

faithful devotion to duty, his respect for law, his courage to stand up for the right and maintain it at any cost. The citizens of Minnesota know him, trust him, admire him. He has won their affection and confidence, and they have no fear he will depart in the least from the noble principles which have always governed his conduct of public affairs. Governor Johnson's address to the graduates at the university of Pennsylvania, which was presented to the readers of the Evening Post in last night's edition, is a masterly and eloquent production. It shows what an understanding and grasp he has on the great questions that confront our country today. It displays transcendent patriotism and statesmanship. It meets, fairly and squarely, the problems of state and national government, and sets forth in clear and convincing shape the essentials underlying the structure of the American republic and the necessity of maintaining them in order to preserve the republic. It ennobles law and the nation's constitution with a sanctity and glory that appeal to mind and heart and command obedience. No wonder Governor Johnson is respected and honored as he is, and that his address was greeted so enthusiastically. It ought to be published far and near."

THE HOUSTON (Texas) Post prints from its Washington correspondent this telegram: "There was a most interesting colloquy in the Willard lobby between three eminent lawyers of the Lone Star state, Judge Sam H. Cowan of Fort Worth, ex-State Senator Houston of San Antonio and Mr. M. A. Spoonts of Fort Worth. Judge Cowan took the position that Texas could undoubtedly be classed as a Bryan state, and in saying this he could not be accused of personal friendship for the Nebraskan, as he had twice worked against his election. 'In my opinion,' said Senator Houston, 'you are in error in the statement that Texas is for Bryan. There has been no test of public sentiment, but I venture the assertion that there are plenty of democrats who could carry our state against Bryan for the presidential nomination. Senator Daniel of Virginia, would be greatly preferred to him, and our own Senator Culberson would, in a popular election, beat Bryan 10 to 1 for the leadership of the party.' Mr. Spoonts coincided with the remarks of Senator Houston, and added: 'Friends of Senator Culberson who know the man's caliber and fitness begged him to let the legislature of Texas give him formal indorsement for the presidency, but the senator would not allow the resolution to be presented. I still hope that the next democratic national convention will nominate him, for I think he is today the strongest and most available leader in the party. It looks like a foregone conclusion that Colonel Roosevelt will be chosen again, and where could the democracy hope to pick a doughtier champion to oppose him than Culberson?'"

AND NOW THE Standard Oil trust is to go into the "ocean to ocean" railroad business. The Washington correspondent for the New York World says: "The Standard Oil company within two years will own and operate a complete trans-continental railroad system, in the opinion of those here familiar with such matters. This line will extend from Atlantic tide water at Newport News, Va., to Seattle and Portland by way of Chicago. Every mile will be controlled by the Standard Oil interests, and from the day it opens the road will be the most potent transportation influence on the continent. These links will comprise the new Standard Oil chain: The Virginian Railway (commonly known as the Tide-Water and Deep-Water), from Newport News, Va., into West Virginia and soon to be connected with the Ohio river; the Detroit, Toledo and Ironton, extending from Ironton, O., on the Ohio river, north and west across Ohio and Michigan; the Chicago, Milwaukee and St. Paul, from Chicago and Milwaukee west to the Pacific coast. Every road in the group is now under Rockefeller control. There is one gap to be filled, from Toledo or Detroit to Chicago. This will be covered by the early purchase of a minor line. The Standard Oil system when completed, will have a main line mileage of about 3,700 miles from ocean to ocean. Next to the Siberian railroad it will be the longest continuous main line in the world under a single management. From the very outset, by reason of its affiliations with immense business interests, it will be assured all the freight it can possibly handle. The new road will be in position to compete for the grain business and for the business of supplying coal to the northwest. Part of the plan is to develop Newport News as a great port of export. The

control of the road is to be held closely within the Standard Oil group so that if necessary at any time in the future it can be used as an instrument for punishing competing roads which manifest hostility to the big-oil concern. Several years ago Henry H. Rogers became owner of about 300,000 acres of coal land in West Virginia. He increased his holdings and interested other people until his group possessed an immense tonnage of undeveloped coal. Then Rogers took up the business of building his own railroad to tidewater in order to market this coal and also because he saw that there was certain always to be a big tonnage for a road through this region. From the first the Chesapeake and Ohio and the Baltimore and Ohio fought him but he has steadily worked ahead until his road is now near completion from its mines to the Atlantic coast. He has invested \$20,000,000 in it and has never issued a dollar's worth of bonds."

THE LONDON correspondent for the Philadelphia Public Ledger tells this good story: "Is it true that you kept your hat on when you met the king yesterday and slapped him on the back while you were talking and laughing with him?" I asked Mark Twain this afternoon, directing his attention to a London Sunday paper in which these solecisms were good-naturedly alleged against him. "I'll tell you just what took place," said Twain. "When I renewed my acquaintance with the queen I took off my hat and made my lowest bow. 'Put on your hat; put on your hat,' said the queen, fearing, I suppose, I'd catch cold; but I didn't obey her, and we continued the conversation, I remaining uncovered. Presently the queen told me again to put on my hat, and her tone was such that I couldn't with gallantry longer disregard her injunction. Almost immediately thereafter I was presented to the king, and, remembering the queen's command, kept my hat on. I didn't feel at liberty to do anything different." "And did you slap the king on the back?" "No, of course I didn't. The king put his hand on my arm and, not to be outdone, even by a sovereign, I went a bit higher and laid my hand on his shoulder. Each of us meant honor to the other in this laying on of hands."

ACCORDING TO the New York World a copy of a "personal and confidential" report of the proceedings of the advisory committee of the immigrant bureau of the Western Passenger association has fallen into the hands of the government, supplying information upon which the investigation of the shipping trust, begun by the interstate commerce commission, is more than likely to be extended to a thorough overhauling of both the freight and passenger traffic pools, the existence of which is now openly charged. This secret report shows: "That negotiations have been pending for the last year between the railroad immigrant bureau and the steamship conference to bring the traffic of New Orleans and Galveston under the same iron-bound rules that control the distribution of immigrants from the port of New York; that the Chicago Great Western railway was taken to task in the railroad meeting in the Waldorf-Astoria on May 21 last, because it had received more than its share of the business routed west by Frank Zotti, the banker and steamship agent; that steps were taken by the steamship trust, with which Zotti has been at war, to blacklist him by disqualifying any of its agents who did business with Zotti or handled any of his foreign orders; that the San Pedro road was informed that it would 'be given its fair share of the business' provided it desisted from attempting to break into the immigrant bureau and promised to be bound by its rules; that the Western Passenger association agreed to pay commissions on immigrant business only to Peter McDonald of New York, freezing out Zotti, who is the only independent agent."

FEDERAL JUDGE LANDIS of Chicago ordered that subpoenas be issued for John D. Rockefeller in the Standard Oil case now pending. John S. Miller, attorney for the oil trust, pleaded with the court not to issue the subpoena. The Associated Press gives this dialogue: "Mr. Miller informed the court that Mr. Rockefeller, although president of the Standard Oil company of Indiana was not possessed of the information regarding the financial condition of the Standard Oil company desired by the court. He also informed the court that Mr. Rockefeller was an old man, who had many business cares, and that no advantage could be had to any person bringing him into the court.

The appeal of the attorney did not appeal to Judge Landis, for he promptly refused to recall the subpoena, and in addition, directed that subpoenas be issued for the vice president and secretary-treasurer of the Union Tank Line. Mr. Miller, in making his request, said he would furnish other men better qualified to give the financial resources and holdings of the companies than those for whom subpoenas had been issued. He said Mr. Rockefeller had so little to do with the business that it would be useless to bring him to Chicago to testify. 'It is inconceivable that the president of one company does not know whether or not it owns another company,' said Judge Landis. 'I want to know whether the Standard Oil company of New Jersey, owns the Standard Oil company of Indiana, the defendant in this case. I want this information and all that I have asked for and I intend to have it if such a thing is possible. This court makes no distinction against either a wealthy or poor man. I want Mr. Rockefeller here to learn that one thing from him and other things that he may be able to tell.' Mr. Miller intimated that witnesses might decline to answer, by advice of counsel. 'The court can not assume,' said Judge Landis, 'that such an attitude will be taken, and I can not give them an opportunity to decline through counsel in advance. If they see fit to answer my questions they will be given the chance to decline in open court. The subpoenas will be served and I shall not interfere with the service of any of them.'

A RESIDENT of Cambridge, Mass., writing to the Boston Herald says: "Mr. Eldridge's account of the dedication of Bunker Hill monument in June, 1843, as given in the Herald for Sunday, is extremely interesting. I was there myself, a boy of fifteen, and have a vivid remembrance of the celebration, and particularly of Webster's oration. But Mr. Eldridge evidently confuses his reminiscences of what he heard at the time with those of his readings in the oration of 1825. It was in the earlier oration that Webster made his famous apostrophe to the veterans who had taken part in the battle: 'Venerable men! You have come down to us from a former generation' etc., and his invocation, 'May the earliest ray of the morning sun gild it,' etc. Mr. Eldridge was doubtless familiar with those passages as given in the school reading books of our boyhood, and perhaps recalled them—as I am sure that I did—when listening to the great orator on the spot where they were uttered. I heard Webster on one other occasion, either before or after the Bunker Hill dedication. It was a plea in court (in Lowell, if I remember right), and was a quiet, technical discussion of legal points. I am certain that it did not impress me as a great effort, like the one at Bunker Hill, though I was interested in seeing the distinguished speaker."

AN INTERESTING example of the industry with which a certain error is inculcated is presented when the Washington Post reproves Mr. Bryan for saying that the new rate law had "stopped rebates." In correction the Post avers that the Elkins law stopped rebates, and that Mr. Bryan's declaration would work an injustice to the senior senator from West Virginia. The Pittsburg Post says: "The accuracy of this statement is illustrated by the fact that despite the references to the 'Elkins law' and 'the new rate law' neither has a separate existence as a statute. There was an Elkins amendment to the inter-state commerce law of 1887, just as there was later a Hepburn amendment to the same law. If the disputants will take the trouble to examine the text of the act and the amendments we think they will find that the prohibition of discrimination 'by any special rate, rebate drawback or other device' stands today as it was enacted in 1887. The most salient feature of the Elkins amendment was in the abolition of the penalty of imprisonment for discriminations, which takes a vigorous imagination to put in the light of 'stopping rebates.' The last amendment certainly did more in that line by restoring the penalty."

ACTING GOVERNOR PINDALL, of Arkansas, has pardoned Shed Morgan of Desha county, who was convicted in 1896 of murder in the second degree and sentenced to twenty-one years in the penitentiary. The Little Rock correspondent for the St. Louis Globe-Democrat says that the governor made the following indorsement on the application: "I tried this case by appointment of the court and without fee. The court, on its own motion, set aside the verdict and reduced the punishment. This party is not guilty at all in this case, hence the pardon."