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REMEMBER THE PLACE

J. P. Gallagher

Bryan Has a Granddaughter
William Jennings Bryan last week visited his daughter Ruth at New Orleans for the first time since her romantic marriage to William Homer Leavitt, a portrait painter of Boston. He went there especially to see his 2-months-old granddaughter. A reconciliation was effected between the distinguished Nebraskan and his son-in-law. The families became entranced by the marriage, and for the past eighteen months have barely been on speaking terms. The birth of the child worked on the sympathies of Col. Bryan and induced him to visit his daughter. The baby, which is Mr. Bryan's granddaughter, has been christened in honor of his mother.

Atkinson Boy Attempts Suicide
A Lincoln special of January 7 says: George Jonas, Jr., a student of the agricultural college and the son of wealthy parents at Atkinson, was prevented from taking his own life tonight by the police. He lay down before an approaching Missouri Pacific passenger train and was seen by a policeman, who pulled him from his perilous position and saved his life. At the station Jonas said he had taken a suit of clothes belonging to a fellow student, and, fearing arrest, decided to kill himself. It is thought he is temporarily unbalanced.

Disregards Politicians
President Roosevelt is said to have selected the men for the vacant post-masterships in the Southern cities, and most of the appointments are expected to be a surprise to the politicians, notably to the leaders of the two republican factions in New Orleans, where there is a vacancy in the post office. It is said the President will act as he did in the Baltimore case and appoint men whom the politically wise ones don't know. There is deep interest in the southern appointments, for it is believed that the selections will show the nature of Theodore Roosevelt's Southern policy.

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Dr. Corbett will be in his dental office and gallery from the 23d to 30th of each month. 17-tf

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THE FREIGHT RATE QUESTION

New York Tribune: A valuable contribution to the current discussion of railroad rates and federal supervision over them was made in The Tribune yesterday by a number of leading railroad managers. Its interest was enhanced by the circumstance that on the same page there appeared a summary of the Interstate Commerce Commission's report which corrected some erroneous impression and contained much important information on points to which the spokesman for the railroads did not allude. It is, perhaps, less surprising that many railroad managers are opposed to a bestowal of larger powers on the commission than that others are inclined to favor such action by Congress in conformity with the recommendation of the president's message. It is universally acknowledged that extremely intricate questions are involved, and that no legislation relating to them should be adopted in haste, and for that reason it is gratifying to observe that the discussion is not only arousing wide interest, but is being conducted in a dispassionate manner.

In the statement which he obligingly made for publication in The Tribune, Mr. William H. Truesdale, president of the Delaware, Lackawanna and Western Railroad company, said:

"To take away from the railways the right to establish, in lawful manner, what they deem are reasonable rates and charges for the service they will render the public, and empower a commission to do so, and require the railways to make effective the commission's rates, denying them the right to appeal by giving proper bond, is in effect a denial of justice, the taking of the property of the railways without due process of law, a denial of the right which our constitution guarantees absolutely to every one of its citizens. Neither the existing general business conditions of our country nor those of any particular section or community warrant or justify any such radical departure from our past policy in dealing with our great transportation problem.

It was for the purpose of correcting just such a misapprehension as is indicated in the foregoing quotation that the commission pointed out that the proposed amendments to the law would confer upon it no power arbitrarily to initiate or make rates for the railroads, and that no such power was seriously sought, but merely such a measure of authority as the commission was supposed to possess and actually exercised for ten years without causing alarm or doing mischief. It is important that this misapprehension, whether disingenuously or mistakenly fostered, should be dispelled. To frame a general schedule of rates is one thing; the revision, subject to judicial review, of a particular rate after full investigation, though possibly objectionable, is a very different thing.

Railroad managers who object to the proposed legislation seldom or never attempt to justify rebates. Their argument is that such arrangements for the benefit of favored shippers have been almost wholly discontinued, and that there is an ample remedy in the courts for any wrong of that sort. Technically, their statement of the case may be correct, but the commission clearly shows in its report that conditions resulting in what is equivalent to a rebate may and actually do exist, and asserts that the evils so created are constantly becoming more serious. Such conditions arise when small terminal railroads are owned or controlled by shippers whose profits from the high rates allowed for the use of their property amount to a heavy discrimination against everybody else. These practices, already

harmful, may grow to unmanageable dimensions unless congress interferes, and the commission believes that an adequate remedy needs to be found at once. Similarly, the operation of privately owned freight cars, though certain general benefits may result, secures extraordinary advantages to individuals, and in some instances has created a practical monopoly. A remedy for discriminations of this character would be furnished, in the opinion of the commission, by investing it or some other tribunal with power to ascertain and fix a reasonable rate for a special equipment service, though making the common carriers responsible, if they are not now, and bringing the car line companies furnishing such special equipment service within the jurisdiction of the act amended as proposed.

In thus giving emphasis to the leading propositions of the commission's report we do not mean to imply that its judgment is conclusive. There is, on the contrary, need of just such an illumination of the subject as railroad managers, taking different sides, shippers and officers of the government are supplying. It is readily demonstrable that the average of rail-freight rates in the United States is extraordinarily low, but that fact does not prove that they are universally equitable. There is indisputable evidence that devices exist which practically establish an oppressive discrimination. The question is how to get rid of them without doing more harm than good; but we have little doubt that at this stage of the debate the public is inclined to run the risk of bestowing larger powers upon the Interstate Commerce Commission.

Our esteemed contemporary announces that "the railroads are again in control of both branches of the legislature." Sure. The railroads own and control every voter in the state except the editor of the Independent whom somehow the public has neglected to incorporate in the legislative body. All the same when Farmer Rouse, who has been chosen speaker of the house, was defeated for this position on a former occasion, he was held up by newspapers of the Independent stripe as a martyred hero, a friend of man and an honest statesman.

Congressman Kinkaid says there is no use of prospective homesteaders under the 640-acre homestead law looking for an extension of time in which to take up their residence on their homestead, as the department absolutely refuses to extend the time. It is the opinion of the department that bonafide homesteaders have been allowed ample time under the act to get onto their homesteads and that an extension would be largely in the interests of the speculators.

With a clear plurality for Adams of nearly 10,000, there seems to have been no occasion for a contest for the governorship in Colorado.

After all Mrs. Chadwick is just an ordinary woman. She fainted when told of the doctor's arrest.

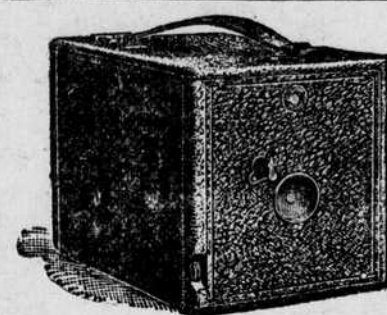
Speaker Rouse gives promise of making a presiding officer on the Rooseveltian plan.

Football Harvest
The football season this past year was directly responsible for 11 deaths and 121 serious injuries. The game ranks away ahead of boxing as a dangerous sport. Of the 11 deaths only one was that of a trained athlete, two were schoolboys, and the remaining eight belonged to minor or unattached clubs which were unable to have the assistance of a physical instructor. Not an athlete on any of the big eastern or western elevens was injured to any serious extent. Last year there were 12 deaths and 70 serious injuries.

Saved From Terrible Death
The family of Mrs. M. L. Bobbitt of Bargerton, Tenn., saw her dying and were powerless to save her. The most skillful physicians and every remedy used, failed, while consumption was slowly but surely taking her life. In this terrible hour Dr. King's New Discovery for Consumption turned despair into joy. The first bottle brought immediate relief and its continued use completely cured her. It's the most certain cure in the world for all throat and lung troubles. Guaranteed Bottles 50c and \$1.00. Trial bottles free at P. C. Corrigan, drug store.

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