

eration. Men are unreasonable only when they are angry; then they yield only what they must. Take from a man a penny, and he will strike you; give him a dollar and he will return ten. Our people are awakening from a great financial debauch to find that the 'Almighty Dollar' is one of the feeblest of all forces."

The Star, San Francisco, Cal.: "The work outlined for congress by President Wilson is hard and serious work, but not an impossible task. Constructive legislation is always more difficult than destructive legislation."

"In regard to the president's message, in addition to what has been said, the document is noticeable for its brevity and for the absence of violent expressions. Thus it is in strange contrast with the long and sometimes superheated messages sent to congress in the recent past."

A GOVERNMENT OWNED RAILROAD FOR ALASKA

The following Associated Press dispatch, dated Washington, January 24, tells the story of the passage of the Alaska railroad bill by the senate:

"By a vote of 46 to 16 the senate passed late today the Alaska railway bill, directing the president to purchase or construct 1,000 miles of railroad in Alaska at a cost not to exceed \$40,000,000."

"Fifteen republicans and Senator Poindexter, progressive, voted for the bill. Senators Bacon, Hoke Smith and Williams, democrats, voted against it."

"The bill places upon the president responsibility for the selection of the route from tidewater to the interior of Alaska and the construction, equipment and operation or leasing of such lines as he may construct or buy to constitute this route. The broadest powers are conferred upon the president in carrying out his duties."

"The bill provides for a redemption fund into which shall be paid 75 per cent of all moneys derived from the sale of public lands in Alaska, or of the coal or mineral contents thereof. Machinery utilized in the construction of the Panama canal is made available for the construction work."

"Unavailing efforts to reduce the \$40,000,000 appropriation authorized for the work were made during the closing hours of the debate. Senator Hoke Smith sought to have the appropriation reduced to \$25,000,000 and Senator Smoot to \$35,000,000. Among other amendments defeated were the Norris amendment for a government steamship line to Alaska; the Poindexter amendment for the sale of Alaska coal at cost to Pacific coast points, and the Cummins substitute limiting the construction to one main line."

"With the consent of the territorial committee the bill was amended before passage to require the senate's approval of the appointment of civil engineers receiving over \$3,000 per annum, to forbid any payment for the good will of existing railroads; giving injured employes the right to sue the government and limiting the government's defenses to those provided for in the federal employers' liability law of 1908. A similar bill is pending in the house."

Seattle, Jan. 24.—As soon as news of passage today of the Alaska railway bill by the senate was received in Seattle bombs were thrown into the air and a band and wagons bearing banners paraded through the business streets. The banners announced that the senate had passed the bill, and a great celebration was being prepared to take place after President Wilson had signed the bill,



UNSCRAMBLING THEM —New York World.

which has yet to go through the house. Alaska also is preparing for such a celebration as never was known before.

A BOON TO ALASKA

(Sacramento (Cal.) Bee.)

Government ownership and operation of a railroad system in Alaska, which a year or two ago was little more than a hope, now seems close at hand.

Already the bill to that end has passed the senate, by a vote of 46 to 16. Its adoption by the house is a foregone conclusion, and also its approval by the president.

Even if allowance be made for errors in construction and operation, the territorial railroad system cannot fail to be a great boon to Alaska. It is needful to justify and make effective the conservation policy adopted with regard to the coal deposits and other resources of the territory, the aim being to use them for the benefit of the people—not merely to tie them up indefinitely, in order to prevent private capital from making profit by their exploitation.

Public sentiment steadily is growing in favor of taking over the great interstate railroads by the federal government, to be operated for the benefit of the people and the greater development of the country, and not for private profit.

This would free the United States from the greatest source of political corruption it now has. It also would give the public a better service at lower cost than can be had under private ownership and the policy of charging all the traffic will bear.

KENYON'S SPEECH IN THE SENATE

In the speech he made Tuesday, January 20, in the United States senate in favor of the government construction of railroads in Alaska for the development of that rich terri-

tory, Senator Kenyon of Iowa disclosed the evolution of sentiment that has been going on in this country in relation to public ownership. What he said with reference to a railroad built and owned by the government in Alaska may apply just as well to a railroad within the states. By reference to the troubled career of the New Haven road he left sufficiently strong the inference that private ownership is not exactly ideal.

"Is it any consolation to the widows and orphans holding New York, New Haven & Hartford stock," he asked, "who are told that the dividend has been passed, to know that \$50,000 of that company's funds went as a donation to the republican national campaign fund?"

When Mr. Kenyon became a candidate as a progressive republican for the republican senatorship from Iowa it was urged against him that he had been a railroad attorney.

Referring to the wholesale plundering of the stockholders of the New Haven road, he declared his conviction that the profits of such deals have gone to the credit of the bank accounts of the same people who have sought to plunder Alaska.

"I am glad," said he, "that congress is not afraid to discuss this problem of government ownership. The people are ready to discuss it; more ready than they were some years ago when a distinguished citizen proposed it, only to be hooted."

There is approval in this expression from the Iowa republican senator of the utterance of Mr. Bryan upon his return from his tour of the world, in which he warned the railroads that unless there should come a change in existing notorious conditions the result must ultimately be government ownership.

Nobody will soon forget how that suggestion was hooted and how often it has been distorted to convey an impression that what Mr. Bryan said was an out-right declaration in favor of government ownership of rail-

roads. That was only seven or eight years ago, but today the always heretofore stubbornly conservative United States senate is actually considering a proposition authorizing the government construction of a railroad.

The purpose of this project is, of course, to prevent private owners from despoiling Alaska. In time it will dawn upon the people that there is just as much reason for allowing them to despoil Alaska as there is to allow them to despoil Pennsylvania, where the railroads have possessed themselves of the coal producing lands and exact their own prices from consumers all over the nation.

But what a change, a former railroad attorney, a republican, actually making a speech, and a good one, in favor of government construction and ownership of a railroad. To have dreamed it half a dozen years ago would have been madness.—Lincoln (Neb.) Star.

PETTY POLITICS

Our old friend Bowlby, of the Crete Democrat, is a man after our own heart, and isn't afraid to speak his sentiments without fear or favor. Here is one of his latest, and cuts to the quick, which he no doubt intended that it should: "We believe there are some republican papers so mean that they would cause the overthrow of business, the stoppage of all manufactories, closing of mines and furnaces and the establishment of free soup counters in every town in the United States, if by so doing, they could restore to power the corrupt old party, which has fostered every combine, trust and stock gambling exchange the last thirty-five years. They gloat over the failure of a bank or business house, the walkout of employees in factories, the reduction in price of property or any other change that might have a tendency to cause dissatisfaction among the people, and try to mislead them by falsely declaring that such changes are solely due to the democratic administration. That is one kind of politics fitted only for skunks."—Plattsburgh (Neb.) Journal.

AFRAID TO EAT

Girl Starving on Poorly Selected Food.

"Several years ago I was actually starving," writes a Maine girl, "yet dared not eat for fear of the consequences."

"I had suffered indigestion from overwork, irregular meals and improper food, until at last my stomach became so weak I could eat scarcely any food without great distress."

"Many kinds of food were tried, all with the same discouraging effects. I steadily lost health and strength until I was but a wreck of my former self."

"Having heard of Gr. je-Nuts and its great merits, I purchased a package, but with little hope that it would help me—I was so discouraged."

"I found it not only appetizing but that I could eat it as I liked and that it satisfied the craving for food without causing distress, and if I may use the expression, 'it filled the bill.'"

"For months Grape-Nuts was my principal article of diet. I felt from the very first that I had found the right way to health and happiness, and my anticipations were fully realized."

"With its continued use I regained my usual health and strength. Today I am well and can eat anything I like, yet Grape-Nuts food forms a part of my bill of fare."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.