

that an organization of cotton-growers are bent upon getting him out of the service.

The sultan of Turkey refuses to accede to the demand of the powers concerning the Macedonian reform.

At a special election held in the First Nebraska district, July 18, Ernest M. Pollard of Nehawka, Cass county, republican, was elected over Francis W. Brown, democrat, by a majority of 2,600.

Governor Higgins of New York has yielded to popular demand to the extent that he has recommended that the legislature appoint a commission for the investigation of the conduct of insurance companies generally.

Rear Admiral F. J. Higginson, who has served forty-eight years in the navy and has held a command since 1862, has retired.

Justice David J. Brewer of the United States supreme court delivered an address at Milwaukee, July 19, in which he said that the people must be "true to the traditions of our fathers." Justice Brewer asked if any one imagines that Mr. Ryan paid two and a half million dollars for property which under no legal circumstances could pay him more than three per cent with the idea that all he could get would be this interest?

An attempt was made July 19 on the life of Vice Governor Deutch of Finland. A bomb was thrown and the vice governor was thrown off his feet, but no serious damage was sustained.

Paul Morton has dismissed Thomas J. Jordan, comptroller of the Equitable Life Assurance society.

Judge McPherson, sitting in the federal court at St. Louis refused to restrain the St. Louis postmaster from withholding the People's United States Bank's mail marked "fraudulent."

Washington dispatches say that the president will appoint Louis A. Coolidge to succeed Wm. B. Ridgely, comptroller of the currency.

New York dispatches say that Senator Depew, who is now in Europe, will hasten home owing to the Equitable disclosures.

Captain John R. King has assumed command of the Grand Army of the Republic.

The New York legislature has refused to oust Warren B. Hooker from the bench.

Mrs. John A. Logan has given to the state of Illinois her valuable historical collection, now in her home in Washington.

The foreign office of China has sent to the powers neutral in the contest between Russia and Japan a note in which warning is given that no provision affecting China without the approval of China being previously obtained, which the treaty of peace may contain, will be recognized as valid. The American representatives appear to be greatly disturbed because of this note. The Associated Press explains: "It really means far more than that as it is construed here. The United States in common with other

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nations is interested particularly in the open door to Manchuria and behind China's simple declaration lies the whole question of the commerce and the commercial relations of a great empire. What action, if any, the United States government may take as to the note, is beyond accurate conjecture at this time."

Governor Hoch of Kansas has declared that the office of state treasurer, held by J. J. Kelly, is vacant because of Kelly's refusal to give a new bond. A spirited contest is on between Kelly and the governor.

Captain H. Clay Evans, jr., the only son of H. Clay Evans, the former pension commissioner, died at Chattanooga, Tenn.

The boilers of the United States gun boat, the Bennington, exploded

July 21. Thirty-nine seamen were killed, while many others were seriously injured. The Bennington was in San Diego harbor, and was under the command of Lucien Young.

The Balfour ministry was defeated on John Redmond's motion to reduce the vote for the Irish land commission, but it is announced that Premier Balfour has decided to remain in office until the end of the session, and to dissolve parliament in October.

The City National bank of Kansas City closed its doors July 20.

Nebraska farmers are signing petitions to the attorney general of the state asking that criminal proceedings be instituted against the members of the Nebraska Grain Dealers association.

## Plainly a Packed Jury

It is now agreed that there will be no special session of congress. It is also agreed that there is no general interest in the report which will be made by the senate committee charged with the duty of investigating the railroad situation. In order that the reader may appreciate the situation two extracts from dispatches printed in two republican newspapers are here given.

Extracts from a dispatch from Walter Wellman, Washington correspondent for the Chicago Record-Herald follows:

"The railways made no secret of the fact that they have captured the senate committee on interstate commerce and will be able to secure a report in the autumn mainly favorable to their side of the contention.

"The senate committee closed its hearings today and announced that no more witnesses would be heard. An executive session was held, but no conclusion arrived at save that the formulation of a report and of a bill will be deferred till the autumn. The senators on the committee feel that they have worked hard enough during the spring and that they are entitled to a little rest.

"The railroad attorneys who have given careful attention to the sessions of the committee, and who know as much as the members themselves as to how the committee stands, express no doubt whatever as to the outcome. They feel perfectly sure the report of the committee will be a final triumph for the railroads. By this they do not mean the committee will report against any action whatever by congress. Indeed, that is not the railroad wish. The scheme is to make a pretense of doing something, but to make jolly sure that something, if it be embalmed in law, shall do the railroads no harm. At this sort of stopmouth legislation, which really effects nothing of importance and yet shuts off agitation, the railway attorneys and their many friends in the senate are recognized experts.

"Now that the senate committee has finished its hearings, it is important the people should understand just why those sittings of the committee were held, and the methods pursued in this supposedly impartial investigation. The hearings were proposed in the first place as a railway scheme of delay and as a campaign of education. The resolution providing for the sittings was prepared by the attorney of an eastern railway company and introduced in the senate by Mr. Kean of New Jersey, who is nothing more nor less than a railway lawyer temporarily occupying a seat in the upper branch. This is not saying that Mr. Kean is a bad fellow. He moves according to his lights and training. All his associations

have been with corporations, and he thinks he is doing right in looking after their interests. He is not by any means the only man in the senate who represents both a sovereign and a corporation which owns that state. In pointing out these facts it is not necessary to throw any bricks at the individuals themselves. They are within their rights, as politics goes. But the facts should be known, nevertheless.

"Throughout the long series of hearings now brought to a close the railroad attorneys have been in pretty complete control of the committee. They have run the whole show.

"If anyone had entertained doubts as to the sympathies of a majority of the committeemen it would have been necessary only to attend a few meetings of the committee to have those doubts removed once for all. Every railroad man who has appeared before the committee has been treated as if he were one of the lords of creation, and generally he was. Nothing was too good for him. No awkward questions were asked. He was not subjected to a rigid cross-examination. His paths lay through pleasant groves, lined with flowers.

"But the man who appeared for the people's side of the contention was treated in quite another manner. After the politeness had been properly expended he found himself under fire. In fact, he was almost an object of suspicion. It seemed to be the principal aim in life of a majority of the members of the committee to expose his ignorance of practical railroad-ing. A concerted effort was made to show that he was nothing but a wild-eyed dreamer, a theorist, a demagogue, who must go to pieces when confronted with the cold logic of facts and figures. And after a half-dozen eminent senators, well versed in their art and long practiced, had picked and pulled at the witness to their heart's content, they would turn to one another with a smile of satisfaction, as much as to say "Another one gone by the board. Didn't we do him up in fine shape?"

"The truth is, the committee was with them from the first: It is what may be called a packed jury. The friends of the railways have made it their business to see to it in the past that a majority of the members of this highly important committee were friendly to the corporations. It was their business to do this, and it was not anyone's business to counteract them."

Extracts from a dispatch to the Chicago Tribune by John Callan O'Laughlin, its Washington correspondent follow:

"No more flagrant disregard of the wishes of the people has been shown by a congressional committee than

that displayed by the senate committee on interstate commerce in connection with the railroad rate question. The committee concluded its hearings this afternoon after an exhausting session lasting five weeks, and will adjourn tomorrow without making the slightest attempt to formulate a report of any kind.

"The truth of the matter is that the committee deliberately tangled itself up in a net, skilfully woven by the railroad officials and agents, for no other purpose than to defeat the will of the president and of the people. Not all the members have favored the program.

"Senator Cullom and Senator Dooliver stand out as notable exceptions. But the shameful way in which Senator Elkins, Senator Kean, and Senator Foraker endeavored to blind the country, the first named by 'packing' the witness stand with men controlling railroads or in their pay, and the others by asking questions apparently designed to draw out statements favorable to the railroads to discredit the effort to show a need of rate regulation, is a shining reflection upon the states they were elected to represent.

"Any one familiar with railroad conditions in the United States, who makes an analysis of the witnesses who have testified before the committee, segregates them promptly into three classes:

"Railroad agents, officials, or attorneys.

"Business men, either middlemen or having their industries located at terminals.

"Interstate commerce commissioners and a few experts and shippers whose evidence literally was swamped under the testimony of the preceding classes.

"From the outset of the 'inquiry' the evident purpose of Chairman Elkins has been to further the efforts of the railroads to befuddle the people. Railroad agent followed railroad agent, and the scandal of it finally reached a point where the members of the committee went to the chairman and told him that if any impression were to be made upon the country he would have to change his tactics and 'sandwich in' witnesses who were not known to have connection with railroads and who might even support the president's views.

"The railroads took the tip, and men claiming to represent the interests and the communities affected by railroad rates were haled before the committee and led by questions put to them by Elkins, often at the instance of ex-Senator Faulkner, an attorney for the railroads, to give utterance to opinions which made one wonder why the charge of rebate or unjust discrimination ever was brought against these constant guardians of the public's welfare."

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