

Mississippi recognized the propriety of the likeness of Mississippi's worthy son being upon the silver service. "We shall not deny the memory of your departed chieftain, the homage that is due him," said the young lieutenant commander, "for we believe that there should be rendered unto Davis a tribute that is due Davis." The address of the young naval officer was greeted with a storm of applause from Mississippians.

The Panama Canal libel case, on trial before Federal Judge Anderson at Indianapolis, was complicated by the court's ruling that it would be necessary for the government to prove express malice. Louis Howland, who wrote the editorials and handed them to Mr. Williams, told the court that he wrote them because he thought the subject was "the biggest thing in the campaign," and he should not have discharged his duty if he had not discussed it. He had made no public investigation into the records of the senate inquiry, and he did not know personally that C. P. Taft was interested in the Panama canal transfer. A newspaper did not have the time to enter upon such investigations, he said. "I was suspicious, and I am yet suspicious," he said. "I think I had good reasons for everything I wrote." At the request of the United States attorney the case was continued to October 11 to permit the prosecution to call Frank H. Hitchcock, chairman of the republican national committee; Norman E. Mack, chairman of the democratic national committee, and other witnesses.

A Honolulu cablegram carried by the Associated Press says: "After some of them had spent twenty years of their life in the leper settlement on the island of Molokai, ten of eleven supposed lepers who were returned here at the instance of the territorial legislative committee, for re-examination, have been declared free of the disease. Of these, two were boys of six and seven years, but the others vary in age from twenty-seven to seventy-nine. A pathetic feature of the re-examination is the probability that some of the older patients will petition to be returned to the island, as they have been shut off from the world and their friends so long that they have no place else to go. A few of the patients were sent to the settlement before the bacteriological test for leprosy was discovered, and it is believed that in some cases a natural cure has been effected. Nineteen other supposed lepers will be brought from the settlement for re-examination in a short time."

Leo F. McCullough, president of the Boston common council last year, was sentenced to serve two years at hard labor in the state prison and James T. Cassidy to serve one year at hard labor, both having been convicted of conspiracy to defraud the city of Boston, and of stealing \$200 by making out a false order for a set of law books. At the same session former Alderman George H. Battis was sentenced to serve three years at hard labor for the larceny of money in connection with the purchase of prizes for a Fourth of July athletic contest, held under the auspices of the city.

THE COMMONER

With W. J. Bryan's Lincoln, Neb., Commoner, a weekly, and Norman E. Mack's Buffalo, N. Y., National Monthly, the democrats of the nation will be well supplied with literature both hot and cold, with the daily and weekly press as fillers. Both of these publications are ably edited by men of national reputation,

and it is to be hoped that they will not only bring out the 6,400,000 men who voted the straight ticket at the last election, but in addition convince enough of the wayward political sinners to get in the right road, to win both congress and the next presidency.—Maury (Tenn.) Democrat.

BRITAIN'S RAILWAY PROBLEM

Aside from the periodical scare over the progress of other nations in building navies and the proposed reform of the poor laws, no measure in Great Britain is attracting more public attention than the bill before the house of commons, ordered to its second reading recently, which authorizes the consolidation of three British railway systems into one. The roads in question, the Great Northern, Great Central and Great Eastern, have a capitalization of \$815,000,000 about one-eighth of the entire capitalization of railroads in the United Kingdom. The combined mileage of the three roads is 2,670 miles, about 11.6 per cent of the 23,108 miles in the United Kingdom.

Private ownership of railways has awakened little opposition in Great Britain for many years. But the tendency of the times is toward consolidation of lines, some of which are parallel and competing. For such consolidations an act of parliament is necessary. When it is recalled that 145 companies are nominally now operating railways in England, Scotland, Wales and Ireland, representing about 250 owning companies, the significance of the proposed consolidation of the Great Northern, Great Central and Great Eastern lines becomes apparent.

Although the government is supporting the bill, much opposition has been expressed in parliament to its

passage. Winston Spencer Churchill, president of the board of trade, defended it warmly, his chief argument being that every union of the proposed kind paved the way for a union of all the railways of the kingdom. Officers of the organized railway employes supported the bill also on the ground that should the proposed consolidation not be authorized by parliament the companies would make secret agreements which would be to the disadvantage of the employes.

The theory of British legislators concerning railways has been that they should be sufficiently competitive to keep down rates and to provide good service for the nation. But with consolidation favored by statesmen and advocated by the officers of the railways the question arises whether governmental control of nationalization of the roads is desirable for the future.

A society to promote the nationalization of railways has been formed and a bill has been introduced in parliament by W. Thorne, one of the labor members, to confer upon the local government board powers to acquire the ownership of canals and railways and to use, or lease for operation only, such property. Last October the Amalgamated Society of Railway Servants passed a resolution by an almost unanimous vote favoring the nationalization of railways. "The combination of the companies," said the resolution, "is a further menace to British trade and a step which may lead to low wages and long hours. In the interest of all concerned it is essential that the railways, like the postoffice, should be run for the nation's welfare, and not for dividends and profits."

In their crusade the advocates of nationalization have received support from one of the foremost railway

managers of the nation, Sir George Gibb, who has said that he would prefer "a system of well regulated monopoly, even in the guise of state ownership of railways, rather than the half-hearted and imperfect railway competition which exists in England." Both Winston Spencer Churchill and David Lloyd-George, the chancellor of the exchequer, have expressed favor for the nationalization of railways.

During the protracted debate over the consolidation bill one member of parliament argued that the proposed combination was intended merely to bolster up a fresh issue of capital. "Do not," said he, "let us bring upon this country the tremendous evils against which President Roosevelt struggled for years." The fear of overcapitalization is constantly expressed by the British advocates of nationalization. It is claimed by them that the capitalization of \$6,434,000,000 for the 23,000 miles of British lines is largely fictitious, representing only water. They point to the state-owned railways of Prussia, which for 21,500 miles have a capitalization of only \$2,188,000,000, as an example of what ought to be. Various features of the Prussian system are held to show the superiority of national over private ownership.

Commenting on the existing situation in Great Britain, the Nation of London says in its last issue:

"It is common knowledge that no governmental control over the rate facilities and other public interests has been obtained. The powers with which the interstate commission of the United States was recently invested, enabling it to determine and impose a reasonable rate for the various sorts of carriage, are not in fact, possessed by any government authority in this country. The crude

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