State limits) in the interest of the people of said States. Second.—Establish a National Board of Railroad Commissioners (to which the State Boards can act as auxiliaries) for the regulation of Inter State Commerce, and to enforce laws which may be enacted, or the common law rights which already exist. Third.—Enact a law prohibiting bribery passes, also stringent election bribery laws punishing bribers only, leaving the person who accepts a consideration for his vote free to testify against the person offering it; (experience having shown that punishing both parties prevents the procuring of evidence against the briber. Fourth.—Let every citizen do his duty in establishing an intelligent and vigilant public opinion, which will ostracize a man who steals millions from the public under the guise of stock-watering, and the brilliant advocate who becomes a Railroad lobbyist, or who, while a legislative representative of the people, accepts "retainers" from those who are plotting against the people's interest. "Within the past few years, Boards of Railway Commissioners have been established in fourteen States to supervise the management of railroads, and numerous laws have been passed defining and protecting the public interest. Much, however, remains to be done, as in some States, notably our own, the railroads have exercised a controlling power in politics and legislation. It is not to be expected that abuses so deeply rooted, and sustained by such enormous power, can be removed in a day. As in the agitation against slavery, it may take a lifetime. It is only another phase of the fight for liberty and public rights, and in this, as in that against slavery, the sympathies of an influential class are against those who are foremost in advocating the rights of the many as against privileges for the few. In the end the result cannot be doubtful." THE Mountain City Flour Mill, at Cumberland, Md., owned by R. D. Johnson and operated by Thomas P. Morgan, Jr., was destroyed by fire Saturday evening, together with a large quantity of wheat, machinery, etc. Loss estimated at between \$40,000 and \$50,000; insured for \$25,000. A rennon of the Williams College alumni resident in Cleveland, Ohio, and vicinity, was held there last night. Over fifty graduates, with ladies, attended. Geo. Garfield was present and made a speech.

WASHINGTON CORRESPONDENCE.
WASHINGTON, D. C., Jan. 11th.
The subject of Rev. of American commerce, will be raised in both Houses of Congress, when the Post-office appropriation bill is reported. It is to be in the form of an amendment, and provides, that the sum of \$1,000,000 be appropriated for, and the Postmaster General is authorized and directed to make contracts for the transportation of the United States mails to such West Indian, South American, Central American, Mexican, and such Asiatic, European, and other foreign parts, as in his judgment will best subserve and promote the postal and commercial interests of the United States. This bill may be said to be the result of the recent statistics presented, of the decline in our commercial interests, the rapid decrease of tonnage, and withdrawal of capital from marine enterprise. The encouragement of our shipping, will not, as many think, aid only those immediately interested, but will be to the benefit of every producer in the country. The attention of Congress is now turned fairly seaward—as it were—and a disposition seems prevalent, to do all in reason to aid our sailors. Following the passage of this act, the final consideration of the Geneva Award distribution, is confidently expected. This money will go to the class which Congress is now endeavoring to aid, and besides, being an act of justice demanded by the honor of the country, it will place many in circumstances, to invest in marine enterprise. The De Lesseps Panama Canal scheme, much to the gratification of the friends of Captain Eads's ship railway, is rapidly losing favor in Europe as in this country. The Republicans here are much pleased at the certainties of General Harrison's election to the Senate, from Indiana, and of General Hawley's from Connecticut. Mr. Reagan promises to call up his inter State commerce bill, as soon as the founding bill is disposed of, and expects it to pass by at least fifty votes. The railroad companies, always on their guard, are here in force, and when the bill does come up, the contest in the lobbies will be greater than the one on the floor of the House. The railroad men held a meeting last night, at one of the hotels. Yesterday was a holiday in Congress. The Senate spent the day discussing the District of Columbia tramp bill, and the Halifax relief resolution, without final action on either. General Logan introduced a bill for the appointment of General Grant on the retired list, with the rank and full pay of General of the army. In the House, under the call of States, one hundred and twenty six bills were introduced, one of which will stand the ghost of a chance of passage. The Indian appropriation bill was discussed in Committee of the whole. MERRILL. OUT OF DEBT.—The last of the State debt of Illinois, \$281,000, has been called in and is being paid as rapidly as possible at the Exchange Bank, New York. In addition to this payment the Illinois State treasury has a surplus of \$1,100,000 on hand. This is the work done by the Illinois Central Railroad. The lands to build this road were given by the United States, and the profits of the road have been derived from the products chiefly of other States transported over it. Even a less fertile State than Illinois might find it easy to grow rich with such vicarious sources of income. Mrs. Hicks Lord has leased her elegant mansion, No. 10 West Fourteenth street, New York, for business purposes, as a large rental, and is in treaty for a fine Fifth avenue mansion, which, when occupied, will be the scene of weekly luncheons and dinners, followed by some brilliant entertainments. ARE you low-spirited, "down-in-the-mouth," and weak in the back? Does walking, lifting, or standing cause pain in the small of the back? If so you have kidney disease, and Prof. Guilmette's French Kidney Pad is the only remedy which will cure you rapidly and permanently and without filling your stomach with nauseating medicine.

INDIGNANT MORMONS.
CANNON PREPARING TO CONTEST GOV. MURRAY'S DECISION—PRES COMMENTS.
SALT LAKE CITY, UTAH, January 9.—The friends of Mr. Cannon last evening applied to Secretary Thomas for a certified statement of the count; and Mr. Cannon will contest. The Mormons are very indignant.—The Evening News says: "Gov. Murray can no longer command the respect of honorable men, and that his conduct is dastardly and contemptible and unworthy of any official with the least claim to the title of gentleman. The Gentiles feel as though they had at last got the Mormon bull by the horns, instead of the tail, and they expect the administration, the new House and the country to help them keep their hold." The Tribune of today says: "Gov. Murray has referred his certificate of election to George Q. Cannon and given it to A. G. Campbell. He has not questioned the legality of the votes cast for Cannon or the fairness of the election. He has simply taken cognizance of two facts which the contest brought out, and which are, first, that George Q. Cannon being foreign born and never naturalized is not a citizen, and second, that it is not possible for Cannon to cure his disabilities and become a citizen before the fourth day of March next. This being true, the votes cast for him were thrown away, and A. G. Campbell being the citizen who received the highest number of votes, the Governor gives him the certificate. In a time of great peril it is said that General Washington issued this order: "Put none but Americans on guard to-night." The order came to Gov. Murray from a higher power than ever Washington was, "Issue certificates to none but Americans in Utah." He could not disobey."

ITEMS OF INTEREST.
A PARTY of English bicyclists will make a tour of the United States next spring on their machines. Two thirds of the carpet manufactured in the United States is the product of Philadelphia. Neither Chicago nor San Francisco has a single factory. FIFTY ONE deaths from small pox were reported in Philadelphia during the past week, the largest weekly mortality from that disease occurring there for several years. LAST week, the President nominated Gen. Nathaniel Goff, Jr., of West Va., and he was confirmed by the senate, to succeed Secretary Thompson in the Navy Department. GOVERNOR PORTER, of Indiana, was inaugurated at Indianapolis yesterday with imposing ceremonies. Governor Crittenden, of Missouri, was also inaugurated at Jefferson City. In the New York Senate yesterday a bill was introduced to regulate the transportation of freight by which all parties are placed on equal terms, and the rates are to be no more for short than pro rata for long distances. "HOW ARE YOU my old Friend?" Asked a bright looking man. "Oh! I feel miserable, I'm bilious and can't eat, and my back is so lame I can't work." "Why in the world don't you take Kidney-Wort; that's what I take when I am out of sorts, and it always keeps me in perfect tune. My doctor recommends it for all such troubles." Kidney Wort is the sure cure for biliousness and constipation. Don't fail to try it.—Long Branch News. A HANDSOME GIFT.—Mr. Wm. H. Vanderbilt has handed his checks for \$10,000 to the Rev. Dr. Charles F. Deems, of New York, as an addition to the "Deems fund," to be loaned to indigent students of the University of North Carolina. In communicating the information of the gift to President Battle, of the University, Dr. Deems says the check came unsolicited. He further says the design is to help indigent students, not to carry them, and that the right kind of young men will satisfy President Battle that they will ultimately be able to return the sum borrowed, and will find friends to stand for them.

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