

The Plattsmouth Journal

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There has been a falling out between the sugar trust and the whiskey trust. However, those who take sweetening in toddy stand pat.

While you are studying about it, please remember that your wife and boys and girls also want to attend the institute next Saturday. They will enjoy the event as well as yourself.

One of the greatest strikes of the day, says the Beatrice Sun, and one that reaches every home, is the strike of the American hen. She closed down with the approach of cold weather, and hen fruit took a rise in the market.

According to Washington dispatches Congressman Pollard today introduced a bill asking for an appropriation of \$75,000 for the purchase of a site and the erection of a federal building for Plattsmouth. If Mr. Pollard succeeds in getting the appropriation, this great moral and religious week agrees to withdraw its opposition to him for another term. And in the future every citizen of Plattsmouth will, or ought to be his friend.

The president's message, to use a slang phrase, is a "humdinger" for length, and if his recommendation to congressional solons are carried out he will have done more than any other man that has ever occupied the position of chief executive of this great nation. In some respects we consider it a very able document. We shall refer to sections of the message in future issues of the Journal. President Roosevelt is all right in many things, but we would like to see him "hew to the line" a little closer, as originally drawn.

RESIDENT ROOSEVELT has given further proof, if it was needed, that remissness in office of a federal official will not be tolerated, says a Washington special, when he ordered the summary dismissal of United States Marshal, T. L. Mathews. The alleged shortcomings of the marshal are in connection with the men convicted of the illegal fencing of the range. Through the newspapers certain alleged misconduct on the part of Marshal Mathews was brought to the attention of the department of justice a few days ago. The substance of the charges was that Marshal Mathews had failed properly to execute the sentence of the court upon Richards and Comstock, of six hours in the custody of the marshal.

BEYOND further persecution, is United States Senator John H. Mitchell of Oregon. He died yesterday at the Good Samaritan hospital in the city of Portland. Senator Mitchell had been prominent in public life for almost half a century and has performed valuable services to his state and the nation. He was recently prosecuted and convicted for being implicated in land frauds in his state and his case is now in the supreme court for revision. With his death the case is ended and no human court can review this case. Having been trusted and honored for so many years, it is rather a depressing situation to his relatives, friends and supporters that he could not have lived until his case was disposed of in the supreme court, as there appears to be a well formed belief that his conviction would be reversed and set aside and his reputation and good name restored to him in his declining years. While the proximate cause of his death was hemorrhage from the extraction of several teeth, he had been a long sufferer from diabetes which was greatly aggravated by the unmerciful and unrelenting prosecution by the government and its secret service.

In his message, President Roosevelt makes a significant admission concerning the failure of the law enforcement, which admission is directly against the republican administrations of the past decade. Speaking of controlling the trusts in general, he says: "It is generally useless to try to prohibit all restraint on competition, whether this restraint be reasonable or unreasonable; and where it is not useless it is generally hurtful. Events have shown that it is not possible adequately to secure the enforcement of any law of this kind by incessant appeal to the courts."

What is needed is not sweeping prohibition of every arrangement, good or bad, which may tend to restrict competition, from being to the detriment of the public. This statement is scarcely more interesting for the admission of republican remissness, due to sympathy with monopoly, than for the announcement of a new economic principle which could hardly be otherwise than highly agreeable to the monopolistic interests; and which recalls Mr. Roosevelt's famous statement in a former message that there were good and bad trusts.

HAD republican administrations continued the fearless course of enforcement inaugurated by the Cleveland administration under anti-trust laws then new, there would be vastly less of a trust problem today, and no occasion for the excuse which Mr. Roosevelt offers on behalf of his party. Messrs. Cleveland and Harmon performed more actual prosecution and enforcement of anti-trust laws in a short space than has been accomplished during three republican administrations, and with less fuss and noise than has been made over one small republican achievement.

SOME of the opponents of State Senator George L. Sheldon, prominent in the last session of the legislature as an enemy of railroad dictation in political affairs of state, say that he is too young to be a gubernatorial candidate. He is 35 years of age, able and active. The same argument was heard in some quarters against President Roosevelt when through the death of his predecessor, he assumed the executive chair. But no one thinks so now.—Grand Island Independent.

THE president gets squarely on Secretary Shaw's platform in his recommendations for an elastic currency—a currency that would expand while the crops are moving and then contract against speculation. Certainly it would be better to organize such a currency than to have the Treasury running to the relief of Wall street every once in a while. But what's the matter with letting Wall street take a rest from speculation while the farmers are getting their money harvested?

THERE is considerable talk out in the state of Hon. George L. Sheldon of this county for governor. Now, it is the opinion of the Journal that the next republican convention could not possibly display more wisdom than nominate Mr. Sheldon, for he is the peer of any man that has ever occupied the gubernatorial chair in Nebraska.

IT seems that the railroads do not appreciate the people near as much as the people appreciate the railroads. If the railroads would cut out discrimination, and would pay their taxes with less trouble, they would have more friends, and it would not be so easy to connect them with every questionable piece of legislation.

IT might prove embarrassing to the administration should the Chicago federal jury indict and convict some prominent railroad men for giving rebates. It is to be hoped that none of the high officials will be found to hold a place in the president's cabinet.

ANOTHER little scandal crops out in the department of agriculture just to send a ripple over the administration's placidity and remind the public that there are still rascals to be turned out.

The President's Rate Recommendation.

As the public anticipated, the feature of the president's message is his recommendation of federal control of railroads, principally in the matter of rates. He sets forth plainly the necessity as it appears to him for congressional action, and goes elaborately into the reasons underlying the necessity. The tone of the message is deliberate and thoughtful and the scheme of partial regulation which he details is that which has been thoroughly discussed in the months since the Eitch-Townsend bill was presented, and which has received the general approval of public opinion.

The recommendation contemplates giving to the interstate commerce commission, or a similar body, powers of supervision and regulation which shall prevent the imposition of unjust or unreasonable rates by the railroads of the country engaged in interstate traffic, and shall absolutely do away with rebates. Regulation comprehends private-car lines, industrial roads, refrigerator or icing charges, mileage agreements, division of rates agreements and any and all devices to secure preferential treatment.

Publicity is an important feature of the Roosevelt plan, "publicity of the accounts of common carriers," and a system of examination of railway accounts somewhat after the manner of national bank examinations, the examination to proceed in instances when the interstate commerce commission or governing body so directed.

Conservative action, but speedy and decisive action, is the gist of what the president urges upon congress; and there will be few of the readers of the message who will not indorse the passage of a bill to be presented which embodies his policy.

The only criticism which will likely come from the public will be that the recommendations are not sufficiently drastic but the sane mind of the people generally and of the business community most affected will be satisfied with a law which does not undertake too much. "This power," says Mr. Roosevelt, "like all similar powers over the business world, should be exercised with moderation, caution and self-restraint; but it should exist, so that it can be effectively exercised when the need arises."

Thus, it is a law which shall have a potential rather than an active force, a moral rather than a literal operation, to restrain the railroads in their future conduct rather than to subject them to immediate pressure from the hands of the government's agents, which the president desires. The roads will be induced to regulate themselves, rather than compelled to be regulated, with the threat, or the power, of regulation suspended over them. Supplemented by a strong penal statute making it a felony for any railway officer or employe to give rebates, and punishing the felony with a substantial term of imprisonment, the law Mr. Roosevelt urges would seem to be strongly effective.

It remains to be seen whether the "distinguished railway attorneys" in the senate will be able to withstand the pressure of public opinion and politics which will be inevitably invoked in behalf of the president's pet policy.

SEVERAL newspapers in Nebraska, says the Columbus Telegram, are just now complaining bitterly because Senator Millard does not array himself on the side of the people and against the railroad program in congress. There is no occasion for such complaint. Senator Millard would be an ingrate if he should adopt such a course. His seat in the United States senate was procured for him by the railroads. He had nothing to do in the matter. He was selected as a railroad senator. He is playing the part of a gentleman. He is returning favor for favor. To ask Senator Millard to vote for a bill in opposition to railroad interests would be asking him to betray a sacred trust.

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Camping on Bryan's Preserve.

The whirligig of time works queer changes in politics. In 1896 Wm. J. Bryan was the nominee of the democratic party for president on a platform that demanded enlarged powers for the inter-state commerce commission, in the following language:

"The absorption of wealth by the few, the consolidation of our leading railroad systems and the formation of trusts and pools require a stricter control by the federal government of those arteries of commerce. We demand the enlargement of the powers of the inter-state commerce commission and such restrictions and guarantees in the control of railroads as will protect the people from robbery and oppression."

Every republican and monopolistic paper in the United States condemned this platform and Mr. Bryan as representing rank anarchy. The railroads and the big insurance companies poured out their money to swell the corporation fund to defeat both. They succeeded in their purpose, but they did not entirely stifle public conscience on the question raised in the platform. Time has wrought a wonderful change. Today we see a republican president strongly urging congress to adopt Mr. Bryan's anarchistic railroad proposition and the papers of his party are endorsing this rank anarchism. Mr. Bryan can not be so hopelessly bad after all that has been said of him by his personal detractors. If our strenuous president can climb the railroad fence and hunt on Mr. Bryan's preserve, all really sensible people must conclude that Mr. Bryan was about right when he established his hunt-

A rigid application of the merit system in Illinois, where the president so lately suspended the civil service rules, would be an interesting phase of republican reform sincerity.

TWENTY-FIVE years' penal servitude for highway robbery is a pleasing tribute to the reform spirit of St. Louis. Teo had that the insurance presidents can't be taken to that city for trial.

THE Nebraska delegation, it seems, did not fare very well in the committee selections. No chairmanships come to Nebraska. Congressman Pollard secures a place on the committee of industrial arts and exposition.

SECRETARY SHAW launches his presidential boom into tolerably safe financial waters in refusing to dump deposits of government money into New York to relieve a stringency in Wall street speculation. Everybody in Wall street knows, or ought to know, that crop moving takes money away from the financial centers every fall and winter, and it is no business of the government to relieve speculators who overlook this fact or miscalculate the extent of the movement.

FRIEND TELEGRAM: Suppose that every farmer, business man and householder should take up the plan of the Union Pacific and Burlington in attempting to pay their taxes by injunction, what would become of the state and county governments of Nebraska? What would become of the tax-eater who, during the last ten years, has eaten a hole in the treasury which will require a little more than \$2,000,000 to fill up again? The attempt of these corporations to pay their share of these burdens by injunction deserves the most rigorous condemnation on the part of every fair-minded man irrespective of former affiliations.

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