Daily Commercial.

HOWARD M. JENKINS, EDITOR.

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THE DELAWARE TRIBUNE, (weekly,) the great Peninsular organ of Farmers and Fruitgrowers, published every Thursday morning, at Two Dollars a Year.

WILMINGTON, DEL.

Tuesday Afternoon, April 29.

TWO MONOPOLIES IN A FIGHT—MR. GOWEN RIGHT, FOR ONCE.

A very cheerful case of diamond-cut-diamond, was that just decided in the Philadelphia courts, the parties being the Adams Express Company and the Philadelphia & Reading Railroad Company. In general squabbles between these tough old Monopolies, we confess we sympathize altogether with those who don't care a cent which wins, but in this particular case Mr. Gowen and his railroad for once seemed to be right. There had been a contract between the express company and the railroad to carry the former's cars attached to fast trains over their road at fixed rates this contract to be terminable upon sixty days' notice from either party. This notice was given by the railroad company and from the expiration of the contract that terminated they declined to carry the express company's cars or goods over the road upon any other basis than that which regulated the cars and goods of other persons and at the same time started the express business over the road upon their own account.

This caused the trouble. The Adams monopoly would not quietly consent to be kicked out of the large business which they enjoyed over the Reading's lines, and accordingly a suit was commenced in its behalf by its President, Mr. Dinsmore, and a gentleman named Gambloss, who was a stockholder in both corporations, asking an injunction to restrain the Reading Company from carrying on its own express business. The result was reached on Friday, when the Court decided in favor of the defendants, and the Railroad, so far, wins its fight.

The assumption of the Adams Company that it had a right to transact the express business of the Reading Railroad, and that the latter could not forbid its enjoying the right, was a wonderfully cheeky assumption, and Mr. Gowen, in taking the control of all the carrying that is done over his line, is only doing justice to it, and to the stockholders in his corporation. Most persons, we presume, are ignorant of the scandalous extent to which the revenues of many railroads have been bled by the "fast freight lines," the sleeping-car owners, and the express companies. These parasites have fattened on the best business of the railroads, leaving the latter to transport the cheapest freight and ordinary travel.

In many cases, the officers of the railroads have themselves been interested in the contracts granted to these parties, and have grown rich by giving away from the railroad treasuries, to their private pockets, privileges and profits which they should have watched and preserved. Mr. Gowen is the first railroad president, so far as we know, to re-assume his express carrying, and unless he is ultimately beaten by the Adams Monopoly, which will, of course, interfere with and embarrass him in every possible manner, he will have established a good precedent for the other railways of the whole country. They *ought* to provide their own sleeping-cars, to transport their fast freight, and carry their own express matter, and probably as the Reading Railroad sets the example, they may follow it.

City Superintendent of Public Schools.

The Board of Education, last evening, re-elected Mr. David W. Harlan, the present Superintendent of the Public Schools of this city, by a unanimous vote, and subsequently his salary was fixed at $1800. Hitherto, it has been $1500, an amount by no means commensurate with the labors involved in the position. This action of the Board is certainly complimentary to Mr. Harlan, and, in our judgment, it is well deserved. The Superintendent has labored, since his occupancy of his present place, with great patience and fidelity, to systematize the schools, and bring order out of the chaos which prevailed a few years ago. Naturally enough, his changes have been resented and resisted, and he has met with discouragements where he should have been helped. In future, it is to be hoped that all those in charge of the Schools—Board, Superintendent, and Teachers—will be harmoniously associated in their common duty and object of laboring for the success of the schools.

The Maryland Editorial Association have a delightful trip in prospect. On Thursday, the 12th of June, the annual re-union takes place in Baltimore, and on the same day the Association starts on its annual excursion. From Baltimore, they proceed to Richmond, via the York River Line of Steamers; thence to Huntington, on the Ohio river, via the Chesapeake & Ohio R. R., one of the most romantic routes of travel in the country, stopping at Greenbrier White Sulphur Springs; from Huntington they go to Cincinnati via boat, and thence to Louisville, St. Louis, and Chicago, when the homeward trip will be commenced. An opportunity will be afforded to inspect the Mammoth Cave. This will be the longest, and, doubtless, the most pleasant, excursion, which this Association has ever made.

No news of importance has been received from the Lava Beds since the 20th, when Lieut. Leary's company was attacked near the camp. The Modocs are reported to be encamped at the base of the mountains on the south end of the Lava Beds. The horses of the cavalry are suffering from the epizooty, and their operations are consequently much impeded. A special courier from the front, who arrived at Yreka on Sunday night, said it was believed at headquarters that the Modocs would not make another stand, but break up in small parties.

LITERARY NOTICES.

—Among our American story writers, the Reverend Edward Eggleston is taking quite a prominent position. He has now printed three stories of rural life, founded, as their structure and details bear witness, on an observation of real character among the people of the Interior States. The latest is *The Mystery of Metropolisville*. It is a good story, told with vim and naturalness. It will serve the author's purpose, of portraying correctly certain forms of American life and manners, most admirably, while through it all runs a love-story whose attractiveness is not lessened that its hero and heroine are dwellers on the frontier, and are rude as nature about them. It will be read with general interest, and start the tears and move the risibles, alternately. We receive the book from Orange Judd & Co., the publishers, through Porter & Co., of this city.

—*Harper's Weekly*, in its last issue, announces that Colonel Forney's exceedingly graphic and interesting 'Anecdotes and Reminiscences of Public Men' will be published at an early day by Harper & Brothers. These reminiscences originally appeared in the Washington *Sunday Chronicle*, and for two years formed one of the principal attractions of that journal. The public men were not merely those who had distinguished themselves in the halls of Congress, but also those who had attained eminence at the bar, in diplomacy, in literature, medicine, the drama, in journalism, or had fought their way to the front in any of the industries of life.

—*The Aldine*, for May, has not only a wealth of engravings, as usual, but some excellent literary matter. The poems and sketches are among the very best that the magazines of the month afford. "Pierre's Crime," by Mrs. Kate Putnam Osgood; "Poe's Early Poems," by Frank Jocelyn, and "What Shall We Name the Baby," by Mr. Stoddard, are sufficiently good to distract the attention of the reader entirely from the beauty and perfect execution of the pictorial department. In the latter are included a fine marine view, "The Lee Shore," by Mr. F. H. De Haas; "A Trout Brook," one of Casilear's most delightful studies; "City Girls and Country Girls," by Dore, and "Unbidden Guests," after Monquist. Among the remaining engravings are a series of sketches of its new Chicago, which has evidently arisen from the ashes greatly improved by its passage through the fire.

Extension of the Delaware R. R. Line.

WHAT GEN. MAHONE SAYS ABOUT THE ROUTE TO CHERRYSTONE.

The following letter, written by General Mahone, of Virginia, is recently published:

LYNCHBURG, VA.
April 19, 1873.

DEAR SIR: In reply to your letter of the 16th inst., I desire to say briefly, that I made the survey many years ago, for a railway beginning either at Cherrystone or Cape Charles, and traversing the Eastern Shore counties to the Maryland line. The results of this survey were to disclose that a railway could be built over that ground, taking Cape Charles as the initial, absolutely straight, or Cherrystone, with one curve, and that no place upon a grade greater than eight feet all the way upon a slight embankment, no cuts, no bridge, one culvert. I take it that a first-class road could be built there in this day at an average cost of $12,500 per mile, ready for an equipment.

The object in that day was to establish a more direct coast line route between New York and the South, via Norfolk, crossing the Delaware near the Breakwater by ferry, and by ferry from Cape Charles to Norfolk. Philadelphia, in that time, manifested some interest in this enterprise, looking then to Norfolk as her port of entry, and to some extent perhaps on this account, the Eastern Shore road, so called, was more rapidly pushed down the Peninsula.

The construction of this road from Cape Charles, or Cherrystone, to connect with the road already built from Philadelphia, could not fail, as you suppose, to stimulate the cultivation of fruits and vegetables on the Eastern Shore counties, and would create, doubtless, a large traffic in oysters and fish, for northern markets.

The saving of anything like eight or nine hours between Norfolk, Philadelphia and New York over the Bay route, would attract a large travel, not so much for the bay, for that route is taken mainly for Baltimore, but from that route known as the coast, via Washington, Richmond and Weldon; and it would draw from our A. M. & O. R. R., converging at Norfolk, which now leaves it at Lynchburg for Philadelphia and Norfolk.

I should not suppose that the people of the Eastern Shore would hesitate to give the right of way for the construction of this road, and they could well afford, it seems to me, to subscribe $150,000 to its capital stock, especially if the payments were continued to be made upon the completion of the work.

Our company would look upon such a line, connected with it by a reliable steam ferry service, with the most friendly interest. Yours, &c.,

WM. MAHONE,
President Atlantic, Mississippi & Ohio R. R.

The Horse-Shoe.

MEETING OF ENGINEERS TO ADOPT A PLAN FOR THE REMOVAL OF THE OBSTRUCTIONS AT THE HORSE SHOE SHOALS.

The commission appointed to devise means and decide upon the best plan for the removal of the obstructions at the Horse-shoe, on the Delaware river, have been holding private meetings in Philadelphia.

The measures suggested are three in number: first, breaking up ice and removing it by active machinery; second, meliorative treatment of the locality by works of construction and by improvement of the water-way; and third, avoidance of the obstructed part of the river by the construction of lateral unencumbered channels.

The river swells out from its natural width at the Horse-shoe shoals, which form a cove on the Jersey shore. The width at this point is a mile and an eighth, or 5,500 feet. The average width of the river above and below is 2,000 feet. The floating ice is forced upon the shoals, and forms an obstruction which materially interferes with the commerce of Philadelphia.

It is proposed to construct an artificial water-way of continuous sections of iron piling. The Jersey line of piling will extend from Gloucester Point to Eagle Point, and the Pennsylvania line from Greenwich Point to the north end of League Island. The length of each section will be about two miles, and will cost about $1,000,000. Thursday the board adjourned until May 13 without arriving at any definite decision. It was understood that they would have a conference meeting with a committee of Councils, but through some misunderstanding the Council committee were not notified. In the middle of May the water in the river will not be as high as at present, and it is the intention of the board personally to inspect the ground.

"Good-Bye Colonel."

The following anecdote has outlived its early youth, but it still reads well: John Phoenix tells the story that he was one day leaving San Francisco by the steamer. Everybody else was taking leave of friends—but he did not know a soul in the crowd. Ashamed of his loneliness, as the boat sheered off he called out in a loud voice, "Good-bye, Colonel!" and to his great delight, every man on the wharf took off his hat and shouted, "Colonel, good-bye!"

Special Notices.

Inventors

Will consult their own interest and insure a safe, speedy and prompt transaction of their business by communicating with LOUIS BAGGER & CO., solicitors of Patents and Attorneys-at-Law, No. 616 Sixth St., N. W. (near the U. S. Patent Office,) P. O. Box 444, Washington, D. C. All letters, inclosing a three cent, postage stamp, will receive prompt attention and answer. Bear in mind that apparently trivial inventions or improvements are often the most valuable. Copies of all patents issued, and drawings, will be furnished at reasonable cost. Our fees are extremely moderate, and all cases are prepared and attended to immediately. Give us a trial.
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And remain long unwell. They increase the powers of Digestion, and excite the absorbents to action, whereby all impurities of the system are carried off. The old stereotyped opinion that Calomel must be used to carry off the Bile" has given away before the light of science. The Vegetable Kingdom furnishes a remedy free from all deleterious. Such are TUTT'S PILLS.

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How many diseases have their seat in the Blood. Diseases which have been treated vainly for years, in eight cases out of ten, if the blood alone was purified now soon would Health and Happiness return. Dr. Tutt's Sarsaparilla and Queen's Delight is a never-failing cure for all Blood, Scrofulous or Syphilitic diseases.

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That he is now prepared to receive orders for all kinds of planing, sawing, slitting, &c., &c.

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sawed to dimensions.

A stock of Susquehanna white pine decking always on hand.

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Pratt's Astral Oil, sold wholesale to grocers, dealers and country store keepers, at wholesale rates, in 1 and 5 gallon cans or by the barrel, by

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Fout's Cattle Powder, H. H. H. Liniment. Roberts Embrocation, Chicken or Poultry Powder and all prominent Patent Medicines in the market, for sale at

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Deposits are solicited from persons in the receipt of regular incomes, from Farmers, Mechanics, and Dealers, and from Widows' and Children's Estates, and from those whose business enables them to keep a varying balance of cash, from which, if placed with us, they will derive an income in the shape of

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apr14-tf E. T. TAYLOR, Treasurer.

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apr12-1m

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