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Public opinion, **WITHOUT THE POWER** to enforce its sentiments (see the coal strike) is a farce, but Public Opinion **BACKED BY VOTES** is omnipotent. See paragraph on "Strict Constructionists" in

HOW TO TREAT THE TRUSTS AND HOW TO WIN IN 1904

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BAER AS A DEMOCRAT

The Fremont Tribune, a republican paper, has repeatedly charged that Baer, the coal baron, is a democrat. In a recent issue the Tribune says: "The democrats point to the coal strike as good reason why voters should oppose the republican party. It is of no consequence to the leaders of the allied forces that the offensive head of the coal operators is a rock-ribbed democrat. Surely no one can be more greatly at fault for the strike than this democrat."

The World-Herald has already told the Tribune of its mistake in charging Baer to the democrats, but the Tribune persists in the misrepresentation. Perhaps the Tribune will accept the Boston Globe as authority. In a recent issue the Boston Globe had this to say: "Who is George F. Baer, and why is he so conspicuous among the coal operators?" "Mr. Baer is president of the Philadelphia & Reading Railway company, receiving his appointment about two years ago from J. Pierpont Morgan, who has controlled this property since 1896.

"The Reading system consists of 2,100 miles of railway. Mr. Baer is foremost in the counsels of the combined coal-carrying railways because the

Reading Railway company owns and operates the larger part of the anthracite mines, not in its own name, because the constitution of Pennsylvania forbids a railway company to engage in the production of coal, but in the disguise of other corporations.

"Mr. Baer is 60 years old. He was not trained either in practical railroading or in the operation of mines, but has been a lawyer in Reading ever since the civil war, in which he served for a short time.

"He was at one time editor of the Somerset Democrat, and did not leave the democratic party until 1896.

"He was one of the legal counsel of the Reading road for many years before his appointment to the presidency by Mr. Morgan.

"Racially, he is a Pennsylvania German. He is a strict church-goer, being a member of the Reformed church."

Will the Tribune observe that the Boston Globe, referring to Baer, says: "He was at one time editor of the Somerset Democrat, and did not leave the democratic party until 1896?"

That was when Mr. Bryan was first nominated for the presidency. Then Baer left the democratic party, and since then has been engaged not only in supporting the republican ticket, but in contributing liberally to the republican campaign fund.—Omaha World-Herald.

THE TARIFF ON COAL

During his recent tour in the west President Roosevelt stated in one or more of his speeches upon the trusts that anthracite coal was on the free list, and hence the Dingley tariff was in nowise responsible for the undesirable situation in the Pennsylvania coal fields. This impression concerning the status of anthracite coal was more or less general. The World Almanac, edited by experts, carries anthracite coal in the free list.

Recent importations of coal from English ports to Boston and New York raised the question of duty. Instructions from the treasury department in Washington revealed the president's error, and on the heels of this revelation came an authorized statement from Secretary of the Navy Moody, a former member of congress, that the existing duty on anthracite coal, like the demonetization of silver in 1873, was a glaring specimen of "sneak" legislation. The congress that did the sneaking was republican in both houses, and hence the censure in the case belongs to that party.

Over 300,000 tons of Welsh coal have arrived up to date. Under instructions from Washington all delays were obviated, and the delivery of the coal was given preference over other imports. As the Welsh coal sent over in the Morgan steamships is not all of one quality, collectors at ports of arrival have some difficulty in determining which is exempt from duty and which is not. Anthracite coal, not specially provided for in the Dingley act, is on the free list, according to paragraph 523. The anthracite "specially provided for" must pay a duty of

67 cents per ton, which is more than the total cost of labor in the Pennsylvania field.

There is a treasury department decision, dated in 1897, which presumably covers the coal case. Charles P. Coles, who had brought a cargo of Welsh coal into San Francisco in a vessel named the Muskoka, August 3, 1897, protested against the payment of the duty of 67 cents per ton imposed on it by the collector. It had been invoiced as "Abercraze best, large double-screened anthracite coal." Upon official analysis the stuff was found to contain 89.72 per cent of fixed carbon. The appraiser, therefore, classified it as dutiable under paragraph 415 of the Dingley law, which provides that "bituminous and all coals containing less than 92 per cent fixed carbon and shale" shall pay a duty of 67 cents per ton.

In an opinion by General Appraiser Tichenor, the United States board of general appraisers overruled the importer's protest and sustained the collector. The importer had not disputed the analysis, frankly admitting that his coal contained less than 92 per cent of fixed carbon. His contention was to the effect that, as anthracite coal is provided for "eo nomine" in paragraph 523, and is not specifically named in paragraph 415, the first-mentioned provision should prevail. His coal was only 2.28 per cent under the free list minimum, but he had to pay the duties on it just as if it had been the lowest grade of bituminous coal.

The incident is useful in showing to the general public the pull of the trusts in securing legislation of a favorable nature.—Denver News.

A Republican Opinion.

Secretary Shaw has taken the stump for the subsidy seekers. In his speech at Detroit he advocated the scheme of the ship subsidy crowd as openly as if he were its paid attorney. He said he was not speaking in favor of the bill, but he did speak in its favor, and his argument was that the treasury could stand the drain. He seems to think the United States treasury is

maintained solely to supply money to any one who asks for it, and he has the nerve to tell intelligent citizens that "the public revenues come from the rich and well-to-do," and that 95 per cent of a ship subsidy would be "thrown to labor." As a purveyor of buncombe on the stump Mr. Shaw may be useful to party managers, but as secretary of the treasury he is a fantastic misfit.—Philadelphia North American (rep.).

Have You Seen Your Neighbor's New Sewing Machine?

A number of finest Five-Drawer, Drop Head Cabinet Sewing Machines have recently been shipped to families in every town in the United States on three months' free trial. The prices are \$2.95, \$10.45, \$11.95, and \$12.85, according to make and style of machine.

If you will cut this notice out and mail it to us, no matter where you live, what state, city, town or country, we will immediately write you, giving the names of a number of people in your neighborhood who are using our machines, so you can see and examine them and convince yourself there are no better machines made at any price. We will also mail you, free, our new of an immense line of machines at \$2.00 to \$12.85, special three months' free trial offer and most liberal sewing machine proposition ever heard of.

A sewing machine trust is said to be forming for the purpose of cutting off our supply and if accomplished you will no doubt be compelled to pay \$25.00 to \$40.00 for machines we can now furnish you at \$2.95 to \$12.20. Our stock is now complete and for catalogue, all offers and particulars you should cut this notice out and mail to us today. **SEARS, ROEBUCK & Co., Chicago.**

Mickey's Record

We have before us the Nebraska House Journal of 1881, which is the official record of the proceedings of the house during the legislative session of that year. In going over its pages we find many evidences of Mr. Mickey's work in behalf of the corporations. And in not one single instance do we find that he ever voted against their interests. He made his vote count always on the side of the roads that "charge all the traffic will bear." Here is what we find from this official record, and we give the page taken from in every instance in order that it may not be said that we have printed that which the record does not contain.

Page 126—Voted against the appointment of a committee to draft a maximum freight rate bill. This resolution was introduced by Mr. Moore, then from York county.

Page 722—Voted in favor of the postponing action on house roll No. 121, a bill to prevent extortion in freight charges, etc.

Page 723—Voted against advancing house roll No. 121 to a third reading, and being with the minority was defeated.

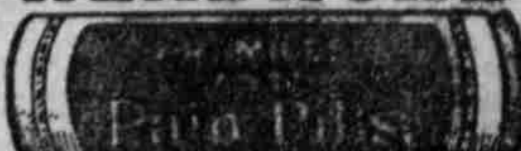
Page 725—Voted against the passage of house roll No. 226, a bill declaring that railroads shall not limit their common law liabilities, by receipts required to be signed by shippers.

Page 841—Dodged and failed to vote for senate file No. 111, a bill fixing a maximum standard of freight charges to prevent unjust discrimination, secret rates, rebates, etc.

Is it any wonder that John N. Baldwin, general attorney for the Union Pacific railway, should have declared ten days prior to the republican state convention that the roads had agreed upon Mickey as their man? Is it any wonder that Mr. Mickey says that he has not made any promises, and that he does not intend to make any? The railroads do not need any promises from a man who has such a record of faithfulness to corporate rule behind him.

Are you willing, Mr. Voter, to help continue the railroad rule in Nebraska, or do you want to see the rates of the roads decreased and they made to pay their just proportion of taxes? You will have to answer this question with your vote in the coming election. You are either for the interests of the state or those of the railroads.—Osceola (Neb.) Democrat.

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