

cedented honor and throws a curious light on the status of the aggressive southerner in view of his recent bitter attack on the president. Those who voted for him were Aldrich, Kean, Crane, Foraker and McLaurin. The duty now devolves upon Senator Tillman of carrying forward in the senate President Roosevelt's policy relative to rate regulation. It was certainly not the purpose of the republican senators, who by a vote of five to three selected Senator Tillman for this honor, to emphasize the fact that the policy of rate regulation is a democratic policy.

Tillman's Popularity

By some the selection is considered a straw which indicates which way the wind blows whenever the senate supporters of the railways think of the president. On the other hand the choice shows that Senator Tillman is more highly esteemed by his republican colleagues in Washington than by republicans throughout the country. The cutting and even savage criticisms which go the rounds of the press after Senator Tillman has delivered one of his characteristic speeches are always regarded with wonder by Senator Tillman's friends on both sides of the senate. His personal popularity is never impaired even by his most injudicious remarks. He is always ready with explanations when he has gone too far and there is something amusing and even pathetic in the regret he expresses after the heat of debate has passed.

Tillman's Plans

"It was an unexpected and in one sense an undesired honor and responsibility that was thrust upon me," said Senator Tillman in speaking of his selection to report the bill. "As far as I am able, I will endeavor to secure the passage of the bill through the senate with such amendments as will make it more acceptable to the business interests of the country and remedy the evils which have caused such widespread criticism. The policy is essentially democratic. The proposed bill had the unanimous support of the democrats of the house, and I hope that, with a few slight amendments, it will get the same support in the senate."

An Unexpected Honor

Senator Tillman said that one of the most essential amendments he should endeavor to procure looks to "the absolute divorce of public carriers, as such, from the production of coal, as miners, which condition of monopoly had created such a strong feeling of dissatisfaction and anger in the bituminous and anthracite coal regions." He had already drafted an amendment covering this point.

Bill Reported

The Hepburn railroad rate bill was reported to the senate on Monday by Senator Tillman in accordance with the action of the senate committee on interstate commerce last Friday. Large crowds assembled in the galleries, anticipating a field day of debate, but were disappointed. There was little of interest in the proceedings regarding the bill. A brief statement from Mr. Tillman, with the necessary arrangement for printing the report of the hearings before the committee and a promise that a formal report would be made later, was followed by remarks from Mr. Aldrich, showing the position of the five republicans who opposed the bill as reported. Mr. Aldrich indicated that there would be no unnecessary delay, but that the bill would be discussed in accordance with its importance.

Mr. Clapp called up the bill to dispose of the affairs of the five civilized tribes in Indian territory and the preliminary discussion showed that there was considerable opposition, also that there was to be criticism of the disposition of the coal lands owned by the Indians.

Mr. Tillman announced that as soon as possible he proposed to digest the

testimony and to submit a formal report on the bill. He said that within two weeks he should move to make the bill the unfinished business and to displace the statehood bill, if that measure was not disposed of by that time. The importance of the rate measure and the wide interest in the subject throughout the country, he said, made it desirable that the bill should be considered without delay.

As soon as he had concluded Mr. Aldrich was recognized, and said:

A majority of the republican members of the committee did not join in the favorable report which has just been made by the senator from South Carolina, for the reason that in their judgment an attempt should be made by the committee to remedy, by proper amendments, some of the obvious and admitted defects and omissions of the house bill, and that clear and adequate provisions should have been made for subjecting the orders of the commission affecting rates to judicial review. They believe that these amendments were not only necessary to protect the rights of all the parties in interest, but that they were essential to the vitality and efficiency of the measure. With these amendments the minority members, with the exception of the senator from Ohio, who is opposed to all government rate making, were ready to give their support to the house bill.

Coal and Oil Inquiry

Preceded by a debate which indicated a relish in taking action against railroad combinations the house agreed without opposition to the Tillman-Gillespie resolution directing the interstate commerce commission to make immediate inquiry and report regarding alleged restraints of trade on the part of certain railroads in the handling of coal and oil, particularly the control by the Pennsylvania railroad of the coal production.

Senator Knox introduced his interstate commerce bill. It broadens the house bill and contains a provision for review by the courts of the orders of the interstate commerce commission.

The outlook for the ship subsidy bill is not bright. There is strong opposition to it in the house on the score of economy, and the advocates of the measure will have to do a mighty good job of persuading before they win over to their support some men in high position.

If the pending efforts in the German reichstag are successful in abating the new German tariff against American products for a period of one year there will be no minimum and maximum tariff bill at this session. In that event it is expected that there will be no tariff discussion at all, save a scattering of speeches here and there for use in the congressional campaign.

New "Force" Bill

An effort will be made to revive the bill reducing the representation in congress of states that deny the right of suffrage to voters. A movement is now afoot to agitate the question, but it is doubtful if it will be successful.

American Mission Destroyed

Consul General Rodgers, at Shanghai, cabled the state department that the American mission stations at Nanchang, in the province of Kiangsi have been destroyed. The probable cause is local. Telegrams received from those points state that the fourteen American missionaries at those places escaped, but the Kiangsi family, English, two adults and two children, are reported to have been killed. The American gunboat El Cano, at Nankin, has been ordered to proceed immediately to Kiangsi. The scene of the trouble is about 400 miles up the Yangtse river.

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CANDIDATE FOR SENATE

NORRIS BROWN MAKES FORMAL ANNOUNCEMENT.

Fremont Herald Tells Interesting Story of a Conference Held With Bidwell, of Northwestern, and Ross Hammond, Who Retires From Race.

Norris Brown, attorney general, has crossed the political Rubicon. He is an avowed candidate for the United States senate to succeed J. H. Mil-lard. He will not be a candidate for renomination for attorney general.

Within a few days Mr. Brown will start on a tour of the state, if his present plans are carried out. He will base his candidacy on his litigation against the railroads, his attack on the grain trust, and will conduct the campaign as an "anti-corporation" candidate.

Press Bureau Work

Mr. Brown admitted that he might make a tour of the state. He also admitted that the withdrawal of Ross Hammond, editor of the Fremont Tribune, was expected. To this he added a little "jolly," advising other aspirants to do likewise.

For a month Mr. Brown has been considered a candidate. Two press bureaus have been organized in his interests. One, the first to enter the campaign, was under the charge of colonel Frank A. Harrison. Another was presided over by Don C. Despaign, chief clerk in the office of the labor commissioner. It has been reported that the two bureaus were not exactly on friendly terms.

Ross Hammond's Withdrawal

One of the most important moves in the senatorial game took place last Friday at Fremont. Ross Hammond, Attorney General Brown, General Manager Bidwell of the Northwestern and R. B. Schneider held a consultation there. Saturday afternoon Hammond withdrew from the race and indorsed Norris Brown. Concerning this meeting the Fremont Herald said in part:

"Attorney General Norris Brown was in Fremont yesterday. His presence was not known to many citizens, and indeed his actions betokened that he was here on the quiet. It is generally understood that he came on a political mission, as he was seen in company with R. B. Schneider, republican national committeeman, and Ross Hammond, Fremont's preferred candidate for United States senator. He was also observed in juxtaposition to the private car of Manager Bidwell of the Northwestern railroad. Mr. Bidwell was in the city as a delegate to the state meeting of the Young Men's Christian association. The Bidwell car was anchored in the local yards, near the Nye-Schneider-Fowler general offices, at which place the attorney general made a call for discussion of state politics or grain trust litigation, or perhaps the weather conditions."

Meet at Kearney Thursday

According to reports received in Lincoln a meeting of the Brown supporters will be held in Kearney on the morning of February 28. He will be indorsed and a communication telegraphed to the republicans of the State Press association. Several of the Brown workers will endeavor, it is predicted, to secure an indorsement from the republican editors. If this can be done the more optimistic believe that Brown's indorsement by the republican state convention will follow with little opposition.

Mr. Brown was originally an Iowa man and his parents still reside in Des Moines. He was born on a farm in Jackson county, Iowa, May 2, 1863. In 1887, when he was 23 years of age,

he was admitted to the Iowa bar. The next year he located in Kearney, Neb., where he became a successful lawyer in spite of the "hard times" which succeeded the boom days. Always an eloquent speaker, he did much stump work for many years. Though defeated in the race for congressman from the Sixth district in 1898 he put up a stiff fight in the hopelessly fusion district and had the satisfaction of causing his opponent to fall far behind the usual majority. Mr. Brown was for two years county attorney of Buffalo county. In 1890 he was made deputy under Attorney General Prout and four years later was elected to the post of attorney general.

Hammond Makes a Denial

Ross Hammond in the Fremont Tribune has this to say regarding the Fremont Herald's story:

"By a coincidence, General Manager Bidwell of the Northwestern road, was in the city. He was not at that conference nor any other conference to our knowledge. Mr. Brown did not see him. To couple his name with the matter in any manner whatever is wholly gratuitous and an injustice to all parties. It is done merely to discredit Mr. Brown's candidacy by giving it a railroad flavor. Mr. Bidwell has never been a factor, even in the railroad politics of the state, and therefore certainly not in the candidacy of Mr. Brown, whom the railroads are opposing."

HADLEY ON THE HEPBURN BILL

President of Yale Not Much Pleased With Measure

The Evening Transcript of Boston publishes an article by President Arthur T. Hadley of Yale University on the present status of the rate regulation contest in Washington. Dr. Hadley argues that the proposition of the Hepburn bill to take the decisions of the interstate commerce commission final in all questions of fact is illegal and impracticable. He declares that a similar plan tried in England in the seventies did not work and was finally repealed. He declares that the common law gives the shipper more protection than statutes, as was shown in the Chesapeake & Ohio coal case recently decided by the supreme court. Yet, in spite of these considerations, President Hadley expresses the belief that the passage of the Hepburn bill would be better than any compromise thus far suggested. He says in part:

"In the first place, if the railroad men attempt to have the bill modified it will be regarded as a selfish effort to block the wheels of legislation for their own private interest. This is always a blunder. From the standpoint of railroad management alone the good from preventing the passage of the Hepburn bill would not be nearly as great as the harm which would come from assuming an attitude of factious opposition. The Hepburn bill will not greatly hurt the railroads. If anybody is much harmed by illusory attempts to limit rights of appeal it will be the shippers. Should the Hepburn bill be passed in substantially the form in which it comes from the house of representatives there is a fair chance that after a few years of unsatisfactory operation it may be repealed. But if a compromise measure is adopted the people will know who is responsible for the failure. Each party will place the blame upon the other. Ten years hence we shall see that we have accomplished nothing, but we shall be totally unable to tell whose fault it is."

Killed by the Cars

L. P. Rogers of Beatrice was killed by the cars at Godfrey, Ill., Sunday. He stepped from the train to walk on the station platform when the cars stopped. As he attempted to board the train his foot slipped and he fell under the wheels. He was 60 years of age. The remains will be brought to Beatrice for burial.