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A NEW YEAR'S SENTIMENT

"I know of a land that is sunk in shame
Of hearts that faint and tire
But I know A NAME, A NAME, A NAME
That can set that land on fire!"

made as railway promoter and stock operator was one of the first of those great aggregations of private wealth which startled America. At his death in 1892, when this vast sum went to his children, Helen Gould's share was in the neighborhood of \$10,000,000. Invested in the Gould properties that her brothers control, this has now multiplied to something like \$30,000,000.

Her life she is as busily devoting to its distribution as did her father to its acquisition. Seven secretaries are employed to help her in the office suite that she has set apart in her mansion at the corner of Fifth avenue and Forty-seventh street. Here she works at her desk eight hours a day, while cards of regret represent her at the dinners and teas and luncheons that diversify feminine existence all about her.

The first appearance of the Gould money in philanthropy dates back to a short time before the death of Jay Gould when he subscribed \$10,000 to the cause of missions. New York was stunned at the announcement. It was known that his gift was actuated by love for his daughter Helen, who had asked him to do it. Next he gave \$45,000 to New York university towards purchasing its present site on Washington Heights.

During her father's lifetime Miss Gould invariably accompanied him on his business trips over the Gould railroad lines. When the Y. M. C. A. movement among railroad men came to her notice, she exclaimed, "This is the improvement that the Gould railroads most need." Straightway she endowed the work with \$100,000 and employed a secretary to organize it. Now as a monument to her interests, the Gould roads have at thirty points clubhouses for their men. The latest one is the \$400,000 building which she has given to St. Louis.

With the outbreak of the Spanish-American war there appeared "the wrong that needs resistance." It appealed to Helen Gould's patriotism. She could not enlist to fight for the cause that called to her heart, but she could very effectively provide the sinews of war. She sent the government her check for \$100,000. When she looked about her for another outlet for her unlimited zeal, she found the soldiers encamped at Montauk Point sick and suffering for supplies which the government had not been able to provide the nurses and doctors in charge. They needed much that money could buy. She bought it to the extent of \$25,000. Then she spent \$25,000 more through the Woman's National War Relief association in providing for soldiers who had to be nursed back to health after their discharge from the service.

Helen Gould's beneficence has brought her recognition that is unique in history, and it has been in spite of her protest. With a shrinking feminine timidity to which publicity is positively painful, she has begged to be allowed to go about her philanthropy in so quiet a way that her left hand should not know when her right

The Haman and Gibbet Story Referred to by Governor Wilson

The story of Haman and the gallows upon which he was hanged is told in the concluding chapters of the Book of Esther, beginning with the rise of Haman in the favor of King Ahasuerus, who, the Bible says, resigned "from India even unto Ethiopia." When Haman had strengthened his position with the king he sought to destroy the Jews in the 127 provinces over which Ahasuerus ruled.

After Haman's plans were made known to Queen Esther, she, acting upon the advice of Mordecai, her father, induced the king to accept an invitation to a banquet which she proposed to give to Haman and the king. When Haman received the invitation he was so elated with the honor of dining alone with the king and queen he went home, gathered his wife and kinsmen about him and boasted of his position at court. However, he declared, his power was not safe so long as Mordecai was honored by Ahasuerus.

Haman's wife, Zeresh, feeling confident of her husband's ability to carry out his plans to destroy the Jews, suggested that Haman build a gallows 50 cubits (about 75 feet) high, and on the following day to induce the king to hang Mordecai on it.

Work on the gallows apparently was rushed, for the next day it was ready.

At the banquet, which was described as "a banquet of wine," the king was so well pleased he told Esther to ask what she would, even to half his kingdom. The queen then disclosed to him the details of Haman's plot to kill the Jews through the provinces. The situation apparently was a warm one for Haman, for the narrative says, "Then Haman was afraid before the king and the queen."

Ahasuerus stalked into the palace garden to reflect, leaving Haman and the queen alone. When he returned he evidently had decided what to do, for a courtier promptly suggested the manner of disposing of Haman. The narrative continues:

"And Harbonah, one of the chamberlains, said before the king, 'Behold, also, the gallows, 50 cubits high, which Haman had made for Mordecai, who had spoken good for the king, standing in the house of Haman.' Then the king said, 'Hang him thereon.' So they hanged Haman on the gallows that he had prepared for Mordecai. Then was the king's wrath pacified."

The king, at the request of Esther, then set apart one day of the year on which all the Jews in all the provinces were permitted to attack and slay their enemies. On the first celebration they hanged Haman's ten sons on the gallows. The occasion became known as the Feast of Purim.—St. Louis Times.

hand did it. So far as possible she has done this, but many of her gifts have loomed so large on the public view that they could not be hid. In gratitude she has been hailed with that acclaim with which we are wont to greet a presidential idol or a naval hero, but never before a woman.

THE BEST GIFT

At this season of the year, when the hearts of the young are gladdened by receiving, and the hearts of those who are older are made to glow with new warmth by the bestowing of gifts, let us not forget the example of him in whose memory we celebrate Christmas. HE GAVE HIMSELF.

Trinkets bought with money serve a purpose, and articles of use, wrought by loving hands, give pleasure, but after all the need of the world is SERVICE, and back of service is LOVE.

"Though I bestow all my goods to feed the poor, and though I give my body to be burned, and have not love, it profiteth me nothing."

Christ came to bring LIFE as well as immortality to light; He came that we might have life and have it more abundantly.

We give most when we link ourselves in loving sympathy with our fellow men—when we share their hopes and aspirations, rejoicing with them when they rejoice and mourning with them when they mourn. Then we realize the meaning of the words of the Master: "All ye are brethren." Then we heed the commandment: "Thou shalt love thy neighbor as thyself."

This Christmas was rich in blessings in proportion as it led us to give OURSELVES, and thus help to make life more abundant for those about us.

A LATE DAY REPORT

Now toward the close of the republican administration we are getting some interesting disclosures. Mr. Taft's commissioner of corporations reports that the American people are in the grip of a giant transportation monopoly. Many people will think it strange that the Taft administration did not sooner make this discovery and apply the remedy.

An Associated Press dispatch from Washington says: Railroad companies and steamship combinations control the regular steamship lines of the United States and have destroyed competition on many of the water highways of commerce, declares Luther Conant, jr., commissioner of corporations, in a report to President Taft. The revelations of the report, based upon an extensive investigation, force upon the federal government, says the commissioner, the consideration of further regulation of joint rail and water traffic. In practically all the coast waters of the country, it is declared, railroad or steamship consolidations dominate water transportations. Their control of both through passenger and package freight trade is, especially

striking, says Commissioner Conant, on the Atlantic and gulf coasts and on the great lakes. Water lines along the eastern seaboard, he adds, have become to a large extent auxiliaries or subsidiaries of railroads. While competition exists in greater measure on the Pacific coast, the commissioner points out important instances of railroad control there. It is a striking fact, says Commissioner Conant, that between a number of the more important ports on the Atlantic and gulf coast there is only a single regular service.

The principal features of Commissioner Conant's report are as follows:

Railroad companies and steamship combinations control the regular domestic steamship lines of the United States, destroying much competition.

Water lines along Atlantic and gulf coasts to large extent are auxiliaries or subsidiaries of railroads.

New Haven system charged with attempting to suppress competition on Long Island sound.

New Haven system and the Eastern Steamship company, in which the railroad is a stockholder, control New York city-New England traffic.

Southern Pacific is declared to have shown a disposition to restrict steamship competition on the Atlantic coast.

Railroads own the important through passenger and package freight lines on the great lakes.

Some competition on the Pacific coast, but railroad control also is found there.

Important hard coal fleets on North Atlantic coasts owned by few great anthracite railroads.

Railroads control 90 per cent of mileage of private canals and have caused many such waterways to be abandoned.

Westbound business on Erie canal virtually controlled by railroads; and eastbound business has been largely diverted to the railroads.

Further federal regulation of joint rail and water traffic suggested.

THE CLOUDBURST

Born 'mid the crags and spires
Of the lofty mountain peak,
Born 'mid the lightning's fires,
The dusty rains I seek.

Down through the forest spaces
I rush like an angry steed;
'Tis the maddest of all mad races—
Let those in my path take heed.

Where are the bonds to hold me?
Over the banks I foam;
Away from the heights that foaled me
I dash for my sea-salt home.

In vain shall they try to head me—
My course is clear o'er the plain;
Mark how the bravest dread me—
The avalanche of the rain.
—Arthur Chapman, in Denver Republican.