

received treatment to prolong its life, but the best that could be done has not prevented the gradual wasting away of its substance. Yesterday a large limb had to be removed, and it is feared that others soon must be treated in like manner. The tree is estimated to be more than 350 years old."

Mayor Weaver of Philadelphia has succeeded in forcing the withdrawal of four men from the county republican ticket. They were identified with the corporation forces against which Mayor Weaver has been contending.

Speaker Cannon, who has been ill, has recovered.

Representative Chinese have demanded important modifications in America's immigration laws.

A car on an elevated railroad in New York pitched into the street, killing twelve people and injuring many more.

Benjamin A. Davis, of Texas, has been appointed a special attorney for prosecution by the governor of the beef trust.

An Associated Press dispatch, under date of Washington, September 13, follows "Postal receipts for the fifty largest cities in the United States, compiled by the third assistant postmaster general, aggregated for the month of August \$5,819,151, against \$5,334,917 for the corresponding month in 1904, or an increase of 9.07 per cent. The highest percentage of increase shown by any city was at Portland, Ore., where the Lewis and Clark exposition raised the receipts to \$44,965, an increase of 54.05 per cent over the receipts for August, 1904. The next largest increase was 25.51 per cent at Los Angeles, Cal. The only cities showing decreases are St. Louis, Mo., due to the heavy receipts last year on account of the Louisiana purchase exposition in that city, and Peoria, Ill., and St. Joseph, Mo. The receipts of the five largest cities were as follows: New York, \$1,197,697; Chicago, \$980,403; Philadelphia, \$371,155; Boston, \$336,028; St. Louis, \$269,403."

The republican state convention for Nebraska met at Lincoln, Thursday, September 14. Charles B. Letton, of Fairbury, Neb., was nominated to be judge of the supreme court, while Fred Abbott of Columbus, and W. J. Lyford of Falls City, were chosen as regents of the state university. William P. Warner of Dakota City, was chosen chairman of the state committee. The following platform was adopted: "The republicans of Nebraska, in convention assembled, congratulate the citizens of our common country upon the continued and general prosperity of all the people. We heartily endorse the wise administration of our great leader, Theodore Roosevelt. We join in the world's chorus of praise according to him the justly earned title of peacemaker. We heartily endorse and support his position and efforts to secure adequate and effective control of all corporations engaged in interstate commerce. We believe strictly in the principle of equality before the law as applied to the transportation business and therefore demand immediate relief through the enforcement of existing laws or through amend-

#### FLAG THE TRAIN

When your train is flying for the open switch, and the danger signals of sleeplessness, headache, irritability and general nervousness are flashed before you, FLAG your engine before disaster, by taking Dr. Miles' Nervine. At druggists. Money back if first bottle fails to benefit.

tory legislation from the payment of rebates to favored shippers and unlawful and wrongful discriminations between communities and individuals, both in the state and in the nation. With unbounded confidence in the integrity and statesmanship of President Roosevelt, we heartily approve his recent utterances in which he says: 'I believe that all corporations engaged in interstate commerce should be under the supervision of the national government. I do not believe in taking steps hastily and it may be that all that is necessary in the immediate future is to pass an interstate commerce bill conferring upon some branch of the executive government the power of effective action to remedy the abuses in connection with railway legislation.' We request and demand of our representatives in congress active and harmonious co-operation with President Roosevelt, to the end that corporate abuses may be subdued and abolished and the sovereignty of the people over corporations fully, promptly and permanently established. Believing that the nearer the control of public af-

fairs can be brought to the people the better the result will be, we declare ourselves in favor of a direct primary law governing the nominations of all public officials. We concur in the economical and businesslike administration of state affairs by public officials. We believe that the free transportation on the railroads is detrimental to the interests of the people, and recommend that a law be enacted by the legislature of the state to prohibit it."

John August, an aeronaut, fell from his balloon, a distance of 2,000 feet from the ground at Highlandtown, Md., September 9. He was horribly mangled and instantly killed.

George W. Perkins of the New York Life Insurance company, testifying before New York's legislative committee admitted that in 1896 that company gave \$48,000 to the republican campaign fund; also that it contributed to the same fund in 1900 and 1904.

Patrick A. Collins, mayor of Boston, is dead.

## THE RAILROAD FREE PASS

Charles Dickens once said, half in jest, half in earnest, that the desire to get into a show free of cost is the strongest passion in the human breast. Of quite equal fervor, however, is the longing of men to ride with a free pass on a railroad. It is noteworthy, also, that the fondness for riding upon passes, like the appetite for drink, always increases with indulgence. To the man who has often avoided the ticket office, payment of the usual fare seems like a shameless waste of money.

It was inevitable that the railroad companies, compelled to recognize the intensity of this longing for gratuitous transportation, should perceive in what measure concessions to it would procure advantages for them. There are multitudes of fairly honest men who would spurn a money bribe, but who find in an annual pass or an occasional trip pass of really trifling value an inducement to look amiably upon crooked transactions on the part of the railroad that issued it. It is hard for even a rigid moralist to be cross with a company that selects him for compliment and handsomely gratifies one of his darling wishes.

In Philadelphia a story has for many years been current of a former judge of the supreme court of Pennsylvania, who lost his pocketbook in New York city, and who had it restored to him because the name on the annual passes indicated the ownership. District Attorney Jerome, of New York, the other day demanded from the New York Central railroad a list of the men to whom the company has issued passes. He is said to have entertained the notion that he might consider prosecution of some of the holders. What would be the revelation if such lists could be obtained from the railroads centering in Philadelphia? Do any of the judges of our higher and middle and lower courts travel habitually upon passes? That all the city councilmen have annual passes is commonly believed, and there is much evidence to indicate that they and the ward bosses and other small politicians have, in the past, at least, distributed with a free hand trip passes where they would help to make the organization popular.

All the members of the legislature used to have annual passes. The congressmen from this state were in similar favor. The other day an official at Washington brought derision to himself by declaring that he would accept no pass; and the indications were that this conduct was so singular and eccentric as his asso-

ciates appeared to consider it absurd. If annual passes are not given to large shippers, to editors of newspapers and to influential officeholders of various kinds and degrees, then all signs are misleading. The number of annuals put out from this city must run up far into the thousands; the number of trip passes must reach tens, perhaps hundreds, of thousands.

"No railroad, railway or other transportation company shall grant free passes, or passes at a discount, to any person except officers or employes of the railroad company."

As every public officer in this state has taken an oath to obey the constitution, it is apparent that when such a man accepts a railroad pass he is actually guilty of the crime of perjury. Apart, therefore, from the wrong involved in the act of receiving from the company that which it has no right to give, the recipient assumes responsibility for one of the gravest offenses known to the criminal law. It is not necessary to do more than to direct attention to the demoralizing effect of such a transaction upon any passholder who has a remnant of moral sensibility, or the injurious consequences to the general public through the perversion of its public officers.

Why does a railroad company send passes to such people? Of course, not from mere good-nature. It selects its favorites. The passes go only to the persons who, in one way or another, can give return favors to the railroad. A judge upon the bench, or a politician in congress or in the legislature might have a shock if he should be told that his pass is nothing more nor less than a retainer. But is it not precisely that? The pass does not come as an incentive to serve the people better, but to serve the railroad better. It is an exact equivalent of cash. It is, in truth, cash conveyed to the sworn officer of the government, with an implied understanding that he is to stand by the interests of the company when they shall be attacked and he has the power to help it. How can a public man seriously assail a railroad corporation when he has in his pocket a card that represents a cash gratuity that he has received from the corporation? Is it not almost impossible that a judge with a pass should find his mind, even while he sincerely purposes to do right, wavering a little when he considers a case in which his benefactor is plaintiff or defendant?

Any really high-minded public officer ought to be as much above ac-

cepting a tip from a railroad company as he would be above taking a tip of a quarter of a dollar from one whom he should help in the street. A public servant who desires to keep his hands clean cannot receive gratuities from any corporation whom he may have to assail in the interests of the general community. But, even if there were no taint upon the proceeding, irrespective of the law, surely a public officer might reasonably be expected to allow his oath of fidelity to the fundamental law to restrain his eagerness for free transportation.

The facts are that the railroad company, in issuing a pass, gives away unlawfully the money of the stockholders, attempts to promote corruption and defies the constitution of the state that created it. The public servant on the other hand, sells his honor, humiliates himself by accepting a petty cash favor, pockets other people's money and also defies the constitution he has sworn to obey. The railroad pass, in short, is a potent instrument of corruption—the most potent of all the corrupt agencies employed by the companies, if consideration be given to the wide extent of its influence.

The issue of railroad passes to anybody, under any circumstances, should be forbidden. That should be a part of the movement now being made for reform of railroad abuses and railroad crimes against the people. The prohibition should include railroad officers themselves. Have no passes issued.

Make it a felony to put out a pass. Let the railroads make mileage allowances to those of their people who must travel, just as commercial houses have always done. Congress can institute such a reform, if it will, but of course, the mere proposition that prohibitory legislation shall be passed will be regarded with ridicule at Washington. Perhaps, however, before the reform movement expends its force the congressman with passes in his pocket will find it advisable to take a more serious view of the matter.—Philadelphia North American.

#### PRICE LIST OF WIVES

In Persia women "marry out" on contract, returnable to their parents in "good order and condition" when the contract is up. The purchase price is, like your room rent, payable in advance. But Persia is not the only country where wives are bought. Here is a partial list of the world's market; Kaffiriani, South Africa, price of wife, two to ten cows; Uganda, South Africa, box of cartridges and six needles; Karak, pair of old shoes; Tartary, Asia, her weight in butter; Tirmo, pound of ivory or jacknife; Kamschatka, Asia, from one to ten reindeer; Mishenis, Asia, from one hog to ten oxen; Ceylon, Asia, box of matches. Unyoro, South America, merchandise on the installment plan; Upernavik, Greenland, knife, whetstone or file.—New York Herald.

#### Subscribers' Advertising Department

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