

expended on schools, 43 per cent have money in savings banks, each congressman represents 43,829 voters and Bryan received 32 per cent where Tilden and Hendricks received 51 per cent. 75 per cent of the citizens of New Jersey voted in '96; 6 per cent are illiterate, \$2.95 is used for schools, 9 per cent have interests in savings institutions, each congressman represents 46,134 voters or almost as many constituents as the entire delegation of 7 from Mississippi; Bryan received 36 and Tilden and Hendricks 52 per cent of the vote cast. In Pennsylvania 74 per cent vote, 7 per cent are illiterate, \$3.23 is used for education, 5 per cent have money on deposit, each congressman represents 40,378 voters and while Bryan received but 36 per cent of the vote Tilden and Hendricks received 48 per cent. 81 per cent voted in Wisconsin, 7 per cent are illiterate, \$2.45 is devoted to schools, each congressman represents 43,766 voters and Bryan received 37 per cent of the vote to 49 per cent given to Tilden and Hendricks. In New York, where 71 per cent voted in '96, 6 per cent are illiterate, \$3.90 is used in the schools, 25 per cent have money saved and on deposit and each congressman represents 40,121 voters; Bryan received 39 per cent of the vote and Tilden and Hendricks 52 per cent.

In giving the records of the states which gave Mr. Bryan his highest and lowest per capita strength, and the comments thereon, we do not hold him personally responsible for the deplorable condition as revealed by a compilation of the facts, but as the leader, the commander-in-chief of the democracy of '96 we do hold him responsible for the present condition of democracy which is far worse than at any time in its history. Space alone forbids an analysis of the remaining 33 states, but having the data at hand we may at a later date give it to the public. The people—the common people—the true democracy have apparently been lulled to sleep by flimflaming leaders and an unscrupulous press, who have been sowing tares among the democratic wheat and when the harvest of 1900 is ripe, it is hoped the tares, together with the flimflaming leaders and unscrupulous press, will be gathered together by the people, the common laborers, the true democracy and cast into political oblivion.

F. H. CLIFFORD.

Cheraw, S. C., Nov. 27, 1899.

**UNITY.** "Unity," published at Chicago, and full of the practical and pure thoughts of Rev. Jenkins Lloyd Jones, is one of the most useful and attractive periodicals that come to THE CONSERVATIVE. Try "Unity." Address Unity Publishing Co., 3939 Langley Avenue, Chicago, Ill.

**THE VACANT SENATORSHIP.**

It is now announced that Senator Allen has consented to allow his name to be used as willing to accept the appointment from Governor Poynter to the vacant senatorial seat, if the latter should see fit to appoint him. We cannot believe this is authentic, and hope Judge Allen will not be called upon to make the sacrifice unless he is willing. He announced before the late democratic state convention that his financial affairs had suffered so during his previous six years incumbency of this same office that he could not afford to take a position away from home—that the district judgeship was just what he wanted, as he could thereby be much at home to look after his farm and financial interests and could in time be able to get on his feet again.

The convention took Judge Allen at his word and did not press upon him the more distinguished honor of a nomination (and election) to the supreme bench, as this would take him much of the time from home.

We hope his friends will not press this position upon Judge Allen, which he might not deem it patriotic to decline and thus be put on the downward road again financially.

Besides, we think a democrat should be named occasionally for some preferment here in Nebraska.—Fremont Herald.

**A "VAMPIRE" OF THE IMAGINATION.**

When a man feels it to be his duty or to his interest to stir up sentiment against the railway he is impelled to use very extravagant language; otherwise, his hearers will not realize their sufferings. So the secretary of the Chicago Board of Trade recently gave a congressional committee some new and startling information about the danger of railway combinations, and turned the page of history back in order to denounce the defunct Southwestern Traffic Association as a "vampire which for a decade sucked the life blood of the commerce of the Missouri Valley." President Ripley of the Santa Fe Company has quietly punctured these sophistries with a few sharp facts. The vampire story is met with the fact that during the decade in which the pooling principle was tested by the Southwestern Traffic Association, the Missouri Valley and the adjoining country prospered amazingly. It was when the pool was interrupted at intervals by quarrels between the roads and "natural competition" had full sway that rates were disturbed, values were unsettled and merchants and shippers suffered. The whole trouble was that the pools were not legalized and made binding on the members. This is a point which fair-minded men ought to consider.

Mr. Ripley also denies the stock assertion that rates were advanced under

this pool. Any advances on a few commodities were far more than offset by reductions on others, and there was a steady decrease of average rates during the ten years in question. This is another hard fact against a weak theory.

The cherished delusion that pooling would be followed by great increase in rates is met by the emphatic denial that railway rates in this country ever have been or ever can be too high. As for the past, Mr. Ripley might well have cited the tremendous losses of capital invested in our railways, involving the bankruptcy of a very large proportion of the mileage and of companies, as evidence that transportation rates have been too low, rather than too high—far lower in this new land than in the thickly settled countries of the old world.

Discrimination in favor of large shippers is charged against the railways by those who cry for unrestricted competition; but free competition, Mr. Ripley declares—and the facts support him—"tends to the aggrandizement of the few and the submerging of the many." The railways want a law requiring equal rates to all, but many of the large shippers do not want it. Hence they oppose pooling.

Yet the interstate commerce law prevents the railways from stopping discriminations. As one of the commissioners says: "the law prescribes uniform rates and forbids the only known plan by which rates can be kept uniform."

While pooling would benefit the public by ensuring stability and equality of rates, it would protect the railways, and Mr. Ripley thinks that the railways, which are taxed more heavily than any other interest, have a right to ask fair and honest treatment, which they are not receiving. The government, he urges, should do one of three things: (1) Remove all restrictions on the railways; (2) protect them, or (3) buy them. "The present mixture of all the objectionable features of the three is unjust to the last degree."

The logic and facts of the article published in this issue are unanswerable. They constitute an appeal for justice to the railways and also to those whom the railways serve, which ought to receive the assent of all fair-minded lawmakers.—The Railway Age.

Payne's proposed basis of representation in republican national conventions "would be a good thing for the south," the Savannah News (dem.) says. "It would result, in all probability, in keeping negroes out of federal offices in those sections of the southern states where public sentiment is against negro officeholders. At present the southern states have so many delegates in the national convention that candidates have to make pledges to them in order to stand any chance of getting the presidential nomination."