

achusetts in his official capacity the governor would be compelled to detail Lieutenant General Miles as one of the chief members of his staff to greet the chief executive."

William W. Karr, disbursing clerk of the Smithsonian Institute at Washington, has been arrested on the charge of embezzling \$45,000.

Reports concerning the federal grand jury at Chicago investigating the beef trust are to the effect that there is small chance of any indictments being returned. Federal Attorney Morrison visited Washington, and according to the Chicago Record-Herald told Attorney General Moody that the testimony taken by the grand jury has been barren of results, and that the whole investigation has been fruitless. President Roosevelt, according to the same authority, has demanded of the department of justice "a showing of actual results which will warrant indictments," but the character of the testimony presented does not seem to justify indictments. The Record-Herald says: "In defense of the district attorney it is said that he was acting under positive instructions from Washington defining the class of witnesses that should be called, and that however unsatisfactory they might be found, he was not to be blamed under the circumstances."

Governor Higgins of New York announces that he will call an extra session of the legislature for the purpose of investigating charges made against members of the state judiciary.

King Alfonso of Spain after leaving Paris repaired to London, where he became the guest of King Edward.

It was proposed that the Panama Canal Commission import Oriental aliens under contract to perform labor on the canal. Attorney-General Moody says that these conditions are those of involuntary servitude and that they cannot prevail on any territory subject to United States jurisdiction. Attorney General Moody further holds that the act of August 1, 1902, which limits and restricts to eight hours the daily service of laborers and mechanics employed by the United States government applies to persons working on the Panama Canal. It does not, however, apply to the office force of the Isthmian Canal Commission or to any employees of the government who are not within the ordinary meaning of the words "laborers and mechanics."

Archbishop Francis Albin Symon of Rome, a personal representative of the Pope, is visiting in this country.

The Chicago and Alton Railway has made arrangements for the establishment of a wireless telegraph system on all trains running between Chicago and St. Louis. A Chicago dispatch carried by the Associated Press says: "That the wireless telegraph can be used on fast moving trains with entire satisfaction was demonstrated today by the Alton road when messages were sent from Chicago to the officials of the road traveling on the limited train running between Chicago and St. Louis. The observation car on the train was equipped with wireless apparatus and while running at the rate of fifty miles an hour, messages were exchanged be-

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tween President Felton and the general offices in Chicago."

Governor James K. Vardeman of Mississippi has announced that the board of trustees of the State University has declined the offer of Andrew Carnegie to give the institution \$25,000 provided a like amount was put up by the state for library purposes.

Maude Adams, the famous actress, underwent an operation for appendicitis at New York recently, and although for several weeks her life was despaired of, she is now reported to be out of danger.

A movement has been inaugurated to commemorate the 250th anniversary of the settlement of the Jews in the United States. The anniversary of the actual landing occurs September 24.

Jacob H. Schiff, who has been a member of the Equitable board for twelve years, has resigned. T. Jefferson Coolidge of Boston, and Melville E. Ingalls of Cincinnati have also resigned.

William Zeigler, patron of Arctic explorations is dead. He left an estate estimated to be worth \$30,000,000.

C. P. Shea, president of the Inter-

national brotherhood of teamsters and leader in the Chicago strike has, with other strike-leaders, been arrested on the charge of conspiracy.

President Roosevelt has accepted an equestrian statuette of himself as colonel of the Rough Riders. It was the work of Sculptor MacMonnies.

A number of Americans on the Isthmian Canal zone have been stricken with yellow fever.

The St. Louis Star and the St. Louis Chronicle, afternoon papers, have consolidated under the name of The Star-Chronicle.

James H. Hyde, vice president of the Equitable, has resigned as director of the Frick banks of Pittsburgh. This is another of the many interesting moves in the Equitable muddle.

Three Russian ships put into Manila Bay, and the American representatives are considerably agitated by the question as to how long these vessels should be permitted to remain there. The authorities at Manila have been advised that the twenty-four hours limit must be strictly enforced, that necessary supplies and coal must be taken on within that time, and that time should not be given for repair of damage suffered in battle.

President Roosevelt on Democratic Ground

As a reminder of the manner in which democrats have urged the railroad policy to which Mr. Roosevelt is committed, a chapter from the democratic campaign book of 1900 is interesting. This chapter is entitled "The Railroad Question—Discrimination in Favor of the Trusts." This extract from the democratic campaign book is particularly interesting at this time. It is as follows:

Comparatively little attention has yet been given to the great domestic and practical question of the control (not ownership) of those great trusts, the public transportation lines.

In 1887 congress passed what was known as the interstate commerce law, which was intended by those who took part in its enactment, to regulate the interstate railroad rates of the country and afford some protection to the small shipper as against his great competitor, who, was and is, fattening off of the special privileges granted him by the railroads. The senate committee on interstate commerce reported that year to the senate that "the effect of the prevailing policy of railroad management, is by an elaborate system of secret rates, rebates, drawbacks and concessions, to foster monopoly, to enrich favored shippers, and to prevent free competition in many lines of trade in which the item of transportation is an important factor;" and that "rates are established without apparent regard to the actual cost of the service performed, and are based largely on 'what the traffic will bear.'"

It was contemplated by its framers that the act to regulate interstate commerce would correct this condition of affairs, but its application and construction by the courts have tended to the reverse.

Under the decisions of the United States supreme court, with this law on the statute book, declaring that all rates shall "be reasonable and just" and that "unjust and unreasonable rates" are unlawful, the railroads may still charge whatever rates they see proper and there is power in no commission, in no court, to say them nay.

That this is true, read what the supreme court said in the case of the C. N. O. & T. P. Ry. vs. Interstate Commerce Commission, 162 U. S., 184: "Whether congress intended to confer upon the interstate commerce commis-

sion the power to itself fix rates was mooted in the courts below and is discussed in the briefs of counsel.

"This appears to be the present basis of the value of railway property. If the people need a fixed rule or law for establishing the basis of rates, the companies need it even more. But such a law, to be just or beneficially effective, should consider the rights of both parties."

Mr. M. E. Ingalls, president of the Big Four and the Chesapeake & Ohio, in an address to the convention of state railroad commissioners in Washington, said:

"It is well, perhaps, that we should look the situation fairly in the face, and while I do not care to be an alarmist, I feel bound to describe plainly to you the condition today, so that you may understand the necessity for action. Never in the history of railways have tariffs been so little respected as today. Private arrangements and understandings are more plentiful than regular rates. The large shippers, the irresponsible shippers, are obtaining advantages which must sooner or later prove the ruin of the smaller and more conservative traders, and in the end will break up many of the commercial houses in this country and ruin the railways. A madness seems to have seized upon some railway managers, and a large portion of the freight of the country is being carried at prices far below cost."

The Standard Oil trust is often held up by our republican friends as an example of a great trust not founded upon the import tariff. That is true. But no trust in this or any other country has ever received such rebates from the railroads as this combination. It has not only received rebates upon its own shipments below that paid by any other producer of oil, but it is said, and very generally believed, that it has actually demanded that the railroads collect an excessive rate from the independent oil reiner and pay that excess to the Standard Oil company.

Not all other causes combined have contributed so potently to the establishment and power of trusts as the one thing of freight rate discrimination.

For a moment consider the enormous magnitude of the railroad business of this country. The total rail-

road capital is about eleven billions of dollars. The gross railroad earnings per annum amount to one and a quarter billions, something more than double the receipts of the United States government from all sources, and considerably greater than the interest-bearing debt of the United States, which, on June 30, 1899, amounted to a little over one billion dollars. The railroad companies operate 185,000 miles of road and employ nearly one million of men, who, with their families, make about five millions of our population dependent upon the railroads for their daily living.

The government has appropriated from time to time \$320,000,000 to improve our harbors and rivers, yet these great railroad corporations assume the right to make any rate to points reached by vessels, necessary to "drive them out of the waters," while yet maintaining high local rates to intermediate points.

Like all other great aggregations of wealth, the management of these great quasi-public corporations stand opposed to the democratic party, since its rehabilitation on the principle of "equal rights to all, special privileges to none," would signal the vitalizing of the interstate commerce law and sound

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LIFE AND SPEECHES OF W. J. Bryan. Illustrated, octavo, 465 pages. Published in 1900, nothing later in print. A few copies, last of publishers' stock, at greatly reduced prices, beautiful cloth binding, \$1.00; half morocco, \$1.25; postage prepaid. G. H. Walters, 2245 Vine St., Lincoln Nebraska.

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WANTED—BY A JEFFERSONIAN DEMO- crat, with three years actual experience in writing for the press, a position as associate, or department editor, on a weekly, democratic newspaper, or will write feature articles, at space rates. Address—E. C. P., care of Box No. 13, Earl, Arkansas.

INFORMATION WANTED. MRS. ANNA M. Harlin, Cedar Bluffs, Neb., is anxious to secure information concerning the whereabouts of her son Wm. G. Harlin, last seen in Seattle, Wash. Anyone able to give information desired please address Mrs. Anna M. Harlin, Cedar Bluffs, Neb.