

Loss of Appetite

Is common when the blood needs purifying and enriching, for then the blood fails to give the digestive organs the stimulus necessary for the proper performance of their functions.

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the companies will be unable to add to the present passenger train service, and some trains now running must be discontinued."

If members of the present legislature and readers of the legislative reports note something strangely familiar about these arguments they have only to recall that history repeats itself.

TERMINAL TAXATION SCIENTIFIC

The experts are generally coming to an agreement on the proposition that the taxation of property for both state and local purposes is undesirable, because of the difficulty of securing a uniform assessment in all of the counties. When the merchants of Omaha, for example, induce their assessors to list their stocks at less than 50 cents on the dollar, while the Lincoln merchants put theirs in at 80 or 90 or 100 cents, and the state board refuses to effect an equalization, the unworkableness of the present system is disclosed. To take its place a tax on railroads and other corporations doing business over the state generally is recommended. Under that plan Omaha may assess its merchants at 5 cents on the dollar if it wishes without damaging any other county, because no part of the state tax will be levied on that assessment.

One objection urged against terminal taxation is that if this scientific method of making the corporations pay the state tax, leaving the counties free to assess and levy as they wish for local purposes, it will hardly be worth while to pass the terminal taxation bill. This objection is answered by the report of a plan by the California tax commission, which proposes to turn into the state treasury all the taxes collected from the franchise values of corporations, leaving the physical property of the corporations to be taxed wherever it may happen to be, in common with all other real property. This is counted a scientifically just tax. It will be noted that it more nearly approaches the terminal or municipal tax now proposed for Nebraska than the system that it is to displace. Instead of being a move away from the scientific taxation of railroads, therefore, terminal taxation will be in fact a long step towards the adoption of an ideal system.

CHRONIC CRIMINALS.

What to do with the chronic criminal is a question that rises constantly to plague the student of penology and the policeman too. There are ten thousand crooks in the streets of New York, says the inspector of police. Every one of them has been prosecuted as a criminal and every one is waiting the opportunity to commit a crime. To send a man to jail on general principles is not in accordance with our theories of personal liberty, and injunctions restraining men from picking a pocket have no practical force. Yet it seems unbearable to allow a man to run at large when it is known he intends to commit a crime. To meet this case a bill is before the legislature legalizing the holding of "a person who has been convicted of a felony or one who has been convicted as a pickpocket, thief or burglar, and having no visible means of support, found loitering about steamboat landings, railroad stations, banking institutions, crowded thoroughfares, cars, omnibuses, hotels, or any public gatherings or assembly, acting suspiciously and unable to give a satisfactory explanation of his presence."

This enables the police to arrest any

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person as a vagrant whom they may think needs watching, in case he has a criminal record to justify it. This is done by the police of many cities without any special authority. While such proceedings are capable of serious abuse, the protection of the public seems to demand that something of the kind be done. In several states it is proposed that long sentences be provided for such men as have become confirmed petty criminals, and provision made for treating them by reformatory methods in the hope of eventually making men of them.

WASHINGTON'S BIRTHDAY.

Presidential birthdays were a more serious affair when the foundation was being laid for today's holiday, than they are now. Partly because official splendor was in vogue, partly because every measure that was calculated to lend dignity and authority to the new government was needed in those unsteady times, and of course partly because of the real feeling of respect and indebtedness to the man, Washington's birthdays were celebrated with a good deal of show from the beginning of his term as president in 1789 to the end eight years later. A birthday reception and ball which Washington and his wife always attended was a regular feature of Philadelphia social life during his term. When a schism in Philadelphia society gave rise to two such celebrations the president used to attend the one on the eve of his birthday and the other on the evening of the 22nd.

Yet those occasions and the unanimity with which we nowadays honor the father of his country do not justify the conclusion that all was good feeling in those times. The president was mentioned as a mangler and a murderer of the constitution, a charge not escaped by later presidents. Thomas Paine in 1796 called him "treacherous in private friendship and a hypocrite in public life." John Adams wondered whether Washington would ever have been commander of the revolutionary army if he had not been the husband of the rich widow of Custis. A New York paper tenderly inquired whether posterity would not say of him that "the mask of political hypocrisy has been worn by Caesar, by Cromwell and by Washington."

These criticisms of Washington suggest a reflection on the need of care in judging the character and motives of our present day public men. However strongly their ideas and policies may meet criticism it seems wise to reserve condemnation of the men themselves with whom we happen to disagree. To remember Thomas B. Reed's sweetly cynical discovery that a statesman is a dead politician may save us from posing for our posterity as Washington's detractors now do for theirs, in the role of examples of how badly mistaken men may be.

IN LOGICAL ORDER.

Rev. C. M. Shepherd of Pawnee produces a clever piece of sarcasm in his letter hinting that the present attack upon railroad abuses is of less importance than the assault upon the rum power.

If Mr. Shepherd will investigate the history of the prohibition party in Nebraska he will find that for many years it was encouraged by the railroad politicians as a means of keeping people interested in something outside of the railroad business. For nearly two decades the leaders of the prohibition party were given passes and encouragement. Their work was considered valuable by the managers because it helped to keep people who wanted to break away from the old conditions in hostile camps. The split in the prohibition party in 1896 was procured by outsiders, and the men in the prohibition party responsible for it were at the time riding from one end of the country to the other without paying a cent for railroad fare. As a result of this interference the prohibition party was of no value to practical temperance and no progress whatever was made in curbing the corporations.

It finally dawned upon a large number of people of Nebraska that instead of dividing into hostile parties, each attacking a different evil, it was time to unite and march together for good government. Individuals and newspapers asserted their right to independent thinking and soon brought the leading parties around to the consideration of the problems most immediately affecting the state. The platforms of the democratic and republican parties last year were substantially alike for this reason. Two years ago a start was made toward better political conditions by taking the election of United States senators out of the hands of the politicians. This year the railroads have been unhorred as political dictators. Effective corporation legislation has been and will be passed.

These problems out of the way, it will be possible to bring the question of county option squarely before the parties for solution during the coming

two years. An attempt to force it in ahead of the measures that are needed to restore the government of the state to the people may result in suspending all progressive legislation for a term of years. It is not fair to assume that Mr. Shepherd would seriously advise dropping the present program in order to place emphasis upon the particular reform that he so strongly desires.

THE PRESIDENTIAL SUCCESSION.

How the question of presidential succession as the laws now stand might in certain circumstances be dangerously involved is shown by a report of a house committee recommending certain changes in the statute. Up to 1885 the law provided that in case of the death of both the president and the vice president the president pro tempore of the senate and the speaker of the house of representatives should be in line of succession. Soon after Mr. Cleveland came into office in that year the vice president, Mr. Hendricks, died. The senate was republican and elected John Sherman, a republican, president pro tempore. The house was democratic, and elected a democrat, John G. Carlisle, speaker. Mr. Cleveland's death at that time would therefore have turned a democratic administration into a republican administration under John Sherman. Mr. Sherman's death in turn would have returned the administration to the democrats under Mr. Carlisle. This situation caused the new succession law, under which cabinet officers then provided for were placed in line of succession instead of the senate and house officials, thus assuring that there would be no change in party control during the term for which a party had elected its candidate. Two cabinet offices have been created since 1885, however, and it is now proposed to add the secretaries of agriculture and of commerce and labor to the line.

In recommending that bill the committee calls attention to some puzzling situations that might arise under the law as it is now and as it will continue to be after the proposed law passes. The law of succession governs cases of "removal, death, resignation or inability" of both president and vice president. What is meant by inability, and who is to determine when a president is in a condition of "inability"? If a president-elect died before his inauguration, would the vice president-elect be president for the full term? Should both the president-elect and vice president-elect die before their inauguration, what cabinet officers would come in under the succession law? These are questions to which the law gives no answer. A world of trouble might be saved by settling these points before their settlement bears on a particular case.

THE NERVE CENTER.

"Experts are beginning to realize," says a dispatch from Washington, "that one of the biggest railroad lobbies that ever swooped down on Washington is making its headquarters here now and devoting its energies and efforts to defeat a number of matters of pending legislation." The hours of service bill, the movement to reduce the pay for carrying the mail, and the LaFollette measure providing for a physical valuation of the railroads in order to arrive at a basis for establishing rates, are the measures suggested as giving this lobby the most concern. In the case of the hours of labor bill, the measure as reported to the house by the interstate commerce committee has already been so amended that it should be entirely acceptable to the railroads if passed in that form by the house and senate. The reductions in pay for carrying the mail cannot in any case be tremendously important to the railroads. The measure that has precipitated the lobby, a lobby greater even than the one that gathered to oppose the rate bill last year, is evidently the LaFollette bill to evaluate the roads. Here, evidently, has the very nerve center of the rate question been touched. Trying to establish "reasonable" rates before the value is known on which dividends have a right to be earned is a public proceeding which the stock waterers can observe with reasonable equanimity. Proceed to live, beneath the water to the foundation for reasonable rates and Washington is mobbed with lobbyists.

ONLY A SQUARE DEAL.

Industrial Commissioner Maass of the Burlington began his address to the Commercial club convention with an intimation that he feared the railroads were without friends in that meeting. This feeling may be typical of railroad men at the present time. With two cent fare bills showering about their heads all over the west, their influence in legislation in nearly every western state seemingly gone, and a disposition in the legislatures to bring the railroads to account on a score of points, the old time railroad managers

Weak Kidneys, Weak Nerves

SO A PHYSICIAN WRITES

It is of but little use to try to doctor the kidneys themselves. Such treatment is wrong, for the kidneys are not alone to blame for their weaknesses or irregularities. They have no power—no self-control. They are operated and actuated by a tiny shred of a nerve which is largely responsible for their strength, or weakness. If the Kidney nerve is strong and healthy the kidneys are strong and healthy. If the Kidney nerve goes wrong you know it by the inevitable result—kidney trouble.

This tender nerve is only one of a great system of nerves. This system controls not only the kidneys, but the heart, and the liver, and the stomach. For simplicity's sake Dr. Shoop has called this great nerve system the "Inside Nerves." They are not the nerves of feeling—not the nerves that enable you to walk, to talk, to act, to think. They are the master nerves and every vital organ is their slave.

The one remedy which aims to treat not the kidneys alone, but the nerves which are to blame, is known by physicians and druggists everywhere as Dr. Shoop's Restorative (Tablets or Liquid). This remedy is not a symptom remedy—it is strictly a cause remedy. While it usually brings speedy relief, its effects are also lasting.

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may appear justified in feeling that the skies are falling.

The matters which the people have to adjust with the railroads cover a wide field. If they appear to take a measure of delight in the adjusting process the railroads alone are to blame. To say the least, the people of Nebraska are not so arrogant in their attitude toward the railroads through the present legislature as the railroads were arrogant toward the people through the last legislature. The railroads may remember that the regulative legislation now flooding them is but the bursting of a dam which they themselves have constructed. It is hardly necessary to assure the railroads, however, that the people of Nebraska, including that part of them represented in the Commercial club convention, are not the enemies of the railroads. The railroads by attempted usurpation of public functions and by arrogant conduct when successful in this have caused a reaction against themselves. The public can be depended upon to realize, however, that two wrongs do not make a right. The fact that they have been abused by the railroads does not and will not warrant reprisals, but only measures to prevent further abuses. These measures may seem radical to railroads which have been accustomed to dictate legislation for themselves, but that will not mean that they are not just.

THE DYING CONGRESS.

Congress must do all the work it is to do at this session before next Monday at noon. Two things unite to make the coming week the most dangerous in a legislative way of the life of this congress, as it is of the life of every congress. In the first place the congress now in session is a body which under the simplest rules of common sense should not be allowed to cast a vote or pass an appropriation. Its life really expired when a new congress was elected last November. The congress now passing laws and making appropriations is already superseded. The ship subsidy bill, which it is hoped to press through this week, would be impossible but for the support of members like Grosvenor who have been political corpses for months. A second danger lies in the practice of leaving appropriation bills of tremendous size and importance to be rushed through hastily in the last week, often in the last day of the session. Here is the opportunity of the vultures that stand around the edges waiting for a chance to rush in and make a grab. Here is the secret of the sudden swelling of the volume of appropriations at the end of a session, for the urgency of the case exposes congress to be held up by every member who is ready to block proceedings until his favorite scheme is watered by an appropriation. It would require only a simple act of legislation to remedy both these evils.

DIRECT AND INDIRECT TAXES.

Passenger fares are mainly a direct tax. Everybody travels more or less, and when he does his railroad fare

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