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WILLIAM J. BRYAN Editor and Proprietor CHARLES W. BRYAN Associate Editor and Publisher
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THE KING FEARS CIVIL WAR

A London cablegram, dated July 20, follows:

"King George, in receiving the conferences on home rule at Buckingham palace, made the following speech:

"It is with feelings of satisfaction and hopefulness that I receive you here today, and I thank you for the manner in which you have responded to my summons. It is also a matter of congratulation that the speaker of the house of commons has consented to preside over your meetings.

"My intervention at this moment may be regarded as a new departure, but the exceptional circumstances under which you are brought together justify my action.

"For months we have watched with deep misgivings the course of events in Ireland. The trend has been surely and steadily toward an appeal to force, and today the cry of civil war is on the lips of the most responsible and sober minded of my people.

"We have in the past endeavored to act as a civilizing example to the world, and to me it is unthinkable, as it must be to you, that we should be brought to the brink of fratricidal strife upon issues apparently so capable of adjustment as those you are now asked to consider, if handled in a spirit of generous compromise.

"My apprehension in contemplating such a dire calamity is intensified by my feeling of attachment to Ireland, and of sympathy with her people, who have always welcomed me with warm hearted affection.

"Gentlemen, you represent, in one form or another, the vast majority of my subjects at home. You also have a deep interest in my dominions overseas, which are scarcely less concerned in the prompt and friendly settlement of this question.

"I regard you, then, in this matter, as trustees for the honor and peace of all.

"Your responsibilities are indeed great. The time is short. You will, I know, employ it to the fullest advantage and be patient, earnest and conciliatory.

"In view of the magnitude of the interests at stake I pray God in His infinite wisdom may guide you and your deliberations so that they may result in the joy of peace and honorable settlement."

In the reorganization of the Rock Island railroad recently, water to the amount of \$357,000,000 was squeezed out. Here is a large and prosperous railroad system, doing business in the garden spot of the country, and yet mired because it had been made the plaything of stock-jobbers. Yet when the administration seeks to prevent a repetition of these things, it is accused of being hostile to business. It is hostile to certain kinds of business, and this is one of them. Why should it not be?

Attorney General McReynolds has begun suit to have the New Haven railroad company, which controls more than 90 per cent of the freight and passenger business of New England railroads, declared a combination in restraint of trade. The democratic doctrine that a private monopoly is indefensible is being translated into court actions and court decrees in these democratic days.

Some Advance Notices of Prosperity

RAILROAD EQUIPMENT ORDERS

The following equipment orders are reported in the July issue of The Railway Journal, The Railway Review, Railway and Locomotive Engineering, Railway Age Gazette, and Lumber Trade Journal:

Illinois Central—5,000 box cars.
St. Louis, Brownsville & Mexico—20 locomotives.

Big Four—49 engines converted.
New York Central—2,000 freight cars, 3,000 gondolas, 3,400 box cars, 2,000 refrigerators, (contemplated) 4,000 refrigerators, 16 electric locomotives.

Santa Fe—35 locomotives, 100 passenger cars.
Missouri Pacific—50 cars repaired per day.
Chicago Junction—5 switch engines.

Kansas City Southern—30 locomotives.
Minneapolis & St. Louis—20 locomotives.
Western Maryland—20 locomotives.

Seaboard Air Line—30 locomotives, 400 box cars, 33 passenger, mail and baggage cars.
Chicago & Illinois Midland—250 coal cars.

Chicago, Milwaukee & St. Paul—29 passenger, baggage and mail cars.
Tampa & Gulf Coast Railway—3 locomotives.

Missouri Pacific—25 caboose cars.
Pittsburgh, Shawmut & Northern, 25 refrigerators.

Chicago Great Western—500 box cars.
Alcolu—50 box cars.
Wabash—7 postal cars.

Erie—10 pullman cars.
Batesville Southwestern—60 flat cars.
Grand Trunk—4 locomotives.

Union Pacific—107 Pullman cars.
Phelps-Dodge & Co.—25 ore cars.
Public Belt—2 locomotives.

Solvay Process Company—55 steel hopper cars.
St. Louis, Brownsville & Mexico—820 box cars and cabooses.

Chicago & Northwestern—250 ballast cars.
Chicago, Indianapolis & Louisville—5 locomotives.

Northwestern Iron Company—1 locomotive.
Chicago & Northwestern—40 locomotives.

New Orleans & Northeastern—8 locomotives.
Kansas City and Southern—500 ballast cars.

Cleveland, Cincinnati, Chicago & St. Louis—2,500 coal cars, 4,500 box cars.
Chicago, Rock Island & Pacific will probably expend for new cars \$15,000,000.

Jones Purchasing Agency—30 dump cars, coal cars.
Calcasteu Long Leaf Lumber Co.—1 locomotive.

W. R. Grace & Company, New York—2 tank engines.
Pittsburgh & Shawmut—6 locomotives

International Railways of Central America—5 locomotives.
The Fosburgh Lumber Co.—1 locomotive.

Grand Rapids & Northwestern—3 locomotives (Mikado type), 5 locomotives (ten wheel type), switching locomotives.

The Green Bay & Western—1 locomotive.
Buffalo, Rochester & Pittsburgh—10 caboose cars.

Chicago, Indianapolis & Louisville—250 box cars.
Canadian Northern—8 passenger cars.

Delaware, Lackawanna & Western—200 mine cars.
Pittsburgh & Shawmut—25 refrigerator cars.

Pennsylvania Railroad—1,000 box cars.
Southern Pacific—2,600 box cars, 400 flat cars, 850 single deck cars, 250 gondolas, 300 50-ton tanks, 20 caboose cars, 150 flat car bodies, 40 passenger cars.

Lake Champlain & Moriah—20 hopper cars.
Batesville Southwestern—60 flat cars.

Chicago & Northwestern—250 ballast cars.
Great Northern—1,400 freight cars.

Union Pacific—500 box cars, 400 automobile cars.
New Orleans Great Northern—1 combination mail and passenger car.

Illinois Central—2,000 box cars, 3,000 box cars.
Aurora, Elgin & Chicago—10 gondolas.

San Antonio & Arkansas Pass—50 flat cars.
Chicago & Northwestern—250 ballast cars.

St. Louis, Brownsville & Mexico—15 passenger cars, 10 caboose cars.
Bangor & Aroostook—4 caboose cars.

Illinois Central—3,000 box cars.

RAILS, STRUCTURES, ETC.
Big Four—Roundhouse and car shops to be increased.

Bessemer & Lake Erie—\$500,000 shop improvements.

Pennsylvania R. R.—137,032 tons rails.
Cumberland Valley—2,500 tons rails.
Seaboard Air Line—5,000 tons rails.

New York, Susquehanna & Western—1,500 tons rails.
New York, New Haven & Hartford—9,000 tons rails.

Louisville & Nashville—1,500 tons rails.
Northern Pacific—2,450 tons bridge material.

Chicago & Western Indiana—805 tons bridge material.
Seaboard Air Line—Signal material.

Dallas, Tex., union station \$3,000,000.
Pennsylvania lines west of Pittsburgh—New passenger station at Gary, Ind.

Missouri, Kansas & Texas—New terminals in San Antonio.
Missouri & North Arkansas—New passenger station at Helena, Ark.

Atlantic Coast Line—\$110,000 shops, roundhouse, Florence, S. C.
St. Louis Southwestern—New depot, Ft. Worth, Tex.

Oregon-Washington R. R. & Navigation Co.—New division point.
Southwestern Pacific—New piers, freight sheds, shops, etc., Bay Shore, Cal.

Mobile & Ohio—Extensive additions and improvements to shops and yards, Jacksonville, Tenn.

Missouri, Kansas & Texas—Subways, viaducts, etc., San Antonio.
Pennsylvania R. R.—Bridge at Baltimore.

St. Louis Southwestern—New Bridge at Ft. Worth, Texas, \$250,000.
Rock Island & Western Indiana—Track elevation in Chicago, \$750,000.

Buffalo, N. Y.—New passenger terminal for Lehigh Valley.
Chicago & Northwestern—Repair yard, Clinton, Iowa.

Gulf, Colorado & Santa Fe—Office building, Texas.
Southern Railway—Passenger station and covered platform (new), North Wilkesboro, N. C.

Philadelphia & Reading—Removing grade crossings, Philadelphia, elevating tracks, regrading, construction of additional tracks.

Southern Railway—New passenger station, Reidsville, N. C.
Northern Pacific—St. Paul, Minn., roundhouse and locomotive plant; machine, tank and paint shops; 5 repair pits; turntable; coal docks; brick storehouse.

Southern Railway—South Boston, Va., new passenger station.
Chicago, Burlington & Quincy—St. Paul, Minn., filling 14 acres of marsh land; extending tracks, constructing 5 new tracks, a coach yard, and 2 new switching leads, a 12-stall roundhouse; large transfer platform; a steel water tank, 100,000 gals., cost, \$250,000.

NEW ROADS AND PROJECTS
Nashville, Chattanooga & St. Louis, new line along Tennessee river to Hobb's Island from Gunter's Landing, Alabama. Surveys in progress.

Free Valley R. R., new line between Eagle Mills and Princeton, Ark. Charter granted, capital \$50,000.

Western Pacific, new branch line proposed between San Jose and Niles, Cal., to be built by independent capital and leased to Western Pacific.

Bay City, Lynn Haven & Northern Railway, to be built from Chipley, Florida to Hartford, Ala., eventually to be part of Birmingham, Columbia & St. Andrews Railway, and extended to Montgomery, Ala. Plans under way.

La Salle Terminal Railway, industrial railroad to connect La Salle & Bureau County Railroad with Chicago, Milwaukee & St. Paul, Illinois. Surveys in progress.

Vicksburg, Alexandria & Southern railroad, from Tioga to Alexandria, La. Contract awarded.

Rock Island, Texico, Barwell & Southern, to be reorganized and new line built from Tucumcari, N. M., to San Antonio. Right of way graded.

Oregon Short Line has been asked to build a road through Blue Creek, Pocatello and Curlew Valleys, Utah.

Gulf, Colorado & Santa Fe has leased various Texas lines.

Mobile & Ohio contemplates building second track Jackson, Tenn., to Corinth, Miss., 57 miles.

Holston Valley Railway, Bristol, Tenn., to be electrified.

Baltimore & Ohio has acquired Hampshire