

franchises of railroads at the rate of 1½ mills on the dollar in proportion to the equipment employed in the state. The authorities levied the tax on all the rolling stock of the company on the theory that none of it is continuously employed outside the state. The railroad people contended that on an average not to exceed two-thirds of the rolling stock is engaged within the borders of the state. The decision turned upon the question of the permanent status of the cars, which this court held to be in New York, regardless of their absence much of the time."

The campaign committee of the national democratic congressional committee, and a sub-committee from the national committee met at Washington City and organized for the coming campaign. Pursuant to appointment by Chairman Taggart the following members of the national committee were organized as a sub-committee: J. Taylor Ellyson, Virginia, chairman; Col. Johnston, Texas, vice-chairman; J. M. Guffey, Pennsylvania, treasurer, his proxy being held by Edwin Sefton, New York, who was elected secretary to the sub-committee. There were also present John T. McGraw, West Virginia, and Roger Sullivan of Illinois. After the conference the following statement was issued: A sub-committee from the democratic national committee which it was determined to appoint as long ago as last February, met and organized in this city today. Members of this sub-committee were directed to, and did meet, with the campaign committee of the congressional committee tonight. A perfect understanding was reached and there is perfect harmony between these two bodies. Each will work in its own field and the national committee will assist the congressional committee whenever and wherever the latter may desire.

An Associated Press dispatch under date of Washington, June 4, says: "Arthur Pue Gorman, United States senator from Maryland, died suddenly at his residence in this city at 5:05 o'clock this morning. While Senator Gorman had been ill for many months, he had shown some improvement lately. Heart trouble was the immediate cause of death. Up to the moment of death Senator Gorman was conscious. His condition during the past week had improved so much that yesterday the family had hopes of shortly taking him to the country. He partook of some nourishment at 8 o'clock this morning but at 9 o'clock he was seized with a heart attack and died in five minutes. At the bedside were Mrs. Gorman, Miss Ada Gorman, the senator's eldest daughter, and the nurse. When the attack came physicians were sent for but the senator was dead before they arrived."

Senator Burton of Kansas sent his resignation to Governor Hoch June 4. Foster Dwight Coburn was appointed to succeed Burton.

THE PRIMARY PLEDGE

I promise to attend all the primaries of my party to be held between now and the next Democratic National Convention, unless unavoidably prevented, and to use my influence to secure a clear, honest and straightforward declaration of the party's position on every question upon which the voters of the party desire to speak.

Signed.....

Street Postoffice

County State..... Voting precinct or ward.....

Fill out Blanks and mail to Commoner Office, Lincoln, Nebraska.

General Miles on "Embalmed Beef"

An Associated Press dispatch from Kansas City, follows: "General Nelson A. Miles, who is here on his way to Colorado to address state university students, said: 'The disclosures about beef and other packing house products now being exploited are no news to me. I knew it seven years ago. I told what I knew then. Had the matter been taken up at that time thousands of lives would have been saved. The adulteration of food products is the colossal crime of the times. I believe that 3,000 United States soldiers lost their lives because of adulterated, impure, poisonous meat. There is no way of estimating the number of soldiers whose health was injured by eating impure food. I know only of its harvest among the soldiers and can only guess how many lives it has cost the republic. I have a barrel of testimony on the subject in the way of affidavits which I collected when I made my investigation seven years ago. The investigating committee closed the case and refused to hear two hundred witnesses whom I had ready. At that time I could have secured the testi-

mony of one hundred thousand men that the canned beef sold to the army was impure, adulterated and unwholesome. In my investigation of "embalmed" beef during the Spanish-American war I found that poisons were being used to preserve meats. My first intimation of the practice came to me in reports from commanding officers to the effect that the rations were not wholesome and were making the soldiers sick. I ordered an investigation and learned from the reports brought to me that canned meat had been sold to the army that had been for months in the warehouses of the Baltimore & Ohio railroad and at the docks in Liverpool. This meat had been relabelled and sold to the United States for soldier's rations. I turned the reports over to the war department and a whitewashing investigation was instituted and successfully carried out. The official report was that a colossal error had been made. As a matter of fact it was a colossal fraud and the persons who perpetrated it and were interested in it should have been sent to the penitentiary."

Already Looking for Flaws

In an editorial entitled "The Goose, the Gander, and the Sauce" the Wall Street Journal says:

"From and after May first, nineteen hundred and eight, it shall be unlawful for any common carrier to transport from any state, territory or district of the United States, or any foreign country, any article or commodity, other than timber and the manufactured products thereof, manufactured, mined or produced by it or under its authority on which it may own in whole or in part, or in which it may have any interest, direct or indirect, except such articles or commodities as may be necessary and intended for its own use in the conduct of its business as a common carrier."

The above extract from the Hepburn bill is the basis of all the wild talk that is afloat concerning the anthracite coal railways.

It is the most interesting bit of legislation perpetrated by Washington in very many years. It will stand close analysis.

The Hepburn bill is intended to be a bill to prevent discrimination between shipper and shipper by the railways. The principle of discrimination is tacitly and openly condemned.

Yet it would be difficult to find in all the legal tomes of all the world a clearer discrimination than the one outlined in this extract from the Hepburn bill.

If it is wrong for the Lackawanna to carry coal from its own mines in the Pennsylvania to tidewater at New York, why would it be right for the

Great Northern to carry lumber from its own mills in Montana to tidewater at Seattle?

The Reading Coal & Iron company owns coal and timber lands. The Reading company owns a railway. Under this ruling the railway may carry the timber or lumber from the timber lands, but may not carry the coal from the mines.

Why this subtle distinction? The answer may be worded any way one pleases. The gist of it is that the bill would never have become a law without the support of the western members, and the western members would not vote to cut the railways out of the lumber business.

These legislators were quite willing, even anxious, to "divorce" the coal carrying business from the coal producing business; but the lumber business—that is the heritage of the west!

Therefore this curious provision stands in the rate bill. The peculiar inter-relation of the Michigan, Mississippi, Arkansas and Washington railways and the so-called "lumber combines" of those states is not brought under the eye of the law at all. No one is entitled to ask, for instance, whether the Atchinson still owns that Kirby lumber stock or not. Nor is it a matter of public interest that Frederick Weyerhaeuser, Washington lumber king, is a director of the Great Northern railway.

Is it not possible, under the wording of the act, that some coal lawyer may set up a claim that coal is a product of timber? If it is not, of what is it a product?

PANICS AND FRIDAY

It is really remarkable how many panics have set in on Friday and in the month of May. May has always been considered an unlucky month, and Friday a day to be shunned by all in beginning a new undertaking. The panic of 1884 began in May; the Northern Pacific panic was in May, and there have been several great market upheavals, notably that which followed the collapse of Gould's gold corner which developed on Friday. The London Financial News calls attention to the fact that May 10th was the fortieth anniversary of the panic of 1886 which was ushered in by the failure of the great firm of Overend, Guernsey & Co., with liabilities amounting to \$100,000,000. Their failure took place on Thursday afternoon

and Friday was a day of widespread liquidation and panic. The causes of this panic are stated as having been over-production, gambling in futures, the establishment of new banks that were not required, and big real estate and building schemes.—Wall Street Journal.

A HUMANE ACT

Nothing but words of the highest commendation will be said of the action of Theodore Roosevelt in allowing Harry Welch to visit his dying wife. The milk of human kindness is exhibited here in a rare degree and every husband and every wife who reads of it will admire him the more for it. There is little danger of a serious result ensuing from the granting of Welch's request that he be allowed to visit his dying wife, and even though, as President Roosevelt says, there is no written law for his action there is an unwritten law that will make that action justifiable in the eyes of both God and man.

Mercy is an attribute to God himself, And earthly power doth then show like to God's When mercy seasons justice. —Omaha World-Herald.

PATENT SECURED OR FEE RETURN-ED. FREE OPINION as to patentability. Send for Guide Book and What to Invent. Finest Publication issued for FREE Distribution. Patents secured by us Advertisers at our Expense. Evans, Wilkens & Co., 615 F St., Washington, D. C.

CHICAGO GREAT WESTERN RAILWAY

MAPLE LEAF ROUTE

"The Right Road"

BETWEEN

Chicago, St. Paul, Minneapolis, Des Moines, St. Joseph, Kansas City, Council Bluffs and Omaha.

EQUIPMENT RIGHT, TIME RIGHT, SERVICE RIGHT, IT'S ALL RIGHT.

J. P. Elmer, G. P. A., St. Paul, Minn.

Subscribers' Advertising Department

This department is for the exclusive use of Commoner subscribers, and a special rate of six cents a word per insertion—the lowest rate—has been made for them. Address all communications to The Commoner, Lincoln, Nebraska.

MISSOURI VALLEY HERD O. I. C. Swine Spring pigs now ready to ship. Special prices during June. J. M. Dryden, Phelps City, Mo., R. D. No. 1.

FAMILY CANNER. BEST INVENTED. sole manufacturers. To quickly introduce will give reduction on first order from each community. Southern Canner Co., McKinney, Tex.

IF YOU WANT BARGAINS IN FARMS and Timber lands, write Real Estate A. J. Johnston, Houston, Texas Co., Mo., for his large list sent free.