

DODGE AND EXTRA SESSION

Thinks State Constitution Obstacle to Effective Anti-Railroad Legislation.

POPULAR UPHEAVAL IS NECESSARY

If Governor Calls Legislature Together to Correct Existing Conditions Dodge Thinks He Should Act Without Delay.

"I have been reading with great interest the press comments upon the supposed desire of Governor Mickey to call an extra session," says Representative N. P. Dodge.

"If this calling an extra session is being seriously thought of and it is not merely being agitated as a political shibboleth to bring some other advantage, it should be carefully considered and only resorted to in response to a widespread demand from all parts of the state."

"There is no doubt this question was not an issue in the last campaign, and for that matter, there was no state issue of any kind, except in a few counties where the new revenue law had proven unpopular for reasons that were purely local and wherein the evils would soon cure themselves."

"Another reason why there was no issue in the state campaign was that we had a very apathetic state convention, where the nominations were laid down and the delegations were packed in the hands of powers unknown to Douglas county, whose votes were not counted or counted on."

"The average state platform is a mockery and always will be, until we have direct primary nominations, when a candidate must go before the people on a platform made by the common minds of all the voters, and expressions of their desires."

"As a member of the house, I can say there seemed to be an almost unanimous feeling that some legislation was needed in order to give the people some relief for poor railroad service, excessive freight rates and unjust discrimination. Even such measures as maximum freight bills and other more radical bills regulating service and shipments, introduced in all sincerity and in response to local demands, received heavy support."

"If Governor Mickey should call an extra session it ought to be done long enough ahead so that each district in the state could fully discuss the form of needed legislation, if any, and so instruct its members of both houses, so that they would not have to flounder around when legislative convenes seeking some way to please all parties concerned."

"A distance tariff is ruinous and absurd and is only talked of by those who wish to kill all forms of rate regulation. But to create a railroad commission means to amend the constitution, and here again we meet with further complications. Unless some change is made in printing constitutional amendments and in correcting the returns it is almost useless to try to pass an amendment at election."

"So, when we consider all the obstacles in the way of railroad legislation that would be effective and reasonable, we come to the final question in regard to an extra session: Can the legislature under our present and out-of-date constitution, enact any law that would attain the desired result? I have no doubt of the spirit of the house to pass any laws the people demand, but it will take a popular upheaval, and the votes of the people at the polls to bring about the result most desired—a convention, or several amendments to the present constitution."

"When any reforms are really demanded by the people, a special session would be the best means to bring it about, for all the members have had experience in legislative work and the work of the session could be limited to the essentials and not wasted on the nonessentials, as is the case in regular sessions."

"Moreover, our sessions are too short, Massachusetts has only a fraction of our time, but its legislature meets four or five months every year. The Illinois legislature was in session about six months. The spectacle of our senate trying to pass a month's work of the house, in three days, would be a farce, were it not so serious in the result by the loss of many good bills."

and longing for the men who are to serve the people as leaders. The corporations and vested interests have attorneys in every county in the state, and among the ranks, are a few who have the ability, ideals and aspirations wherof statesmen are made, but there is not one of them, to my knowledge, who is not dependent upon his retainer as an attorney, for the support of his family. When we have men of independent means and ability, seeking the public office for the honor that it brings, we will have better laws on our statute books."

OUR LETTER BOX.

Memorandum on State-Owned Railroads. OMAHA, Sept. 28.—To the Editor of The Bee: My attention has been called to a letter from one Walter Breen in The Bee, criticizing my statement as to the contrast between railroads in this country and in Europe.

I have no acquaintance with this correspondent and do not know his business, or what opportunities he may have had to compare by observation the different railroads of the world. He may or may not have traveled in foreign lands, but he has and has seen the better discrimination than he reads, his evidence is of little worth. I commend to him a more thorough course in English before he attempts to criticize.

He says I make an important gross misstatement in the "assertion that state-owned railroads in Europe pay no taxes." I made no such statement, for in some, but extremely few foreign lands, the government does pay local or municipal taxes and in all others it does not.

The sum mentioned by this correspondent as having been paid into the national treasury in Prussia does not go, to the extent of a single copper, to pay local or municipal taxes. The amount for his baggage and the profit in the operation of the roads and this is reached by reason of the high rates charged and the small wages paid; while German rates are the lowest in Europe, they are considerably higher than ours and while our engineers are paid \$4 to \$5.50 per hundred mile service, on an average throughout the United States, in Germany they get but \$2.50, and all other railroad expense, constructive and operative, is in about the same proportion. With the profit in the operation of the roads, railroads afford the best service and give the lowest rates.

My comment upon foreign roads was that they gave poor service for both passengers and freight and that first class accommodations did not equal ours in any respect and were charged for at much higher rates. The American who travels abroad is in a constant state of exasperation at the treatment of himself, the utter disregard for his comfort, the lack of care for his baggage and the discourtesy of railroad attendants; especially from the public officials of government-owned railroads, the hands of every one of them outstretched for the "tip" or bribe that is the additional charge for every courtesy or comfort. Imagine offering a gratuity to a railroad conductor in this country for the privilege of getting a seat already paid for, and another to an American station master for seeing that one's trunk is placed upon the train without check or receipt. I have just received a letter from an intelligent gentleman, well known in Omaha and an extensive and experienced traveler, in which he says: "Looking after baggage and finding definite seats in the railroad trains is making me prematurely gray."

The baldness in Mr. Breen's communication about the payment of taxes needs no comment other than to say that the facts will be conclusively proven in the causes now pending in the courts that the railroads of Nebraska, which in fact and for years have always promptly paid their taxes, when their property has been assessed with even the least semblance of fairness, are now assessed far, very far, beyond their value as compared with all other taxable property in the state. They have neither been concealers and coverers of taxable property nor strikers of payment, but have poured into municipal, county and state treasuries sums that stagger belief, and it is their contribution, annually made, far beyond their fair proportion, that has prevented bankruptcy and repudiation by the state.

The point made in my former interview, which your correspondent in his haste to rush into print seems to have overlooked, is my suggestion that if the United States should own the railroads not a single dollar would be paid nor could it be paid, for city, county and state purposes, and the entire burden of local government would fall upon other property. I do not believe the taxpayers of Nebraska are ready for that.

The question of the means of acquiring the railroads is a matter of great importance, owned by hundreds of thousands of stockholders all over the land, does not seem to trouble the minds of these visionaries. Under the constitution of the United States private property cannot be taken for public use without full compensation. It would cost from \$5,000,000,000 to \$5,000,000,000 for the federal government to take over these railroads. This vast sum is many times greater than the cost of a gigantic war and five-fold the cost of the conflict between Japan and Russia, which is straining the credit of both countries.

I presume our populist friends see no difficulty in the matter, for to their minds the setting, the engraving and presses to work to issue government promises to pay is rather a desirable method. But payday comes to nations as to individuals, and this tremendous burden, cast upon the taxpayers of the country, will have no compensation in reduced rates, for the notorious fact is that when the government runs a business it is over at great cost. The public printing office at Washington is a fair instance, for it costs the government at least 30 per cent more to do its printing than it could be done by private parties under contract.

Nations do not do the prospect of such an enormous increase of holders of civil political place disturb the populist mentality, nor does he trouble his alleged mind over the question of the constitutional right of the federal government to construct railroads in sovereign states which, to be at least, debatable and calculated to worry a legal mind.

negligence of its servants. And so one might go on at wearisome length to show the troublesome results that would come with government ownership.

That Pandora's box of ills will never be opened and it will be buried out of sight with the greenback craze, the free silver vagary and the other whimsies of erratic minds. CHARLES F. MANDERSON.

Neither Page Nor Thomas at Fault. OMAHA, Sept. 28.—To the Editor of The Bee: In The Bee of last Sunday appeared an item purporting to be based upon statements of the city attorney of this city conveying the impression that B. F. Thomas and R. C. Page, who are working upon a petition of the ordinance of this city, had secured a contract for the publication of an extravagant number of the same. While the city attorney felt that the number to be published as at first suggested was unnecessarily large and the same has since on his suggestion been reduced, yet he did not, nor did he intend to, attribute any fault in that matter to either Mr. Thomas or Mr. Page or, indeed, to anyone in particular. Mr. Thomas has a contract to do the work of compilation simply, and his compensation is in no wise dependent upon the number of such books published; while Mr. Page has no other relation to the matter than that of having been employed by Mr. Thomas to assist the latter in the work of compilation. JOHN P. BREEN, City Attorney.

MISSISSIPPI IS LAUNCHED

Ship with Lightest Draft of Any Being Built Takes to Water.

PHILADELPHIA, Sept. 28.—In the presence of a distinguished party of guests, the battleship Mississippi was launched today at 2:33 p. m. at the yards of the William Cramp Ship & Engine Building company. The vessel's sponsor was Miss Mabel Clare Money, daughter of United States Senator Money. Owing to the prevalence of yellow fever in the south, Governor J. K. Vardaman of Mississippi and his staff were unable to attend the launching. The guests were represented by Senator Money. The guests included Admiral Dewey, Lieutenant Commander Wood, Rear Admiral Rogers, Mayor Weaver of this city, naval officers stationed here and in Washington and many prominent civilians.

The christening party consisted of Senator and Mrs. Money, Miss Money and her fiancé, Dr. William Whitney Kitchen. They were escorted to the yard by General George B. Williams, Cramp's Washington representative, and accompanied them to the city. Immediately after the launching, luncheon was served in the Mold loft.

Special interest is attached to the battleship Mississippi since it will carry the smallest displacement of any United States battleship now being built, the exception of the Idaho, a sister ship. The displacement of these two vessels is 12,000 tons each, while all the later battleships, including the Vermont, Kansas and Minnesota, now building in other shipyards, have a displacement of 16,000 tons. The Mississippi will be equal to many battleships of 16,000 tons displacement and no vessel of the nation carries equally heavy batteries. The main batteries will consist of four 12-inch breech-loading guns, mounted in two turrets; eight 8-inch breech-loading rifles, in four turrets; eight 7-inch breech-loaders, behind casement armor, and 12-inch submerged torpedo tubes; also three secondary batteries—two 3-inch, six three-pounders, two one-pounders, two one-pounder rapid-fire guns, two 2-inch field pieces, two machine guns and six automatics.

The vessel will be 375 feet in length on the water line and the length over all will be 382 feet, with extreme beam of seventy-seven feet. The speed required is sixteen knots. The ship will be equipped with triple expansion twin screws of 10,000 indicated horse power, fitted with eight Babcock & Wilcox water boilers, set in watertight compartments. Except for the wireless and steering gear, practically all the other machinery will be run by electricity. Wireless telegraph apparatus will be installed and, in fact, the Mississippi will be so equipped as to equal in every way the highest standard of requirement for modern warships. There will be commodore's quarters provided for the crew of 750 officers and men, with special attention paid to sanitary needs.

GERMANY PREPARES SHOWING

Definite Proposals for Commercial Treaty Will Be Sent to American Soon.

BERLIN, Sept. 28.—The German government's definite proposals to the United States for a commercial treaty are about ready to forward to Washington where they have been prepared because of a request of the State department, which inquired in June, precisely what it was that Germany would offer if the existing arrangement was unsatisfactory. Chancellor Von Buelow asked the German chambers of commerce and the organizations of the individuals trades to inform the government of their ideas of the lines a new convention should take. These reports, some of which have been cabled, form a mass of material on which the second division of the Foreign office, that devoted to trade policies and consular administration has been working.

Dr. Von Koerner, director of the department, who more than any one else carried through the difficult Russian and Austrian treaties, has the American affair in hand. Americans doing business in Germany, who have built up the import trade in American manufactures, are continually asked by Germans what they think of the prospect of a reciprocity treaty and they usually reply that the outlook is doubtful, but they have been considerably cheered by the recent action of the New York and other American chambers of commerce in favor of a trade treaty.

CIVIL SERVICE CHANGES.

The United States Civil Service commission announces the following examinations to secure eligibles from which to make reappointments to fill existing vacancies: October 5 and 6. For the position of assistant clerk in the post office, at \$1,200 per annum. Age limit, 20 to 35 years or over. This examination is held in addition to those held on October 18 and 19, in view of the urgent need of eligibles, and it is desired that all persons whose names are on the list apply for this examination.

November 1. For the position of railway mail clerk in North Dakota. Age limit, 18 and 19, in view of the urgent need of eligibles, and it is desired that all persons whose names are on the list apply for this examination.

November 1. For the position of assistant engineer, Fort Leavenworth, at \$90 per annum. Age limit, 20 years or over. November 1. For the position of assistant superintendent and two vacancies in the position of inspector of seed warehouses and seed distribution, in the Department of Plant Industry, Department of Agriculture, at salaries ranging from \$10 to \$125 per month. Age limit, 20 years or over.

President Appoints Old Friend.

ST. PAUL, Sept. 28.—A special to the Dispatch from Medora, S. D., says that S. M. Ferris of Medora has received a personal letter from President Roosevelt stating that he has been appointed register of the Dickinson land office. Mr. Ferris and his brother, Joseph, were the first men to be appointed to the position. Ferris was his first hunting trip to the Bad Lands twenty years ago. He thought it was Mr. Roosevelt on the hunting trip when he killed his first buffalo. The brothers persuaded Roosevelt to go into the stock business.

PART THE ASSAYER PLAYS

How Values of Ores Are Determined by Scientific Experts

SEPARATING PRECIOUS METALS FROM BASE

Method of Sampling Ore and Then Reducing the Sample to an Exact Figure of Value by the Fire Test.

Do you know anything about the work of the assayer? Does it seem mysterious to you that a man can take the most complex piece of ore that you can bring him and in a short time tell you just how much lead, silver, copper or gold it may contain? Not only this, he will be just as accurate as to the base constituents—the lime, the silica, the barium. He can tell you whether it is an oxide, a sulphide or a carbonate. If he has had long experience he can tell you very near the locality from which the ore came.

After he has told you what you have in the ore, he can also tell you the best way to get it out, and this may mean a great saving to you. When all these things are known you can operate your mine with economy.

The assayer looks at your piece of rock and he may ask you if this is a fair sample of what you have in your ledge of ore. Perhaps you say you don't know. Then, if you will be advised, you will go back to your mine and go over the whole of the exposure, the face of your outcrop, or the face of your drifts, or tunnels, or shafts, as the case may be, and by gathering a large number of pieces taken indiscriminately you will get a fair sample.

What the Assayer Does. The assayer will look at these pieces. If they look weather-beaten, or of a red rust color from iron, he probably will discard the samples as oxide. If the samples are black, or show bronze yellow crystals, or give up white fumes on heating, he will say they are sulphide. Then he will crush the ore to the finest powder and mix with it what he calls fluxes, such as soda, lime or silica, as the case may require. These, with the ore, cause it to melt much more easily.

Now, the most important thing he puts in, if he is testing for gold, is something that will gather up the minute particles of gold or silver and bring them together. This, the assayer has discovered to be litharge, one of the oxides of lead. This acts in melted ore much as the egg a housekeeper uses with which she settles her coffee. He puts with the litharge some form of carbon, flour, argal and charcoal. This reduces litharge to metallic lead, and in this state it acts as the net, so to speak, that gathers the precious gold. If the ore is a sulphide, there need not be so much charcoal or flour, or argal used; and there lies one difference in the two classes of ore. When he has made this mixture to his satisfaction, he puts it in a crucible and covers it with salt and sometimes with borax. This salt keeps a more even temperature in the charge and prevents spattering. He heats the mixture he has made to a high temperature, in a gasolene muffler, or coke-stove, for twenty minutes. The melted ore is poured out and cooled and the lead, with its gold and silver, is found settled to the bottom, in what is called a button.

The next operation is to separate the lead from the gold and silver. The button is put in a cupel, a little cup made out of bone ashes. Now put this in the furnace and watch the button getting yellow while the lead disappears. The heat, with air, makes the lead into an oxide again, and the bone-ash absorbs it as fast as it is formed. Not so with the gold and silver. They will be left in a little globule, after the lead is all gone.

Separating Gold from Silver.

Now the assayer must be careful, for this little globule is easy to lose. But with long experience, he picks it up and puts it in a little vessel called a cassarole. To separate the gold from the silver the cassarole is filled with pure nitric acid. This will dissolve silver but not gold. When the silver is dissolved the gold is collected and weighed. If you have weighed the little globule before you put it into the acid, as you should have done, you take the weight of gold from the weight of the globule and the difference will be the weight of the silver.

PAFFENRATH BACK IN OMAHA

Returns to Resume Management of Local House of Nicolli the Tailor.

The many friends of Fred Paffenrath will be pleased to learn that he will return to Omaha to resume his residence here as well as the management of Nicolli the Tailor, a local establishment which he has managed for twenty or thirty years. Recently Mr. Paffenrath was called to Chicago by the head management of the concern and was proffered the traveling auditorship for the establishment's numerous branches throughout the country. He went to Chicago with his family, but did not transfer his household goods, and as Mrs. Paffenrath did not like to make her home in Chicago, they have finally concluded to return to Omaha. Mr. Paffenrath's business will look after the Omaha branch of the house and its other branches throughout this part of the west and he may succeed in locating the traveling auditor's office here. In writing to a friend of his intention of returning, Mr. Paffenrath states that "Omaha is the only place to live."

REED MUST GO TO LINCOLN

County Assessor is Summoned as Witness in Woodmen Case at the Capital.

Much to his surprise, County Assessor Reed has been summoned to appear in the supreme court October 3 as a witness in the case wherein the State Board of Equalization is seeking to have the reserve fund of the Woodmen of the World assessed. Mr. Reed thought that part of the transaction was ended when he turned over his books to the County Board of Equalization, but found out different when Secretary Bennett of the state board summoned him Saturday morning. In assessing the Woodmen's World, Mr. Reed said he had considered the reserve fund in that he had assessed that portion of it which had accumulated from the Nebraska business.

A Miraculous Escape

from bleeding to death had A. Pinski, Nashotah, Wis., who healed his wound with Bucklin's Arnica Salve. Mr. Pinski was shot by a bear when he was hunting for his first buffalo. The brothers persuaded Roosevelt to go into the stock business.

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J. B. REYNOLDS, City Passenger Agent, 1502 Farnam Street, Omaha