

Quincy and the Chicago and Eastern Illinois lines, then the department of justice is understood to have no desire to interfere with the progress of the present grand jury investigation. But if Judge Landis desires the grand jury to return an indictment against the Alton or other roads, who were promised immunity for transactions in which they were offered the 'immunity bath,' then the department of justice does not wish the indictments returned, for the reason that such action on the part of the grand jury would be regarded as a violation of the government's pledge, granted by Attorney Morrison, not to prosecute the railroads, if they would furnish information with which to secure the indictment of the Standard and its conviction. That information was forthcoming, and it is freely admitted here that it was through this testimony largely that conviction was secured in the case of the Standard. It is not to be ascertained here whether former District Attorney Morrison brought this condition of affairs to the attention of Judge Landis before transmitting the status of the Alton to the attention of Attorney General Bonaparte. Whether Mr. Morrison did or did not do that it is now being done by Mr. Bonaparte as the chief law officer of the government, at the head of the prosecuting department which would have the duty of pushing any indictments which might be returned against the Alton, and if those indictments were not stopped by the intercession of Judge Landis, it is altogether probable that the department of justice will step in and quash them, unless Judge Landis offers good reasons why the indictments returned should be pushed, or can convince the department of justice that the matter in which indictments are sought does not relate to the transactions in which immunity was promised."

**A** LOGANSPOUT, Ind., dispatch to the St. Louis Globe-Democrat under date of August 13 follows: "The fact that Attorney Morrison of the government had promised immunity to the Chicago and Alton and that that road would not be prosecuted for its part in rebating was told to Judge Landis late last night. The jurist seemed displeased with the news. 'I will not be a party to any such proceedings,' Judge Landis declared. The Chicago and Alton was recommended for indictment in the utterances of the jurist when he assessed the fine against the Standard Oil company."

**T**HE IMMUNITY bath report from Washington was confirmed before Judge Landis August 14. An Associated Press dispatch from Chicago tells this story: "Judge Landis today postponed until September the grand jury investigation of the charges of rebating against the Chicago and Alton railroad, growing out of the recent trial which resulted in the conviction of the Standard Oil company of Indiana. It was the original intention to commence the investigation August 27, but Judge Landis said that he had received a notification from Attorney General Bonaparte that the Chicago and Alton had been promised immunity, and the judge ordered the adjournment in order that the records of the case might be looked into. In addressing the grand jury Judge Landis said: 'I have a communication from the attorney general of the United States, the substance of which is that, prior to the indictment of the Standard Oil company, the then United States district attorney made an arrangement with the officials of the Chicago and Alton railroad, under which it was not to be proceeded against, provided it would assist the prosecution, in good faith, with evidence and witnesses in the matter then pending. In view of this it is the conviction of the attorney general that good faith requires the department of justice to do what it can to make good the district attorney's assurance, and this presents a very grave question because it is of utmost importance that no offender should undeservedly escape punishment for crime on any such plea, as well as that even the criminal may not truthfully charge the government of United States with bad faith. What this arrangement was the court does not know, but assumes it possibly may have provided that the Chicago and Alton company should emancipate those who act and speak for it, from all obligation to deceive and mislead the jury on the trial lately closed. If this be true, whatever officer of the department of justice is charged with the task of determining what shall be that department's attitude must carefully consider the transcript of the testimony of these railway agents in order

that he may intelligently decide whether the Chicago and Alton road is entitled to immunity. Whether the grand jury acts in this matter will depend entirely upon the conclusions this official may reach. The jury is therefore at liberty to take a recess until September 3.' A transcript of the record in the Standard Oil case will be sent to Attorney General Bonaparte for examination, and if he concludes that the railroad fulfilled its promises in the Standard Oil case, the grand jury will not investigate further."

**F**OLLOWING IS AN interesting dispatch sent to the Chicago Record-Herald from Cleveland, Ohio: "The great secret of success, true success, is to get away from the butterfly pursuits of life and devote yourself to doing good to those around you." In these words, John D. Rockefeller this morning gave advice to the members of the Sunday school of the Euclid Avenue Baptist church. The richest man in the world seemingly was at his best. It was his first address to the Sunday school in nearly a year, although he attended church the last three Sundays, and his friends say it was the best talk he ever made. Mr. Rockefeller briefly reviewed his experiences in the Sunday school. "How long do you think it has been since I joined Sunday school?" the oil king asked of a little boy in the back seat. "Fifty-three years," responded the lad, evidently well informed as to his questioner's life. "It will be fifty-four years next September since I came into the Sunday school," said Mr. Rockefeller. "I was fourteen years of age, and I consider that event the most important in my life. An old lady came to me one day and asked if I belonged to a Sunday school. I told her I belonged to the Baptist. She was a Presbyterian and did not have much use for Baptists, but she told me to stick to it, and I always have. I regret that I have been away from you so long. As I stood on the stairs leading to the church rooms this morning, I noticed a great many strange faces. While this is a sign of my delinquency, yet it shows that the church is prospering and growing every day. Mrs. Rockefeller also wishes me to tell you that she misses the Sunday school work very much. We both are greatly interested in it." Then turning to the benefits to be derived from Sunday school work, the speaker dwelt briefly upon happiness and success, declaring: "The only way to be perfectly happy is to do good to others. The great secret of success, true success, is to get away from the butterfly pursuits of life and devote yourself to doing good to those around you." Again taking up his connection with religious duties, he said: "Deacon Skedd was my first teacher in the Sunday school. Of course none of you present remember him. He was a good old Scotchman, honest and whole-souled, as most Scotchmen are. I have great love for that race. I met Dr. Ingersoll the other day while playing golf. He is still as spry as I am but, of course, he is eighty years old, while I am still a young man," and the master of Forest Hill smiled. "Well, I have been talking by New York time," he concluded, "so that I really have used more than my share of your time." At the close of his address Mr. Rockefeller shook hands all around, and later attended church services, returning to Forest Hill in his automobile.

**R**EFERRING TO THE telegraphers' strike, Willis J. Abbott says: "Briefly summarized, the demands of the operators seem to be fair. They ask a ten per cent wage increase, this demand being based on the equitable principle of equal pay for equal work. It would seem that the telegraph companies which have recently raised their rates from twenty-five to fifty per cent, could afford this advance and treat their various employes with equal justice. The union men also ask an eight-hour day, something that is fully justified by the frightful nervous tension under which the operator is forced to work. They ask that promotions be governed by merit and the sliding scale now in force be abolished. They ask that their organization as such have recognition from the companies and that discriminations against union men as such cease. These are the principal demands of the operators. It seems hardly credible that the companies should refuse them. But not only do the telegraph companies refuse these just demands but they absolutely refuse to treat with their employes concerning them. Vice President Adams of the Postal, for instance, says: 'There will be decidedly no compromise with the union. They brought on the strike, and they can settle it by going back to work when they please. We will have no

difficulty in filling their places.' If one can not read in these lines the same spirit that actuated the remark of the French aristocrat when she heard the peasant mothers crying for bread, to feed their starving offspring, 'If they can't eat bread why don't they eat cake?'—he is blind indeed. Then there is Assistant General Manager Barclay, of the Western Union, who says: 'There is nothing for the companies to discuss with the men. We will have no trouble in filling the places of those that quit.' T. P. Cook, general superintendent of the Western Union, adds this comment: 'We will not deal with any representatives of the strikers, as this company only treats with its own employes. There will be no union recognition in this controversy and emphatically we will not meet or accept the good offices of President Gompers of the American Federation of Labor.' Read the demands of the operators, then read the arrogant remarks of the officials, and ask yourself if it is any wonder that even the poor little messenger boys who can ill afford to spare their earnings, are joining the strikers; and the telephone girls are jeopardizing their positions by refusing to carry out the collusive conspiracy of the telephone and telegraph monopoly by which the former sends the messages of the latter over its long distance wires? Is it any wonder that from all sides the operators are receiving the most unexpected support?"

**I**T WAS FROM the late Governor Hogg of Texas that Mr. Roosevelt, according to the St. Louis Republic, drew that portion of his Indianapolis speech which deals with over-capitalization of railroad property. The Republic says: "The laws passed by the Texas legislature, on Governor Hogg's recommendation, to limit a fair ratio between the actual value of the property and the securities based upon it might well have given the inspiration for this portion of the president's address. It is no more than fair to the investing public that it should have knowledge of the real value of the property in which it invests, as well as of the securities outstanding as liabilities against it. And the president is as right as he is just to the roads in his contention that the interstate commerce commission should know what a road is worth before it can intelligently fix a rate that will be equitable to the roads and to the shippers of freight. Neither the courts nor the interstate commerce commission can guarantee the owners of a road costing, let us say, \$1,000,000 a good profit on that sum. But the courts have rightly held that men who have put their money into the enterprise shall not be forbidden by law to charge rates sufficient to bring a reasonable profit. The president's recommendation that the commission be empowered to increase its force of experts so that it can investigate and ascertain the value of any road with which it may have to deal looks, therefore, toward compliance with the spirit of judicial decisions and to an equitable adjustment for the roads and those who use them."

**T**HAT THE TASK of ascertaining the value of a road for rate making is a difficult one the Republic admits, but it says: "Though it might not be difficult to ascertain the physical value of a given road—that is, what it would cost to build and equip it at the present time—it would never be easy to ascertain the amount of capital honestly invested in older and pioneer roads before they began to pay adequate profits on the money of the bondholders and stockholders. And, as President Roosevelt truly says, actual cost and physical value are not the only standards of valuation to be considered. One hundred miles of road, well built and equipped, in a thickly populated district, and running between large cities, are worth more than the same length of road, equally well built and equipped, in a sparsely settled district with no large cities to feed its traffic. But information of the highest value both to the interstate commerce commission and to the investor in railroad securities may be obtained by the appraisements which the president proposes. Doubtless, inquiries along this line will result in knowledge that will be helpful to road builders themselves. And all information which helps and encourages the building and betterment of railroad facilities is what the country now most urgently needs. It may be a generation before we can possibly have in interstate commerce the close adjustment between railroad capital and railroad net earnings which Massachusetts has attained, but the suggestions of the president's Indianapolis address carry us well forward in that direction."