

to this fair proposition? It should be an opportunity dear to the president's heart, considering how emphatically during the campaign he repelled the charge that campaign money had been given to his party by corporations in need of legislative or executive favors. All except hardened spoilsmen concede the pressing demand for reform in campaign financing. The beginning of reform is publicity."

CALLING ATTENTION to the fact that Mr. Roosevelt "is entrenched behind the democratic platform" and his fortunes are in the keeping of a radical democrat, a senator from the state of South Carolina, the Washington Post says: "In the debate last Wednesday, it looked as though Mr. Clapp was ready to surrender everything the president holds dear to 'the inherent equity jurisdiction' of federal courts of inferior jurisdiction, which, without any sort of doubt, would throw the whole mess into chancery, and give us more 'government by injunction' than we ever had before. Mr. Bailey contends, however, that Federal courts of inferior jurisdiction have no more jurisdiction, equitable or legal, than congress chooses to confer on them, and if his view is correct the whole thing is as plain as noonday. It was all in a muddle before the clear statement of Mr. Bailey—all chaotic. This is an effort to fix railroad rates by order of a commission created by congress. If the railroads may enjoin the rate imposed by the commission, it is mere child's play. If the action of the commission shall stand until the final order of the court, then it is a very serious matter. If the Bailey idea prevail, it is a victory for the president. If the Clapp idea be the correct one, it is a defeat for the president. Strange bedfellows—this politics makes."

C. A. RENNACK is an Iowa republican who aspires to be sheriff of his county. Through the Shenandoah (Iowa) World Mr. Rennack announces his ambition in the following peculiar way: "I wish to state here the reason for signing my name the way I do in my announcements for sheriff. In the fall of 1903, on December 8, I made a world's record as a corn husker by husking 201 bushels and 16 pounds of corn and putting it into the wagon in ten consecutive hours. And to my knowledge this record has never been beaten. The Hopkins scare they had a year ago last fall was all a fake, for I offered to husk Mr. Hopkins a race the same fall. And I say this right here and now, that Mr. Hopkins or any other man that thinks he can beat me is hereby challenged to meet me this fall, providing they can make it interesting. I am a man about six feet in height and weigh about 185 pounds. I will now say that I hope the republican voters will support me at the primary, and that if I receive the nomination I will try and work for the good of the people and to their interest."

GEORGE C. WATTS, a Chicago contractor who died recently, bequeathed \$20,000 for the support of his pet dog. The will recently probated at Chicago showed Watts' estate to be valued at \$100,000. Watts was a bachelor and his dog was his constant companion. Aside from the \$20,000 provided for the support of the dog Watts set aside \$300 a year for the care of his horse. It was further provided that upon the death of the dog and the horse, the money shall be divided into four equal parts, and distributed among the Home for Incurables, the Old People's Home, Chicago Orphans' Asylum, and the Salvation Army.

HENRY B. BROWN, associate justice of the United States supreme court, will soon retire from the bench. Justice Brown was appointed by President Harrison in 1890. He has therefore served sixteen years. Newspaper correspondents agree that Justice Brown's place has not only been offered to Secretary of War Taft, but that he has been urged to accept the place. Some correspondents say that Mr. Taft has aspirations to the presidency, but that it will be difficult to secure Ohio with Senators Foraker and Dick both against him, and that without Ohio, his home state, Taft could not be nominated. According to these correspondents Mr. Roosevelt is anxious to name the candidate.

SINCE ELIHU ROOT entered the cabinet as secretary of state, it has been generally believed that he was Mr. Roosevelt's choice for the republican nomination in 1908, but the Washington correspondent for the New York World says that until he made Root secretary of state Mr. Roosevelt "did not notice the domineering methods of Root." This correspondent says that Mr. Roosevelt notices these methods now, and is not

at all pleased with them; that Root calmly goes ahead and does as he likes. He is the only man in the cabinet who is not over-awed by the vigorous personality of the president. It has been explained by this same authority that the president is just now more in favor of Speaker Cannon than anybody else, and that Cannon is a candidate.

REFERRING TO JUSTICE BROWN'S retirement, the New York World says that since the establishment of the supreme court in 1789 it has had but seven chief justices, not counting Rutledge "whose mental incapacity made his tenure nominal." The World adds: "Chief Justice Fuller, with eighteen years of service, has exceeded the average by two years. Marshall, who was to this court what Hamilton was to the treasury, and whose name remains its great monument, served for thirty-four years. To recall that Marshall and Taney together occupied the chief justiceship for sixty-three years conveys a vivid impression of its permanency. That Jay chose the chief justiceship in preference to all other political rewards in the gift of Washington serves as a commentary on the estimation in which this exalted post has ever been held. Of its fifty-three associate justices, Story, to whom partisan feeling denied the chief justiceship, but whose fame as a jurist extended to England, served thirty-three years. Justice Harlan has a record of twenty-nine years. His long term in a time of change is emphasized by the fact that he has greeted fifteen newcomers on the bench, nearly one-third of all that have occupied it since its establishment."

FOR YEARS Abraham Lincoln was credited with the epigram "You can fool some of the people all the time and all the people some of the time, but you can't fool all the people all the time." Not long ago some one demanded authority for the claim that Mr. Lincoln used these words, and investigation disclosed that the authority was not readily found. It was then claimed by those denying that Mr. Lincoln uttered this epigram that it really came from P. T. Barnum, the famous showman. But now comes William E. Curtis of the Chicago Record-Herald and says that William Pitt Kellogg, now a resident of Washington, remembers distinctly hearing Mr. Lincoln deliver this epigram at a meeting held at Bloomington, Ill., in May, 1856. Mr. Kellogg says that Mr. Lincoln used this phrase frequently in his speeches, but he remembers particularly the Bloomington occasion.

MR. KELLOGG says that in this Bloomington speech Mr. Lincoln referred to the position taken by Mr. Douglas that slavery in the territories could be controlled by what Mr. Douglas called "unfriendly legislation." According to Mr. Kellogg, Mr. Lincoln said: "No one can long be deceived by such sophistries. You can fool some of the people all the time, and all of the people some of the time, but you can't fool all the people all the time."

THE SERIOUSNESS of New York's traction trust's scheme is not generally realized, even in the metropolis. A statement recently made by a New York newspaper for the purpose of informing New Yorkers of this point will be likewise instructive to men generally. This New York newspaper makes some interesting comparisons with other cities, saying: "No street railway system in the country is capitalized for as much as the water that is to be poured into the Interborough-Metropolitan merger in this city. All the street railways of the entire state of Connecticut put together have not one-third as much outstanding stock as the \$108,000,000 of fictitious value that it added on to the combination of lines in this city. Only a few of the largest states, like Pennsylvania, Ohio, Illinois and Massachusetts, can scrape together enough street railway stock to equal this enormous inflation of securities. One of the largest systems is that of the public service corporation, of New Jersey, that owns not only the railways, but the lighting and water companies of dozens of towns. Its outstanding stock, stock certificates and notes amount to \$38,000,000. Yet it operates sixty-six different companies throughout the state."

IN PHILADELPHIA, as pointed out by this New York newspaper, there is a combination of surface lines like the Metropolitan in New York, operating 514 miles of road, three times as much as the Interborough-Metropolitan. This New York newspaper explains: "The capital stock of the Philadelphia Rapid Transit company, the holding company like Metropolitan Securities,

is \$30,000,000, and the outstanding stock of the Union Traction company, which operates the system like the New York City Railway company is \$41,000,000. This makes a total of \$71,000,000 for the entire system of Philadelphia, or \$37,000,000 less than the water in the New York merger. The various surface and elevated lines of Chicago, which come nearest in magnitude of operations to the New York merger, have a combined capital stock of \$100,000,000, or \$8,000,000 less than the water in this new amalgamation. All the railways in St. Louis, which are combined in one corporation, have a capital of \$45,000,000; those of Cleveland, \$23,000,000; those of Baltimore, \$15,000,000; those of Pittsburg, \$36,000,000; of Detroit, \$12,500,000 and of San Francisco, \$25,000,000. The twenty-two companies operating all the systems of Connecticut have a total capital stock of \$31,000,000. Thus it is apparent that no city in the United States has its street franchises capitalized at a sum equaling the watered stock of the New York merger. Chicago and Philadelphia combined have not capitalized for as much as has the new stock issue of the merger, which amounts to \$225,000,000. Aside from these two leading cities, it would take a combination of the companies of ten first-class cities to equal the stock of the merger."

IT IS FURTHER explained by the same authority that in none of the cities named do horse-car lines exist. It is added: "In New York one-third of the mileage of the surface lines is still operated by horses. A number of the cities have more miles of lines than the 179 comprised in the merger. Nowhere in the United States is so large a proportion of the passengers compelled to become strap hangers as in New York. The accommodations afforded in cities like Cleveland, Indianapolis and Buffalo are much better than can be found in New York. Small communities in Ohio and Indiana have luxurious vestibuled cars that put the Metropolitan system to shame. The Western Reserve farmer rides into Cleveland in better style and with more comfort than the millionaire of New York goes to his office in Wall street. The speed of the electric limited between Indianapolis and Muncie would leave the Subway expresses behind. The filthy conditions of the Manhattan Elevated would not be tolerated by the board of health of Detroit for a single day. It is only the comparatively few New Yorkers who have travelled upon the electric lines of the Middlewest who realize what miserable conditions are tolerated in this city. The merger being a purely financial scheme for the purpose of making money, of crowding more passengers into the already crowded cars, of doing away with competition, and of reducing the amount of money to be spent on new lines and improvements, it is apparent that conditions in New York must grow worse and worse."

GOVERNOR FOLK, of Missouri, has appointed a commission to investigate the revenue laws in Missouri, and report on the same to the next legislature. He has also suggested that this commission study the question whether it is advisable to repeal the personal tax law. In a newspaper interview Governor Folk declared that he favors the abolishment of the personal tax as the only way to stop the wholesale perjury now prevalent. The governor said: "Under existing conditions we find that the personal tax law is greatly abused, and there is no remedy for the abuses. Only recently we have begun the grand jury investigation of the charge that citizens ignore with impunity the law which requires them to make a full return on their personal property. It appears impossible to prosecute the offenders for perjury thus committed. At the same time, violations are extremely general. How many persons certify to the assessor the complete extent of their personal belongings? If this were done, the state would have unlimited wealth in a few years. However this may be, I favor the repeal of the law. The taxes from real estate, from the public service corporations and other property are sufficient to meet all the needs of the state and at the same time provide a handsome surplus for emergencies. St. Louis pays about \$1,500,000 annually in taxes, on one-fifth of the entire taxable revenue of the state. Its pro-rata of personal taxes is equally as great."

From purely philanthropic motives we keep a big standing army in the Philippines, because we want to confer the blessings of civilization upon the Filipinos. And we are talking of sending another army to China in order to prove to the Chinese that they really ought to have sense enough to buy our manufactured goods.