

CHINAMEN TO DIG CANAL

2,500 Chinamen to be Brought From China Under Contract That Includes Their Return

Washington—Chinese labor will be given a thorough test on the Panama canal. Contracts calling for 2,500 Chinamen for canal work have been prepared and advertisements will be issued by the isthmian canal commission in a few days asking for proposals from labor agents. If the initial 2,500 Chinamen prove a success it is likely that many more will be taken to the isthmus to do the work, which is too hard for the Jamaicans now employed there in large numbers. Organized labor has offered much opposition to the use of contract Chinese labor but the Jamaican workmen have proven inadequate, sufficient Spaniards cannot be had immediately to rush the work and Chinese are the last hope of the commission.

President Roosevelt, Secretary Taft and Chairman Shonts of the isthmian canal commission and other men prominently identified with the canal work are known to have delayed employing Chinese he did not stand peremptory that the other help obtainable was not equal to the demands. The administration has taken the position that the canal must be dug at any cost, and although the president urged that there be no haste in employing Chinese he did not stand permanently in the way of the plan to try coolies. It is the intention of the commission to ask for bids from labor agents who will arrange with the Chinese government for the exportation of labor, transport the Chinese to the isthmus under contract to work for a fixed wage and ship them back to China, thus relieving the commission of all detail work and all responsibility. A bond will be required of all contractors for a satisfactory fulfillment of any contract they may enter into with the commission.

The employment of the Chinese will not displace the Jamaicans who are already there, but no more West Indies negroes will be hired if the Chinese prove a success.

DIED IN SAVING HIS MEN

Fifteen New York Tunnel Workmen Owe Lives to Foreman

New York—The lives of fifteen men, at work 300 feet beneath the Hudson river opposite Cortlandt street in the McAdo tunnel, were saved Saturday by the heroism of Michael O'Connor, the foreman, when a stick of dynamite exploded prematurely. The foreman noticed the fuse to the dynamite sputtering with far greater rapidity than was usual. He shouted to the other men in the tunnel compartment to run to the shaft and then tried to put out the fuse. Fired by the heroism of his chief, Patrick Coyne of Jersey City went back to help O'Connor.

The spluttering fuse burned onward and at last touched the stick of dynamite. With a flash and a roar the explosion scattered rock and timber about the floor of the tunnel excavation. When the workmen re-

Mothers! Mothers!! Mothers!!!

Mrs. Winslow's Soothing Syrup

has been used for over SIXTY YEARS by MILLIONS of MOTHERS for their CHILDREN while TERTHING, with PERFECT SUCCESS IT SOOTHES the CHILD, SOFTENS the GUMS, ALLAYS all PAIN; CURES WIND COLIC, and is the best remedy for DIARRHŒA. Sold in Druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. Twenty-five cents a bottle.

turned they found the lifeless body of O'Connor lying to one side of the bore, Coyne lay twenty feet from him, still living, but torn and bruised. Coyne was sent to St. Francis' hospital where it was said that he had a chance of recovery. O'Connor's home was in Jersey City.

PARKER IN AN UGLY HUMOR

Judge Writes Sarcastic Letter to Seymour Eaton

New York—The resignation of Seymour Eaton, as secretary of the international policyholders' committee, tendered yesterday, was accepted today at a meeting of the executive committee. Edgar E. Clark of Cedar Rapids, Ia., of the interstate commerce commission, was made acting secretary of the international policyholders' committee.

The following letter from Judge Alton B. Parker, chairman of the executive committee, was forwarded to Mr. Eaton, who is in Philadelphia:

"Seymour Eaton, Esq.—Dear Sir: I am directed by the executive committee of the international policyholders' committee to say that while surprised that you should make known your intended resignation to the public at midnight, before sending to the committee a resignation which does not attempt even to give any reason for your action and of your neglect to come before the committee today as requested, we are satisfied that your resignation, which we accept, comes none too soon. As to your clerk, Libfried, he is not treasurer of the committee, and no one knows it better than you, who unsuccessfully urged upon members of the committee his selection for that position. Yours truly,

"ALTON B. PARKER."

HER SKIRTS SAVED HER LIFE

A Girl Fell From a Train, but Her Dress Caught on a Brake Rod

Chicago—George Moe, 18 years old, was killed and Minnie Gurschke, 17 years old, was severely injured in an accident on the Atchison, Topeka & Santa Fe railroad at McCook, Ill., Sunday night. When the train was passing through McCook a break in an air brake tube caused the separation of the rear car from the main body of the train. Moe and Miss Gurschke, who were standing on the rear platform, were thrown to the ground by the sudden lurch of the train. Moe was ground to pieces by the wheels of the rear car and Miss Gurschke was saved from death only by her skirts catching on a brake-beam. She was dragged for nearly 100 yards before the car could be stopped.

The picnicers on the train said that the train crew was responsible for the accident and it was with much difficulty they escaped the mob when the train stopped at the station.

CZAR'S SON IS TWO YEARS OLD

The Men of the Manchurian Army Sent a Golden Ikon

St. Petersburg—The second anniversary of the birth of Czarevitch Alexis, heir to the throne of Russia, was celebrated here this week. The infant is healthy. The czarevitch was presented with a golden ikon, crusted with jewels and costing 20,000 rubles, by the men of the Manchurian army. It was supposed to be a token of their loyalty. The money was contributed by the soldiers of all regiments now or formerly in the far east. Some of the soldiers declare that they were forced to subscribe to the fund.

NOTICE—\$1.00 pays for seven subscriptions to the Independent until after the November election. 25 cents pays for a single subscription until after election. Send in your subscription. Address The Independent, Lincoln, Neb.

BERGE FLAYS CADY

The People's Champion Exposes Deceitful Subterfuge to protect railroad extortion. The railroad Commission Amendment shows up in its naked deformity. An open letter to the author of the bill.

Lincoln, Neb., Aug. 8, 1906.—Hon. A. E. Cady, St. Paul, Neb. Dear Sir: Your letter of the 7th ult., giving your views respecting the powers and duties of the railway commission, as provided in the Cady constitutional amendment, has been duly received.

I thank you for the inside history you give to the people of this state in connection with the passage of this amendment. It is evident from what you say that if this amendment proves to be a real law the credit will belong to you. On the other hand if it is simply another subterfuge the blame also will be yours. In my judgment the provision concerning the powers and duties of the commission could not have been worse if the railroads themselves had designed it. Inasmuch as you have written at length and defined your position fully I may be pardoned if I show the weakness of this amendment and at the same time your own inconsistencies according to your own letter and interview.

In my statement recently I said that if this amendment is adopted and the commissioners are elected that after all that is done these commissioners, by virtue of the amendment itself, will have absolutely no power to do anything until the legislature shall act and confer powers upon the commission; that the legislature under the influence of the railroads might not do this and in that event our whole effort at railroad control be brought to naught; that the amendment itself should have conferred upon the commission fully the powers and duties it should exercise. In your interview given the press June 14 you took me to task for what I said and insisted that the amendment, as passed by the legislature and as it will be submitted to the voters this fall, gave the commission ample powers, without any further action by the legislature, and you declared that the language of the amendment conferred even greater powers upon the commission than the Dodge bill of which I had spoken favorably. You not only took that position in that interview but I am told by several prominent republicans that when your bill was before the legislature, in the form it finally passed, that you then contended that the amendment itself conferred ample powers upon the commission. You also made this contention in conference committee between the house and senate at the time you got rid of the house amendment and attached a meaningless subterfuge amendment of your own. But now in your letter to me you go square back on this position and agree with me in the claim I made in my statement, viz: (1), that the amendment itself confers no power upon the commission, and (2), that before the people can get any relief through this commission or through this amendment the legislature will have to confer the powers I claim should have been written in the amendment itself. Your former interview, therefore, stands repudiated by your own letter to me. Not only do you repudiate the position you took in that interview, but when you now admit, as you do, that the commission is powerless until the legislature shall give it power, you also admit that your conference committee amendment was intended by you as a subterfuge to help you foist upon the people of this state a law that the railroads wanted rather than

FULL TEXT OF THE CADY BILL

Be it Enacted by the Legislature of the State of Nebraska:

Sec. 1. That at the general election for state and legislative officers to be held on the Tuesday succeeding the first Monday in November, 1906, the following provision be proposed and submitted to the electors of the state as an amendment to the constitution.

Sec. 2. (State Railway Commission). There shall be a State Railway Commission consisting of three members, who shall be first elected at the general election in 1906, whose terms of office, except those chosen at the first election under this provision, shall be six years, and whose compensation shall be fixed by the legislature.

Of the three commissioners first elected, the one receiving the highest number of votes, shall hold his office for six years, the next highest four years, and the lowest two years. The powers and duties of such commission shall include the regulation of rates, service and general control of common carriers as the legislature may provide by law. But in the absence of specific legislation, the commission shall exercise the powers and perform the duties enumerated in this provision.

Sec. 3. That at said election in the year 1906, on the ballot of each elector voting thereat, there shall be printed or written the words: "For Constitutional Amendment, with reference to State Railway Commission, and "Against Constitutional Amendment, with reference to the State Railway Commission." And if a majority of all voters, at said election, shall be for such amendment, the same shall be deemed to be adopted.

Approved April 14, 1905.

the people. A fitting finale, indeed, to one of the worst railroad procured and railroad controlled legislatures that ever assembled at the state house.

Let me write the record together and see how it will look. You introduced in the senate a bill providing for this amendment. The following was the only language in the bill when you introduced it in the senate touching the powers and duties of the commission:

"The powers and duties of such commission shall include the regulation of rates, service and general control of common carriers as the legislature shall provide by law."

This bill passed the senate and was sent to the house. You say the house took the same position I am now taking and insisted that the powers of the commission should be defined in the amendment itself and therefore amended your bill to read as follows:

"And the commissioners shall have power, in the absence of specific legislation, to establish, modify and enforce reasonable rates of charges for the transportation of persons and freight on the different railroads within the state, and prevent discriminations and abuses, and adjust and determine controversies in respect to transportation facilities, charges and discriminations. The legislature shall provide by law the methods of enforcing the findings of the state rail-