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Nebraska Democratic Convention

The Nebraska democratic convention met at Lincoln, August 15. The following ticket was nominated:
 William H. Thompson, of Grand Island, for United States senator.
 Ashton C. Shallenberger, of Alma, for governor.
 William H. Green, of Creighton, for lieutenant governor.
 Carl R. Goucher, of Wahoo, for secretary of state.
 Frank C. Babcock, of Hastings, for treasurer.
 J. S. Canaday, of Minden, for auditor.
 Lysle I. Abbott, of Omaha, for attorney general.
 J. V. Wolfe of Lancaster, for commissioner of public lands and buildings.
 R. H. Watson of Valentine, for state superintendent.
 A. P. Fitzsimmons, of Tecumseh; George Horst, of Polk county; John Davis, of Fillmore county, for railroad commissioners.
 Thomas S. Allen, of Lincoln, was chosen chairman, and Herbert S. Daniels, secretary of the state committee. Messrs. Kennedy, Wolfe, Horst and Davis on the above ticket are populists. Fusion was secured.
 The following platform was adopted:
 "The democrats of Nebraska in state convention assembled renew their allegiance to the party of Jefferson, Jackson and Bryan.
 "We rejoice at the rapid growth of democratic sentiment throughout the country and appreciate the compliment bestowed upon the party when its principles and doctrines are bodily appropriated by the few progressive leaders of the republican party. We watch with interest their efforts to force their party to accept democratic doctrine and we deplore the hopelessness of their task. To their followers, however, we extend a hearty invitation to become democrats in fact, as they are in spirit, and to join the democratic ranks under the leadership of America's distinguished statesman, William J. Bryan.
 "We extend to Mr. Bryan a hearty welcome home. We rejoice that he stands today as a conspicuous and central figure in the great moral and political revolution which is now sweeping over the country. While all the states rejoice that he has become the first citizen of the world it remains only for our state to boast that it gave him political birth and started him upon the highway of fame and usefulness.
 "We recognize that in the present campaign state issues are dominant, and to the people of Nebraska regardless of party we offer certain pledges and promise their prompt execution if entrusted with the administration of state government.
 "We will pass a comprehensive direct primary law for the whole state, under which party candidates for all offices shall be nominated by the direct vote of the people.
 "We will enact a stringent anti-pass law to prohibit all persons except bona fide railway employes and stockmen in actual charge of live stock from accepting or riding upon railroad passes, and to prohibit railroads from issuing them and to punish railroad officials for the violation of the law, making each violation a misdemeanor, punishable by fine and forfeiture of office in case of public officials and by fine in all other cases. Until this is accomplished we shall enforce the present anti-pass law, heretofore neglected and obsolete upon the statute books of the state.
 "We will pass a law providing for a maximum passenger fare within the state of Nebraska of two cents a

mile including penalties for its violation.
 "We will enforce through the state board of equalization the equal and just assessment of all property in the state, including railroad property, upon the basis of the actual value of the stocks and bonds.
 "We endorse the proposed amendment to the constitution providing for a railway commission as a step in the right direction and pledge our candidates if elected to give the commission the fullest support and broadest powers for bringing relief to the people from the present unjust and exorbitant freight rates and discriminations.
 "We declare in favor of the plan of adopting the same railroad valuations for purposes of taxation that are adopted for the purpose of regulating railroad rates and railroad earnings, and we demand that the legislature empower the elective railroad commission to appraise and determine the actual value of the railroad corporations and other common carriers of the state for these two purposes.
 "We point to the scandalous record of the last legislature which at the bidding of its bosses defeated the anti-pass bill, bills reducing freight rates, the direct primary bill, the bill to assess the railroad property on the value of its stock and bonds, and which indulged in wild extravagance of ap-
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