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Sullivan and Hearst ought to fight it out with brass knuckles.

Subscribed in my presence and sworn to before me this list day of January, 1906.

(Seal)

M. B. HUNGATE,
Notary Public.

Net total sales.

Judging by the action of its legislature the real meaning of that Kansas state motto is "To the oil through

Iowa reports a fuel famine, but there is every reason to believe that coal will are made good.

Mandamusing executive officers to enbraska, but in the end it depends how the executive executes.

Delayed receipts of live stock through chance to attribute high prices to something besides an understanding.

Omaha is so far unique in the United States. No "oldest inhabitant" has told some of the days "before the war."

Everyone will admit that the United States senate is making an almost unanswerable argument for the election of senators by direct vote of the people.

Residents of the lower Mississippi val ley will probably create a boom in the flatboat building industry when they hear the predictions of the weather bureau.

The Standard Oil company has just declared a dividend of \$15 a share and still the Kansas works are shut down "because the company cannot raise money."

There are still a few people with ratchet wheels in their heads and just now a good many of them may be found

Russian naval officials seem to going on the theory that there was blame enough to go around at Port Arthur and that none should be given more than his share.

At last there is some variety in the Missouri continuous performance, although Mr. Niedringhaus will hardly admit that it was of the kind said to be the spice of life.

Recent events in the house of representatives would indicate that a mistake was made in the initials when it be too much light on the subject of railwas announced that John L. Sullivan of way regulation.

Boston wanted a fight. It is announced that the Chinese emperor has endorsed a plan for a parlia-

foreshadow the distancing of Russia in the march of progress. If all of the crimes attributed to Johann Hoch are proved against him he

will carry a heavier load than anything since the last scapegoat was turned out into the Judean wilderness.

citement in the republican primaries at manufacturers," he said, "in some re-South Omaha to nominate members of spects to compete on exceptionally fathe school board. Like the late senatorial election, it was nomination by be blamed if we happen to be geograph-

While residents of the West Indies will probably be pleased with American of the open door and that she will eninterference to stop revolutions, they can be forgiven a protest when an American ship carries snow into Havana harbor as one did this week.

The Commercial club has once more been called upon to fasten its grappling hooks on the Indian supply depot, but it is an open question whether the depot is worth fighting for unless it is made something more than a warehouse.

PRESIDENT AND SENATE.

Roosevelt may find that they misjudge republicans of the senate. We do not be interested with Japan in preventing the part of either to create an issue be- would be barred from the Yellow sea far empty the city hall. Bee (without Sunday), per copy... 20 tween the executive and the senate and more Bee (including Sunday), per week. 120 it is certain that Mr. Roosevelt has no do it. tween the executive and the senate and more effectively than Japan alone could week (including Bunday). Per 120 Complaints of Irregularities in delivery of asserting the prerogative of the senof the purpose of that power to fully saturated. Omaha-The Bee Building. Twenty- treatles contrary to the view of the latest public deliverance of her diplopresident.

However unfortunate may be the action of the senate, since it perhaps killed unquestionable. the treatles, it being understood that the administration will not ask the governments with which they were negotiated to exchange ratifications, there is no of Mr. Roosevelt to Senator Cullom. chairman of the foreign affairs committee. The president said there was no doubt as to the right of the senate to amend a treaty. The question of expediency, at least in this particular case, was another matter. These were treaties of the simplest character, having relation to minor disputes universally recognized as proper subjects for arbitration. They were intended to promote the principle of international conciliapeace. Similar treaties have been entered into by a number of European nations and they are entirely in line with the long-declared policy of this nation. It is not apparent that their ratification prerogative of that body, but a large majority of senators thought otherwise. 28,476

Washington dispatches say that Mr. tion indicated in his letter to Senator the principle of arbitration and it is by deputy city clerk, \$900; city engineer of his finding any government with month; street commissioner, \$75 per force law is strictly original with Ne- that Mr. Roosevelt does not want such annum, and said city physician to furand loyal friends and supporters are in department free to the city; tax comthe senate. They have disagreed with missioner, \$1,200 per annum. him in this matter of the treaties, but it weather conditions may give packers a by no means follows that they intend a ficer absents himself from the city for a warfare against the administration.

CANADA'S RAILWAY REGULATION. The Dominion has a system of railway how much worse the weather was in regulation which it appears works admirably. According to a correspondent of the Boston Transcript, Canada's Board of Railway Commissioners has greater sion in the world. All railways must submit their rates to the board for approval before they can collect either passenger or freight charges. With respect to the operation of rallways the board must be familiar with all apparatus, equipment and appliances, with the accommodation of trains and the prevention of accidents, fires, etc. The board also has charge of the supervision of all amalgamation and traffic agreements. It may limit the speed of trains and provide penalties when they are not provided by statute. Its finding of facts binds all courts and in any matter of motion of any party, state a case for hovering about the legislative halls at the opinion of the supreme court. Save as thus provided, the decisions of the board are final. The government railroads are not subject to the jurisdiction of the board, the ministry being responsible for their operation.

Perhaps a system of this kind would not be in all respects practicable in the United States, yet it is quite possible that some of its features could be ap plied here. At all events the Canadian plan of railway regulation seems to be worthy of attention on the part of our legislators and an investigation of it by a committee of congress might yield some useful suggestions. There cannot

JAPAN'S POLICY:

The Japanese minister to England, who speaks with authority in regard to ment of national officials; which may the policy of his country, has recently stated that in the event of Japanese victory there will be no claim by that power to privileges in Manchuria that may not be obtainable by all countries on equitable terms. The only peril to the western nations from the success of Japan will be in the greater proximity of that country to the field of enter-Apparently there was not much ex- prise in Manchuria. "It may enable our vorable terms, but we surely are not to ically well placed for trading in our that Japan will recognize the principle deavor to induce China to open larger and also to facilitate the exploitation of indicated on the outside. her great mineral and other wealth.

This is in line with a statement made by the same minister some time ago and indicates that Japan, notwithstanding her military success, is possessed by no ments should keep a sharp lookout while truculent spirit. The minister implies that Japan will not even claim the right to hold Port Arthur and the Liaotung tracted might pass themselves off as wild The office of state architect, which was peninsula, which were granted her by created a few years ago without any the treaty after the war with China and semblance of constitutional authority, is whose forced surrender was the first step to be abelished, if the legislature has its toward bringing on the present hostilway. We apprehend the state would ities. There are substantial reasons for not incur any great loss if several other | believing that Japan would be wise in not annexing any portion of Manchuria.

churia is handed back to China it will

If any reassurance were needed of the matic representative in England, whose authority to speak for his government is

AN ECONOMIC CHARTER. In many respects ex-Congressman rights. This was conceded in the letter the Omaha charter now being revised pany. under direction of the charter committee by Mr. Nelson. The Strode charter contemplates the election of a mayor, treas urer, clerk, city attorney, city engineer, police judge, water commissioner, tax commissioner and two members of the excise board empowered to grant liquor licenses, one ward councilman and one councilman for each ward elected at

Among the officers to be appointed by the mayor are the fire chief and assist tion and advance the cause of universal ant, inspector of meats and live stock city electrician, street commissioner, as sistant street commissioner and building inspector, and the excise board appoints the chief of police, police officers and policemen, who are subject also to rewithout the senate amendment would moval by the board, while the mayor have in the least militated against the may appoint special police to be removed at the pleasure of the mayor.

The salaries of all city officials under Roosevelt will follow out the line of ac- ordinance, not to exceed the following sums: The mayor, \$1,000 per annum Cullom and refuse to exchange ratifica- treasurer, \$2,000; deputy treasurer. tions with other countries on the treat. \$1,200; assistant treasurer, \$900; councilies. This may be mere conjecture. The men. \$300 a year each; city clerk, \$1,500, president is very earnestly in favor of including the making of the tax list; no means improbable that in the event \$1,800; assistant city engineer, \$75 per which an arbitration treaty has been ne- month; city attorney, \$1,800 per annum; gotiated willing to accept it as amended deputy city attorney. \$1,200 per annum; by the senate he will not refuse an ex- water commissioner, \$1,500 per annum; change of ratifications. So far as the chief of fire department, \$1,800 per arrive before the correspondents' stories talked-of conflict between the president annuar police judge, \$1,200 per annum; and the senate is concerned, we do not chief of police, \$100 per month; captain think there is any substantial ground for of police, \$80 per month; policemen, \$60 it. It can be very confidently asserted per month; city physician, \$600 per a conflict and some of his most earnest nish all drugs or medicine used in his

It is further provided that if any ofperiod of sixty days or more he shall forfeit his salary during such absence sary to continuously repeat that the purappointment is provided for by this act shall be increased or diminished during the term for which he was elected or appointed and no person who shall have eligible to the same or any appointive office during the term for which he was elected or appointed. Furthermore, no and of consumers, and when this defiance person shall be appointed to any office of the law of the land renders the law who is not qualified by practical experience for the particular line of duties of

Here is a charter that should serve as model of economy and circumspection. Incidentally it may be remarked that the doctor who accepts the office of health officer under the Strode charter will have no sinecure and no surplus unless

Perhaps the most interesting part of the Strode charter is this provision: The and supervision of the mayor and council, shall have control of the water works and lighting plant of the city, and of the within such limits as may be prescribed by ordinance, to be paid by the inhabitants of the city for the use of water. that it does. No bill or claim for work or material done or furnished for said system of water works and lighting plant shall be paid or allowed, in whole or in part, except as the same shall have been first approved by the city water commissioner and the water or lighting committee of

the council. The levy, which by the Strode charter the city council of Lincoln will be authorized to make for the water department. for water extensions, repairs, interest, salaries and all supplies in the water department, is not to exceed in the year 1905 the sum of \$20,000 and not to exceed for any one year thereafter the sum of \$7,000 in addition to the collecindicate that the municipal plant at Lincoln is not expected to be absolutely self-sustaining. But, of course, the water consumption is comparatively

A bill to compel millers to stamp on pounds in the sack has been recomimmediate neighborhood." He deciared mended in the lower house of the legislature, but stamping the number of partment. pounds on the sack is no guaranty that the flour sacks will in the future, as in centers of commerce to foreign consuls the past, contain the number of pounds

> More bounties are to be voted by the legislature for the killing of wild anipassing through Nebraska. Even lions with their claws clipped and teeth exanimals in order to win the bounty

If the proposed amendment to the revised charter authorizing any three electors to file charges of impeachment against councilmen or other city officers with the district court, and authorizing by government central.

however justifiable her claim to do so the district court to suspend the council-Those who assume that the action of should she be victorious. It would be man or officer pending the hearing of the United States senate in regard to the necessary for her to be at all times the charges, becomes a law Omaha may arbitration treaties has raised a serious armed to the teeth, to her detriment in- find itself on some beautiful day without issue between that body and President dustrially. On the other hand, if Man- a city officer or a councilman. It would be no trouble to find three electors to file the temper of both the president and the mean that all commercial countries will charges against one set and three more electors against another to play tit for believe that there is any disposition on further Russian aggression. Russia tat, and a few groups of electors would Pacific

All things considered, Nebraska has fared well within the past decade in the buildings. Santa Claus could not have been more generous and if the thing power, voted to amend the arbitration in Manchuria it is to be found in the keeps up a few years longer Nebraska Mr. Berwind, in Newport, it had been arfor postoffice building credit marks.

John D. Rockefeller will probably find a coincidence in the fact that the same day that the house of representatives was not opened with prayer a reso-Strode's revised charter for the city of lution was introduced looking to the inquestion that the senate acted within its | Lincoln presents a striking contrast to | vestigation of the Standard Oil com-

> Annoying Disobedience Chicago Tribune.

If Senator Mitchell's "dear judge" had burned that letter, in accordance with instructions how much trouble might have been saved! Mistake Frequently Made. Philadelphia Ledger.

Too many people have an idea that there is no middle ground between government control of industry and industrial control of the government.

Failed to Make Good. Washington Post. Railroad companies are admitting that they looked upon it as a favor and not as a courtesy when they issued passes to certain high officials who are now refusing to deliver the goods

Artistic Job of Jamming. Pittsburg Dispatch. If a bill which passes the house by a vote of 326 to 17 was "jammed through," as the corporation organs assert, it must at least be admitted that the jamming was a very

thorough bit of work. Cheer Rifts the Gloom Chicago News. That Russian diplomat who believes that continuance of Japanese victories can only stimulate Russia to insist on ultimate

> For Consumers Only. Baltimore American.

success ought to be able to take a cheer-

ful view of things right along.

A lawyer for a coal trust advances th heory that, while all men can stand adversity, few can stand prosperity; consequently, the less a man is paid the more efficient he becomes. The public would be simply delighted to have the Coal trust apply this doctrine to themselves and their own prices.

BECLOUDING THE ISSUE.

Railroad Managers Purposely Mis-State the Rate Question. United States Investor.

It is a matter of regret that the railway rate question should be so frequently beclouded as to disguise the true purpose of the president and those who are aligned Island & Texas; Chicago, Rock Island & with him upon this issue. It appears neces- Mexico; Chicago, Rock Island & El Paso; is, to all intents, begging the question, since they are not to be called upon to originally determine rates, which business is left entirely with the railways. But when the railways discriminate between citizens, as they notoriously do, and admit that they do; when they proceed in direct violation of law to vary from adopted schedules for the advantage of one producer and to the disadvantage of others, practically inoperative, it would seem only reasonable that the government authorities be in some form clothed with power to correct the evils and regulate the rates so

inequitably fixed by the railways, Is it unreasonable in these circumstances to ask that the arm of the government shall be so strengthened that the rights of citizens shall be preserved? to give the properly constituted authority the requisite power to enforce obedience to the law? Disregard of law, contempt for its proviions, failure to enforce it, render the law s dead letter and are far-reaching in danger to our system of government. Moreover, water commissioner, under the direction the question involves the well being of the great mass of the people as against the wrongful advantage of a very few, and as such there can be no difference of opinion as to the ultimate outcome. Rate discrim erection, construction, maintenance and ination must be finally stopped. In this operation of the same, fixing the rates all but a very few of the less intelligent railway men are in accord. If the existing law does not accomplish the end desired it should obviously be changed so

> WIRELESS TELEGRAPHY CONTROL. National Defense Prompts a Significant Movement. Philadelphia Press

The announcement some time ago the government would take control of wireless telegraphy in this country and its waters was not generally understood, but it indicated a wise precaution. The British government found it necessary to take such action, and an act of parliament was passed for that purpose The German and other governments have also taken a like course

That was found necessary because wire ess stations cannot well be duplicated in the same field of operation, as it is hardly possible to avoid interference. If there is only one station in a place that gives tions of the department, which would a monopoly, which the government seeks to avoid. The situation was illustrated at Nantucket, where the Marconi company had a station to take messages from ships regardless of what apparatus the vessels employ. But the Marconi company refuses to accept any message from a vessel tha loes not use the Marconi system. That was not satisfactory to our government, and a similar course on the part of the Marconi companies in England led to the act of parliament placing control there in the hands of the British Postoffice de-

> Interference can be overcome to some That is, transextent by "syntony." mitters and receivers "tuned" to the same etheric wave length work together. But if the stations on the coast are differently syntonized and ships are supplied with different instruments the work of com municating with such vessels or between stations will be seriously retarded. That would not be to the interest of the public,

and should be avoided To bring about unity in that respect to conference was called by the German government, and another one is soon to se held to continue the discussion and act on the recommendations of the preliminary conference. That is a wise course. It should be made indispensable on the part of any coast station that it should communicate with any vessel that may desire to make use of its facilities and that end can only be accomplished

HARRIMAN'S PRE-EMINENCE.

Union Pacific President a Great Power in the Railroad World. The election of Henry H. Rogers and

Henry C. Frick to the directory of the Santa Fe foreshadows the deminance of the Standard Oil interests in that corporation, and materially extends the power of ment that American money is now the E. H. Harriman, president of the Union "E. H. Harriman and the Standard Oil nterests," says the New York World

have acquired very heavy holdings in the Atchison railroad and will bereafter have an important influence in its management contributions of Uncle Sam for postoffice and policy. Some time ago it was announced that Standard Oil interests had acquired 20,069 shares of Atchison stock, and that at a conference at the home of congressmen will have no opportunity ranged to give the new interests representation in the board. "The entrance of E. H. Harriman into

the affairs of the Atchison railroad establishes his position as the railroad man of the greatest influence in the world. At ne time J. Pierpont Morgan occupied such position but Mr. Morgan in later life has retired to a great extent from active connection with the great railroads. First place now belongs to Mr. Harriman, who represents the Standard Oli millions, as vell as the interests of a large group of bankers in Wall street and Europe and in- a vestors throughout the world.

"Mr. Harriman himself, while a very rich man, does not personally own a hundredth part of the stock that he controls. He be called a financial manager of the billions of dollars.

"Wall street financiers look upon the entrance of the Rockefeller interests into Atchison as a preliminary step toward the welding together in one great section of the railroad systems of the west, embracing Northern Pacific, Great Northern, Chicago, Burlington & Quincy, Union Pa elfic. Atchison, Topeka and Santa Fe. Oregon Short Line, Oregon Railway and Navigation, Central Pacific and Illinois Central. These roads will be controlled by a oint or rather mutual ownership of stock and will be just as firmly associated as the three principal systems were combined in the Northern Securities company, whose corporate existence was terminated by the United States supreme court last year. and whose assets are to be distributed when the questions at issue now before the supreme court are finally adjudicated.

"Independent of this great system, but closely allied by many financial ties, is the great Gould system of roads which are jointly controlled by George Gould and his family and the Rockefeller interests. Embraced in this system are Missouri Pacific International and Great Northern, Texas and Pacific, Rio Grande Western, Denver & Rio Grande and, in the middle west, Wabash and its various allied systems.

"Independent of and aggressively antagonistic to it is the great and growing systems of roads controlled by W. H. Moore, J. H. Moore, Daniel G. Reid and William B. Leeds. This system is the Rock Island and controls the Chicago, Rock Island & shown up. Moreover, it is pointed out Pacific: Chicago & Alton, St. Louis & San Francisco, with its enormous mileage threading the entire southwest and controlling the St. Louis, Memphis & Southeastern; St. Louis & Gulf, the Chicago & Eastern Illinois, the Ozark & Cherokee Central and the Sulphur Springs railway. "The Rock Island system has been further enlarged by the acquisition of Choctaw, Oklahoma & Gulf; Chicago,

Choctaw, Oklahoma & Texas; Chicago, and if absent for ninety days his office pose is to regulate rates, not to fix them in Rock Island & Guif; St. Louis, Kansas may be declared vacant by the mayor general, as the term is usually understood. City & Colorado, and Houston, East & To assert that a body of seven or nine cap. West Texas; Houston & Texas Central, and three-fourths of the council. As a able and experienced men cannot fix rates and Houston & Shreveport, making a grand total of over 15,000 miles. "Within the last year the Harriman in terest, or the Rockefeller interest, whichever it may be called, not content with its great growth west of the Mississippi, has

> ern trunk lines until it threatens to become as formidable here as it is in the "Already it has practically acquired dominating interest in New York Central and its allied lines, virtually displacing the traditional Vanderbilt control, which has existed since the days of the commo-

steadily increased its holdings in the east-

dore. "The growth of the Rockefeller-Harrinan interest in New York, New Haven & Hartford, in Ontario & Western, in Delaware, Lackawanna & Western, and even in Pennsylvania, has been told from time to time. The enormous Rockefeller income must find an outlet in the investment world, and, while it has many and diversified channels, its favorite one is the stock market, whereupon at various times it brings to bear its enormous influence for the purpose of acquiring these securities the cheapest possible price.

"Its agents watch with unremitting vigi lance the psychological moment of attack and when this time arrives its forces are to work to destroy public confidence and frighten holders of stock into throwing their securities on the market, where they may be gobbled up for the Rockefeller

hese agents were very active last winter depressing the market, although they were aided by general conditions, such as the borrowings of New York bank ers in Europe, the falling off in general trade, the decrease in exports, loss of traffic by the railroads through diminished trade, the depression in New England owing to the great cotton corner, which paralyzed the spinning industry, the coal strike and the financial stringency that occurred at the beginning of the winter, owing to the inelastic character of the cur-

"Having depressed stocks to the lowes possible point, these interests quietly began o absorb the floating supply until their has been extended to nearly every railroad in the country of any im portance, with the possible exception of the Moore and Morgan roads.

"It is not an exaggeration to say tha John D. Rockefeller holds stock in every railroad system in the country, although in many instances his holdings may be confined to only a few hundred shares."

> Pulp Trust Seeks a Hole Philadelphia Press

It is only six weeks since the administraion instituted proceedings for an injunction against the General Paper company of Wisconsin on the ground that it was an unlawful trust and a combination in restraint of trade, and now the news from Appleton, in that state, is that a new pulp mill combination has been formed and is to be incorporated in New Jersey, of course Is this a scheme for circumventing the at torney general.

Minneapolis Journal.

President Roosevelt's cabinet have all re signed, but there will be no crisis, as he will reappoint them all on March 6. Almost any of us would resign under these circumstances, just for the feeling of independence it would give while signing the

> History Repeats Itself. Indianapolis News.

Senator Mitchell said of a letter he had written, "Burn this without fail." A late amented American statesman on another ecasion also said of a letter that he had written, "Burn this,". It was not done it

PERSONAL NOTES.

The sultan of Turkey is the only male ruler in Europe who is a total abstainer Here is where the cause of temperance refuses to use an illustrious example. C. A. Orr, the American consul at Bar ranguilla, Colombia, reports to the govern-

basis for nearly all transactions Colombia. A memorial to the late Benator Hon: has been suggested by the State House committee of the Massachusetts legislature.

The details have not yet been made public but it is thought that a large and suitable monument will be erected It is said that Chicago packers have cor nered 45,000,000 eggs in cold storage, while the retailers' stock represents only one

egg apiece for the city's inhabitants. There'd be an awful scramble if the corner should be broken suddenly, of course. The eight ambassadors of the German empire in Madrid, Rome, Washington Constantinople, Paris, London, St. Petersburg and Vienna are all members of the nobility. Their emoluments are \$25,000 first

three cities mentioned and \$37,500 in the last two. James B. Reynolds, who has just been made Assistant Secretary of the treusury, is a prominent newspaper man. As magazine, sketch and feature writer, Reynolds has a national reputation, and is recognized as a story writer of rare

About \$500 has been pledged on a statue of John G. Whittier, to be crected by the Whittier Home association. The interests whose stock and bonds run into society held its annual meeting recently in Amesbury, Mass, and determined to secure the money as soon as possible. The plan is to erect the statue in a public park.

ability and merit.

Thirty-five thousand prisoners have faced Judge Rufus B. Cowing, senior over private property in the hands of judge of the general sessions court in New York City, since he took his seat on the bench in 1877. The judge, notwithstanding number not much greater than this now his vast experience in that tribunal, still has an optimist's faith in human nature and holds that crime is not on the increase.

Johannes A. Oertel, the artist painted "The Rock of Ages." a picture power-that of these few private persons that has had a very wide popular appreciation, is still at work in his studio at Vienna, a little Virginia village, though erty, or a government commission having he is 82 years old. It was in 1867 that Mr. Oertel painted his best known picture, while living at Westerly, R. I.

POSTAL REFORMS.

Why Certain Needed Improvements Are Denied the People. San Francisco Chronicle In a petition filed by C. W. Post of

Battle Creek, Mich., with President pro tem. Frye of the United States senate for the expulsion of Senator Platt of New York from the senate, the present relations which exist between the private express companies and the public and the manner in which they are maintained to the financial damage of the latter are clearly that the government's policy of fostering the express companies is the reason why the country has been denied so far a cheaper and more comprehensive parcels post and the adoption of the postcheck currency system, although bills for that purpose have been before congress for years. These express companies, Post truthfully alleges, are collecting annually hundreds of thousands of dollars from the government and the public in excess of just compensation for the services which they render. He applies for the expulsion of Platt because that senator is the president of an express company and has declared that he will vote against the post-check adopted, will interfere with the business of his corporation. Congress is undoubtedly responsible for

fostering the express companies and aiding them to carry on a business which should be transacted largely by the Postal department. If we had a parcelspost resembling the systems in operation in Great British and some of the continental countries the express companies would be compelled to either abandon the business of parcel carrying or materially reduce their rates. event the public would be better accommodated and save money. As it is, the present realtions between the express companies and the railroads as small carriers and the people are adding from \$20,000,000 to \$40,000,000 annually to the postal appropriations, without any corresponding benefit accruing to the public.

A MIGHTY COMBINE.

Control of American Railroads Centered in Few Hands. Springfield (Mass.) Republican

The two men who have become joint directors of the Union Pacific and Atchison are H. H. Hogers and H. C. Frick. They belong to what is known as the Standard oil party, as do Harriman and the financial interests back of him. The same party is strong in the Vanderbilt and Pennsylvania systems, which dominate the trunk-line business. These few men, together with James J. Hill, J. P. Morgan, the Vanderbilts and Goulds, constitute a power which may fairly be said to make up a compelling authority in the transportation business of the country.

Two questions in particular are suggested by this fact: First, of what use are the laws and prosecutions of the United States government which proceed upon the assumption that the railroad business admits of competition and attempt to enforce it, when competition, so far as it can posmibly enter into the transportation industry, is steadily and irresistibly being ruled out

A MATTER OF HEALTH

in ways seemingly beyond reach of the law? Combination through "community of interest" is proceeding rapidly to embrace all the great railroad systems, and this right in the teeth of what is accounted a great government victory against railway combinations. Is it not about time for the government to give up this attempt at the impossible, repeal the anti-trust law so far as it applies to railroads, and accept the transportation industry as monopolistic in its very nature, which is the fact?

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Second, Mr. McCall of Massachusetts opposes national rate control legislation on the ground that it places too great power seven men making up a federal railroad commission. But private individuals to a constitute the actual rate-controlling power of the country, against nearly all other property outside of the railroads, which they can injure and confiscate almost at who will. And which is the more dangerous constantly impelled by selfish interests to encroach upon the rights of all other propno interest to serve except that of estab lishing justice and fair dealing between the railroads and their patrons?

In view of these facts, well known and generally admitted, of railway combination in practical control of half a dozen men, there never was presented in the United States congress or before the people of the country a more ridiculous argument-an argument less entitled to serious consideration-an argument so blind to every other side of a great question except one, and that the smaller side than this one which is echoed by the Winchester congressman. Let us concede the fact of railroad mo-

lopoly, and then let us place it under lose national regulation.

FLOATING FUN.

"Our society," said the prison visitor, is anxious to help you. Is there anything ou'd like us to secure for you?"
"Well," replied the convict, "I would like to have permission to invent a flying ma-chine and use it."-Philadelphia Ledger.

Janitor's Wife-What did that old woman on the sixth floor call you up for? Janitor—To call me down.—Somerville

"If you started out to live up to the Golden Rule, and do as you would be done by, what would you do first?" Lend you \$10."—Cleveland Leader. "Do you think that the government will

"I don't know," answered the com-cial traveler. "If it does, I hope it make some that I could mention get trains in on time."—Washington Star. "Is she a good cook?"

| 'She says she is."

"What do you think about it?"

"Well, I've been married long enough to at what's put before me and never think."

"Cleveland Plain Dealer.

Jerrold-Well, I'm going to marry Dolly Frizzle-frazzle! Hobart-Gad! Can't you live without her? Jerrold-Not without being sued for breach of promise, I'm afraid.—Puck.

Johnny-Paw, did you ever travel on a

The Hon. Romulus McStab-Many a-say, Johnny, who told you to ask that question?-Chicago Tribune.

In case of fire, which would you save first, your mother-in-law's parrot or your wife's pet poodle?—Somerville Journal.

THE REWARD.

Chicago Chronicle. I work all day and half the night And worry and lose hy hair, And all I get for all of the fight Its a little to eat and wear.

I worry and fret and fume and stew And labor from day to day. And all I have when I get through Are some bills I have to pay. I struggle and strive from year to year. For some food, some clothes and fame, With a few bright smiles and many a tear, Some praise, but slathers of blame.

I try to be good with all my might But nobody cares, you see. But if I go wrong there is much delight-Or it seems that way to me.

I drudge and labor and go my way, To custom I am a slave. And by-and-by there will come a Of rest, but it's in the grave.

So I work all day and half the night And I laugh and love and live. And I guess this world must be all right So I take what it has to give.

So, here's to the grind, the daily grind, And here's to worry and fret, And here's to the good we hope we'll fine And here's to what we get, od we hope we'll find.

