

four being daughters of such soldiers. Mrs. Damon is 91 years old."

The Western Negro Press association, in session at Muskogee, I. T., adopted resolutions demanding suffrage for the negro in the event the territories are given statehood.

An Associated Press dispatch from Havana, under date of September 22, follows: "Official dispatches received this afternoon from Cienfuegos announced the killing of Congressman Enrique Villuendas, leader of the liberal party and the most able orator in the lower house, and the chief of police of Cienfuegos during a conflict between the two political parties, the liberals and moderates. The government advices say the police had information that within the hotel in which Villuendas resided a quantity of arms had been deposited, and they went to the hotel to investigate the matter. As the police ascended the stairs they were met by a party of liberals, who fired on them, killing Chief of Police Illance. The police returned the fire, killing Villuendas and wounding several others. Intense excitement prevails at Cienfuegos and Havana."

Francis H. Peabody, a well known financier, died at his home at Beverly, Mass., September 22.

Charles T. O'Farrell, former congressman and former governor of Virginia, died at Richmond, September 22.

The Nebraska populist state convention met at Lincoln, September 20, and nominated the following ticket: For judge of the supreme court, William G. Hastings; for regents of the state university, Louis Lightner and D. C. Cole. This is the same ticket nominated by the democrats.

It is said the bureau of forestry of the agricultural department will be the special subject of inquiry by Secretary Wilson during his trip through the west. It is supposed the immediate object of his trip is to rectify alleged irregularities in the Black Hills forest reserve. Actual graft in connection with the administration of the forestry bureau has not been suggested, but there are ugly rumors concerning the doings of some of its agents in the west and northwest, where a majority of the forest reserves are situated. The utmost secrecy is maintained about this, as with all other matters pertaining to the department bureaus. The belief is gaining ground that on the return of President Roosevelt to Washington he will order a thorough investigation of the departments in general and especially of those against which there are charges of graft.

The directors of the American

## Why

Don't you give your heart the same chance you do the other organs?

Why? Because when any other organ is in trouble, it refuses to work, and you hasten to repair it.

The heart, the ever faithful servant, never refuses as long as it has power to move, but continues to do the best it can, getting weaker and weaker, until it is past repair, and then stops. It is just as sick as the other organs, but because it will work you let it.

However, it's not too late for a "change of heart," so remember

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Smelting and Refining company declared a quarterly dividend of 1% per cent on the common stock. This is an advance of ¼ to 1 per cent over the last previous rate and increases the dividend rate from 6 to 7 per cent. The regular stock was also declared. Daniel Guggenheim was elected president of the company, succeeding the late Edward W. Nash. The chairmanship of the board previously held by Mr. Guggenheim was abolished. Mr. Guggenheim also succeeds the late Mr. Nash as president of the American Smelting Securities company. Edward Brush, secretary of the smelting company was elected assistant to President Guggenheim.

Through American enterprise, the way has been won to connect the western continent by direct submarine telegraphic lines with the empire of Japan. Clarence H. Mackay, president of the Commercial Cable company, makes the announcement that his company has secured the neces-

sary concessions to enter Yokohama, Japan, and Shanghai, China. The last step in a series of diplomatic negotiations, which were begun at the wish of President McKinley, and which have extended over a period of about three years was taken, when Mr. Takahira, the Japanese minister to the United States, a few days ago, affixed his signature to Japan's agreement with the Commercial Pacific Cable company for landing rights at Yokohama. An agreement for landing rights at Shanghai was signed by China several weeks ago. The work of manufacturing and laying the new cables will begin at once.

A semi-official statement states that notwithstanding the denials from Christiania of the report published in the Dagblad September 13 that the second to the sixth year classes of the Norwegian conscription had been mobilized, the Swedish government regards the report as conforming to the facts.

## A MARKED CHANGE OF SENTIMENT

Before the Round Table club at Lincoln, Neb., Mr. H. M. Bushnell read the following paper:

"The topic which I have selected for discussion this evening, 'Increased Power for the Interstate Commerce Commission,' appeals to me as the most important question in national politics that has arisen since the repeal of the silver purchase act in the administration of President Cleveland. It is to the commerce between the states a proposition of as widespread interest as was the other legislation and of at least equal if not more importance.

"One thing to remember in this question is that railroads are public highways of commerce to be open to all on equal terms, that roads are servants of the public, existing for public convenience, with no rights inimical to the public welfare.

"The interstate commerce commission act dates from February 4, 1887. The act in its relation to rates centers around this clause: 'All charges made for services rendered in the transportation of persons or property shall be reasonable and just, and every unreasonable and unjust charge for such service is prohibited and declared to be unlawful.'

"The act creating the interstate commerce commission was originally and in intent directed against the wrong-doing, both in the fixing of tariffs and the observance of tariffs. It is neither new or radical legislation that President Roosevelt is asking of the congress of the United States.

"The question of the right and the power of the government to regulate and control commerce between the states no longer is doubted or denied. It is one of the fixed and settled propositions of government that this right exists. It was originally recognized and conceded that the commission had the power both to determine and to enforce a reasonable rate, and from 1887 to 1897, when the supreme court of the United States decided that the power to fix and enforce a reasonable rate did not lie in the commission, the railroads very generally recognized the claim of the commission to this power, and followed their findings.

"When, therefore, the president of the United States asked congress to give the commission the power which the original act clearly intended it should have, he was asking remedial legislation, to put into force and effect the plain declarations in the interstate commerce law. This is the language of the president in his message to congress one year ago:

"In my judgment the most important legislation as regards the regulation of corporations is this act to con-

fer on the interstate commerce commission the power to revise rates and regulations, the revised rates to go at once into effect and to stay in effect unless and until the court of review reverses them.'

"In the year 1888 action was taken under the interstate commerce law which has made Lincoln a wholesale center in the state. In May of that year cases brought before the interstate commerce commission to require the roads to give this city in and out rates reasonable with Missouri river rates, were heard in this city, and voluminous testimony was taken. So conclusive was the evidence, and so self evident the facts, that the commission could find for the city, that a reasonable rate was agreed upon and given before the commission had time to formulate its opinion. It was a rate question, and the railroads believing power rested in the commission, granted them. It has made this city what it is in the wholesale line today, and affected all values since that time. About the same time Omaha wholesalers found their rate to Texas points was as great as the Chicago-Texas rate. They went before the commission and the roads, believing the commission had power to regulate rates, gave Omaha its proper differential. These are home illustrations of the fact, that the roads accepted the public interpretation of the law that the commission had power to regulate rates. After 1897, when the court found differently results from hearings before the commission have grown less and less. What a difference might have been made regarding Lincoln, if the roads in 1888 had known the limitations the court would place on the commission.

"Congress recently passed the Elkins law which prohibits the giving of rebates and which has had a wholesome effect in this line upon transportation. The Elkins law aims to remedy one clause of the original intent of the act, against wrong-doing in the observance of tariffs. That which is now asked is legislation to prevent the wrong doing in the fixing of tariffs.

"The magnitude of interstate commerce and the growth of the railroads is scarcely appreciated. In the year 1904 the railroads of the nation through their car associations handled twenty-five million cars. They employ a million and a quarter men, more than all the soldiers of the Civil war that were enlisted in the armies of the north. The wealth of the railroads in 1904 represented by their assets was over sixteen billion dollars, more than the entire wealth of this nation at the time of the election of Abraham Lincoln. The income of the

railroads of the United States in 1904 was over two billion dollars, enough to pay twice over the national debt. Five of the leading roads earned in 1904 over \$50,000,000 each. The Pennsylvania system headed the list, earning \$238,000,000. On the other side, the farmers alone produce annually over six billions of dollars worth of products. In 1904, Nebraska produced out of the ground \$25,000,000, while the entire gold production of the United States was but \$80,723,200. A recent estimate places the value of the grain crops alone in Nebraska this year at \$183,000,000.

"The power of the corporations, and the wrong-doing which occurs through power unrestrained stands on the one hand, and the entire interests of the production of this nation on the other. The longer the power is unrestrained, the more powerful the trend is toward government ownership; and the railroads will ultimately recognize that they confront present government regulation or ultimate government ownership. Individually, I believe in the competitive system, in the control railways rather than ownership of railways. It is not intended either in the original interstate commerce law or in the proposed legislation, to make of the commission a schedule building body. Not in the creation of rates, but in the passing upon their reasonableness and fairness to both the shipper and the common carrier is where power is to be vested, subject to appeal to the supreme court of the United States, to whose findings every citizen and corporation should acquiesce.

"To prevent discriminations between localities, transportation charges are required to be both relatively reasonable and reasonable in themselves. The supreme court has given great elasticity to the long and short-haul clauses, but the position stands that similar conditions between cities and similar conditions between firms and individuals must command similar transportation charges. Additional power to the interstate commerce commission will make this effective. That this power given the commission would be of direct value and great importance to Lincoln and this state may be suggested, in a few rates as they discriminate now. The corn rate to gulf ports is six cents higher from Lincoln than from Omaha, though corn in this section is theoretically shipped through Lincoln to Omaha and then back through Lincoln to Galveston. Such a rate is utterly indefensible. Colorado and Wyoming coals cost a dollar a ton less laid down in Omaha than in any city or point east of North Platte. Consumers of western coal in Nebraska living between North Platte and Omaha must pay a dollar a ton more than Omaha, although the coal is hauled

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