DECEMBER 20, 1912

The Commoner.

CURRENT GOPICS

CPEAKING of Woodrow Wilson's successor as governor of New Jersey, a writer in the Nashville Tennessean says: State Senator James Fielder is the caucus nominee for speaker of the senate of New Jersey, the selection having been made a few days since in a democratic caucus at Trenton. By constitutional provision the speaker of the state senate of New Jersey succeeds to the governorship when the office is made vacant by death, removal or resignation, and it is an interesting matter that Mr. Fielder, if the caucus nomination should be ratified by his election, will become the governor of that state when Governor Woodrow Wilson resigns to take the oath as president of the United States. Some of the reports indicate that former United States Senator James Smith, ir., had much to do with Mr. Fielder's nomination, and that therefore he will have much to do with the administration of the new executive. If it be true that Smith has come back into power after having been emphatically repudiated by the people of his state at the instance of Governor Wilson, it only shows how persistent such men are in the face of public rebuke and discredit. As an audacious and insolent political boss, the people of New Jersey, under the inspiring demands of Governor Wilson, were induced to defeat and discredit Mr. Smith. Governor Wilson took a part in the fight against Mr. Smith right in the midst of his presidential campaign, indicating by his action that Smith's defeat was essential to the best interest of the democratic party both in New Jersey and the nation. And now, if reports are correct, the old-time and discredited boss has come back into power. At least he has regained considerable lost ground, ground that had been taken away from him in a hotly contested fight in which Governor Wilson and his followers took a part, and it is not at all gratifying to see him so quickly recover. Governor Wilson, however, does not take the view of The Tennessean. A Hamilton, Bermuda, dispatch to the New York Herald says: Governor Wilson spoke highly of the qualifications of State Senator James F. Fielder, who will succeed him as governor, and said that Leon R. Taylor, who will be speaker of the assembly, also is alle and efficient. "Senator Fielder is one of the highest type of men in our public life," he said. "He has always

Butler refused to have the nomination confirmed and later President McKinley, at the request of Senator Pritchard, appointed Purnell, who had been a United States commissioner and crop reporter," said Mr. Daniels. "Judge Purnell later, without cause, put into the hands of two receivers a railroad in which the state had a four-fifths interest. I charged in my paper this was done for the purpose of wrecking the road and having it sold. I was cited for contempt, and fined \$2,000, which I refused to pay. The marshall reported this fact, and Judge Purnell ordered me sent to jail. My attorneys came to Washington, and Chief Justice Fuller, of the supreme court, issued an order to compel Judge Purnell to grant an appeal, and Judge Pritchard, who was then a circuit court judge, dismissed the case. Governor Charles B. Aycock at the time was vigorously fighting the case in the name of the state, and a most interesting situation was precipitated."

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CIPEAKING before the National Rivers and Harbors congress, in session at Washington, Mayor Fitzgerald of Boston, declared that the United States should own the coal mines of the country. An Associated Press dispatch, referring to Mayor Fitzgerald's speech, says: "He did not agree, however, with Senator Townsend of Michigan, who had preceded him, that it might be well for the federal government to take possession of dock sites on rivers improved by the government, so as to keep railways from preventing water competition. "I would be in favor," said Mayor Fitzgerald, "of having the municipality or the state and the federal government co-operate in the control of dock sites, but I think the local authorities should have some say. I do not agree with Senator Townsend that no government improvement or rivers should be made unless it can be shown that it would reduce the cost of transportation over considerable territory. The only limit to approriations for river and harbor improvements should be a report from the army board that they are not good for any purpose. They should be improved for water power and other purposes. The people of the whole country are anxious to see the Mississippi river improved, regardless of the cost, and we can do it without impoverishing the country." The railways of the country can not carry all the business, the mayor said, and should have plenty of water competition. He declared that on \$30,000,000 worth of coal Boston had paid \$70,000,000 in transportation charges and that something should be done to improve these conditions. The government would take possession of the coal mines of the country in a few years, he asserted, if things kept on as they had been during the last few years. All waterways to which sufficient commerce is tributary should be improved at federal expense, said Mayor Fitzgerald, and at the same time the question of water power, as well as navigation, should be considerad to help defray the expenses of improvement. He declared that when there was competition between a railway and a boat line the former should not be allowed to make rates over any part of its line lower than compensatory in an effort to destroy competition. Dock privileges, he said, should be open to all and should be owned either by the municipalities or by the federal government.

who died recently. He has been in railroad work since 1889. Before entering the service of the Gould lines he was with the Northern Pacific and Santa Fe. When B. F. Bush, president of the Missouri Pacific-Iron Mountain lines, was chosen president of the Denver & Rio Grande in January, 1912, Mr. Shephard was selected as his assistant, and recently his appointment as assistant to President Bush on the Missouri Pacific-Iron Mountain, with jurisdiction over all departments, was announced. Upon the death of her father, Jay Gould, in 1892, Helen Gould, then twenty-four years old, inherited a fortune of about \$10,000,000. It has been estimated that by investment she has trebled this fortune, and at the same time devoted fully half of her time to benefactions which brought her into world prominence. She began her benefactions during the Spanish-American war, when she gave time and again several hundred thousands of dollars to the relief of sick and wounded soldiers, for which she received the thanks of congress. In 1899 she led the woman's movement for the unseating of Brigham H. Roberts, congressman from Utah, as a demonstration against polygamy. Later she became devoted to the interests of railroad employes and toward the establishment of the railway Young Men's Christian Association she gave her personal attention and upwards of a million dollars. Several railroad Y. M. C. A. buildings, others for naval men, and several for the Young Men's Christian Association have been erected in cities throughout the United States through her generosity.

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THE "tip" is now recognized by the federal government. The Chicago Tribune says: "The United States treasury department has promulgated an order specifying the tips that its employees may include in their traveling expenses while transacting public business. Some may be inclined to accept the government's scale of tips, as they accept the government's weights and measures, as establishing the standard. The treasury department of a national administration that has tried to make a specialty of efficiency and economy permits an employe in New York or Chicago to tip the persons who bring his meals to him not more than 50 cents a day. He may spend a like sum for this service in any one of a score of other cities of considerable size, the names of which are specified. For the services of sleeping car porters he may spend 25 cents a day and of chair car porters 15 cents a day. If he crosses the Atlantic ocean he may use \$10 for stewards' fees; going to or from Hawaii he may give the stewards \$15; going to or from Panama or Porto Rico \$10. He is not allowed to give baggage men or porters more than 25 cents on his arrival at or departure from hotels, wharves, railroad stations and such places. Tipping is a serious matter to many an American of small resources. Not a few persons wish they had the federal treasury behind them to stand the expense of tips when they travel. It may comfort them somewhat to know that the treasury itself parcels out the tips with a considerable degree of prudence."

stood for progress in New Jersey and is admirably equipped to carry on the work as governor."

T HERE is trouble over the Gainesville, Ga., postoffice, but it is not democratic trouble. An Atlanta, Ga., dispatch to the New York World, says: Republican leaders here say Mrs. Helen D. Longstreet, widow of the famous confederate general, will be removed by President Taft as postmaster of Gainesville, because of her activity in support of Theodore Roosevelt, and will be succeeded by James B. Gaston, a member of the regular republican organization. Mrs. Longstreet will be removed on the charge of "pernicious political activity in office," these leaders say. Mrs. Longstreet occupied a seat on the stage at the Auditorium as Mr. Roosevelt's guest of honor when he last spoke in Atlanta, and was an accredited representative to the Roosevelt convention at Chicago. Republican leaders say President Taft has delayed action because of Mrs. Longstreet's sex. She married General Longstreet after the death of his first wife, and has long held the Gainesville office. General Longstreet joined the republican party soon after the war and held places under Grant and other republican presidents.

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J OSEPHUS DANIELS, editor of the Raleigh (N. C.) Observer, told a representative of the Washington (D. C.) Post some interesting things concerning a contest over patronage during Mr. Cleveland's last term. Indirectly, as a result of this contest, Mr. Daniels was jailed for contempt of court by a federal judge. The case precipitated one of the most exciting conflicts between state and federal courts in recent years. "Judge Seymour, of the eastern district of North Carolina, died in February, 1897, and President Cleveland sent in the nomination of W. W. Clark, one of the ablest lawyers in the state. Senators Jeter C. Pritchard and M. F.

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THOUSANDS of men and women everywhere are interested to learn of the prospective marriage of Helen Miller Gould the daughter of the late Jay Gould, and a woman who has devoted her talents and her money to the service of society. A Lakewood, N. J. dispatch, carried by the Associated Press says: Announcement of the engagement of Miss Helen Miller Gould of New York to Finley J. Shepard, a prominent railroad man of St. Louis, was made at the residence of Mr. and Mrs. George J. Gould here. It was said the announcement of the time and place of the wedding would be withheld for the present. Mr. Shephard has long been prominently identified with railroad and financial affairs of the west. He is at present assistant to the president of the Missouri Pacific railroad with headquarters at St. Louis. Mr. Shephard is forty-five years old and the son of a Connecticut minister

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DASING his argument upon a careful analysis D of the federal census figures, Prof. William Benjamin Smith, professor of philosophy, at Tulane university, speaking at New Orleans said that "the negro race in the United States will become extinct in 220 years. The last of the race will be a negress, and she will die in the south." Prof. Smith achieved national distinction as a student of the American negro by his book, "The Color Line." "Reports show," he says, "that among the whites of this state the males are gaining in proportion over females in birth-a sure indication of the virulency and increasing stamina of the whites. But the same reports show also that among the negroes the females are gaining in number. Reports of other states confirm this retrogression. If the race were in ascendency, the male births would at least retain an equal proportion. There can be no other conclusion than that the old law of the survival of the fittest is coming into its inexorable sway. With the death of the last negress, we will say about 2132, A. D., there will be no more of the race left in the United States."

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