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RAILROAD GREED.

Pacific Roads Seeking Public Lands

CHICAGO, April 28.—The *Tribune's* Washington special says: The *Tribune* has held that the decision and ruling in the case of the New Orleans and Pacific railroad, that the assignment of the right of a railway company carried with it whatever rights that corporation may have to United States land grants, would be used by the southerner as a precedent under which it would lay claim to the vast unearned land grant land of the Texas Pacific railway. That prediction has been verified. The railway magnates who own the Southern Pacific railway and who are the assignees of the franchise of the Texas Pacific railway have made an application to the interior department that a commissioner be appointed to examine and report upon what was once the Texas Pacific land grant. No official announcement has been made of this application from the interior department, but it is learned, from a source which cannot be questioned, that it is substantially true. The technicalities of the application may not have been made in that exact form, but as a matter of fact, the owners of the Southern Pacific railway have already commenced a proceeding by which they unquestionably hope to procure a vast domain between the oceans which was granted to the Texas Pacific company, and which congress has not declared forfeited.

It is expected that great political lawyers, Roscoe Conkling, possibly, and others, may appear in Washington to demand of the interior department that the principle which Attorney-General Brewster has laid down as to the rights of the assignees of a franchise of a dead corporation to any unearned land grants, provided only that congress shall not have formally declared them forfeited, shall be indicated in the matter of the application of the Southern Pacific railroad for the Texas Pacific land grant, just as it has been in the claim of the New Orleans and Pacific to the unknown road of which it became the assignee. The principle in both cases is the same. The officers of the interior department have declined to express opinions whether the decision in the case of the New Orleans and Pacific would prevail in the case of the Southern Pacific. The indications are that they will soon have an opportunity to decide.

If the decision of the United States superior court in a recent case is to be the guide—if the secretary of the interior is to consider that he is simply an executive officer, acting under a judicial mandate, as construed by the attorney-general of the United States, it is very possible that the vast domain granted to the Texas Pacific company may, before congress shall convene, be declared to belong to the Southern Pacific, although the construction of the Texas Pacific was scarcely begun and that corporation has ceased to exist. Should such a decision be made, the railway barons who own the Southern Pacific, forfeited behind the doctrine of vested rights, will be able to ask the new congress what they are going to do about it. Persons interested in the preservation of the public domain are considering the problem whether any legal proceedings can be commenced by private citizens which would prevent the transfer of this unearned grant to the Southern Pacific until congress can act upon it.

WASHINGTON, April 28.—Counsel for the Central Pacific railroad company yesterday filed with secretary of the interior a brief in which they appeal from the refusal of the commissioner of the general land office to proceed with the patenting of lands to the Central Pacific railroad company as the successors of the California and Oregon railroad company in California. The question involved in this appeal relates to the construc-

tion to be given to the act of July 25, 1866. Counsel for the railroad company maintain that the forfeiture section of the act does not differ in its legal effect from the forfeiture clauses of other land grant acts which have already been adjudicated by the department and the United States supreme court.

Deep-Sea Lighthouses

The proposal made of Anderson, of Leeds, to establish "deep-sea lighthouses," will be viewed with great interest. The scheme is ingenious, but it appears perfectly practicable. It is proposed to construct such lighthouses of hollow riveted ironwork in the form of a large cylinder, about 36 feet in diameter, and 290 feet in length, consisting of three essential parts. The upper portion, rising 140 feet out of the water, is to be similar, so far as shape, arrangement and internal fittings are concerned, to the tower of an ordinary lighthouse. The central portion, about water-line, is to be packed with a material much lighter than water, such as cork-wood, and capable of forming a durable and unsinkable floating power. The lower portion, extending to 150 feet below water-line, is intended to resist the force of wind and weather acting upon the tower and as ballast to lower the center of gravity of the whole structure to any desired extent. But to render the light-tower still safer it is proposed to admit water and if necessary to employ a quantity of iron as ballast. The lighthouse would be erected complete in the shipyard, launched and towed out to its intended site, where it would readily be made to assume its erect position by admitting water to the lower compartment. Having been properly floated and ballasted it is next to be securely attached by steel wire ropes two inches in diameter to anchor blocks, weighing about 200 tons each, sunk in suitable positions, so that in water one mile deep each rope would be from two to three miles long. The proposed displacement would be about 2,000 tons, for which, it is thought, there would be no difficulty in procuring adequate moorings. As the structure would be entirely dependent for its floating power upon the light material contained in the central division it would be unsinkable, even if struck by a ship or an iceberg. Its peculiar form and arrangement would give it great stability, so that if forced from the perpendicular it would instantly right itself with great power. But it has been calculated that even a hurricane moving with a velocity of 100 miles per hour, equivalent to a pressure of fifty pounds per square foot, will only cause a deviation of ten degrees from the perpendicular. Against this it is to be noticed that the sag, or sinking towards the middle, of the mooring ropes will form a most effective spring to control any tendency to oscillation. As the whole mass of the superstructure is comparatively great, and the area exposed to the lifting force of waves very small, it is thought that the rising and falling motion caused by passing waves will be almost inappreciable. It is proposed at the same time to connect those floating lighthouses by cable with the mainland, and thus the extreme desirability and the increasing necessity for lighthouses and telegraph stations in mid-ocean would be fully met, and various important objects might be attained by their construction. A storm warning from the Atlantic, for instance, could be sent thirty-six hours in advance, and a yearly saving of many million pounds' worth of maritime property and, what is of far more importance, of hundreds of valuable human lives thereby effected. On the other hand, shipowners could be apprised of the passage and condition of their vessels and could forward assistance or instructions to the same en route. Moreover, the deep-sea

lighthouses would form good rendezvous for vessels in distress or shipwrecked crews.

Pay of the Regular Army.

The regular army of the United States is at present made up of twenty-five regiments of infantry, ten regiments of cavalry, 5 regiments of artillery and a corps of engineers, comprising in all 5,000 enlisted men, 2,181 commissioned officers, making with 312 cadets and nine professors, a grand aggregate of 28,002 men in active service, there being also 400 retired officers on the rolls. The annual pay of the General of the army is \$13,500, and of the Lieutenant-General, \$11,000; while the Major-Generals receive \$7,500, Brigadier-Generals \$5,500, Colonels \$3,500, Majors \$2,500, mounted Captains \$2,000, and Captains dismounted \$1,800. The Chaplains, of whom there are thirty-four, receive \$1,500. The pay of a private soldier for the first two years of service is \$13 a month, being increased \$1 a month for each year of service, until for the fifth year it is \$16 a month. If then he re-enlists he receives \$18 a month, and for each subsequent re-enlistment \$1 more.

A Chicago clerk went last year to Dakota, to a hotel reputed to be doing a roaring trade—it was. He returned lately, completely cured of all desire for change. The hotel, he says, was a small frame structure, with a school section on the top floor, and three hundred people often slept in the house. "They came in wagon loads. The landlord made money, but he never was around, and I had to do everything. The landlord was selling town lots and surveying, and ran a lumber yard and everything. The first day I was there I had to leave the office and drive thirty teams around to the barn and help to unhitch the horses, and all the time I was there I was half hostler, half chambermaid, half cook, and half everything there was. Why, an hotel clerk is of no more account out there than an alderman here. It would make you sick. I had to help wait on the table, help make beds, split slabs for fuel, bail out the cellar, deal a faro bank in which the landlord was interested, milk six cows, go out and hold a chain for surveyors, scrub the office floor and lay out corpses."



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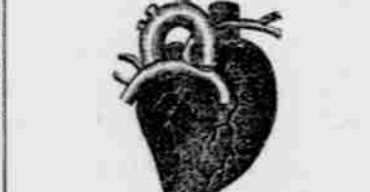
John Kinney, leader of all the New Mexico rustlers and the man who has proved such a terror to the cattle interests of the new territory, is about thirty-two years of age, five feet seven inches in height, stout, rather bloated, weighs 165 pounds, florid complexion, light brown hair, blue eyes, full, round face and light mustache. He is a braggart, talks loud, drinks hard, lacks prudence, has killed two men, brags of killing others, is bold, but lacks nerve. He is believed to be an Irishman. Kinney has been operating in southern New Mexico, Texas and Old Mexico for three years. He was formerly a soldier in the Eighth United States Cavalry. He has a ranch in a cotton grove south of Rincon, where he has spent most of his time since leaving the army, butchering and shipping stolen cattle. Kinney is a sort of major-general, having control over all the rustlers.—*Santa Fe New Mexican.*

MOTHERS, READ.

GENTS—About nine years ago I had a child two years old and almost dead. The doctor I had attending her could not tell what ailed her. I asked him if he thought it was worms. He said no. However, this did not satisfy me, as I felt convinced in my own mind that she had worms. I obtained a bottle of Dr. C. McLANE'S VERMIFUGE between four of my children, each aged between one and two years, and another at night after which she passed seventy-two worms and was a well child. Since then I have never been without it in my family. The health of my children remained so good that I had neglected watching their actions until about three weeks ago, when two of them presented the same sickly appearance that Fanny did nine years ago. So I thought it must be worms, and went to work at once with a bottle of Dr. C. McLANE'S VERMIFUGE. It gave her a teaspoonful in the morning and another at night. After three days she came out all right. Charlie passed five or six and Johnny and six. The result was so gratifying that I spent two days in showing the wonderful effect of your Vermifuge around Union, and now have the worms on exhibition in my store. Yours truly, JOHN PIPER.

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