

Go care for him who has done the battle, and for his widow and orphans.

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It is not always the still pig that gets the most swill. The Sultan of Morocco has not been saying a word.

Senator Bailey's undoubted ability suffers much from the fact that people will not take him seriously, and are too prone to believe that he has one set of ideas and principles for Texas and another for Washington.

Kansas has introduced a new wrinkle—but, then, Kansas is always introducing new ideas. The latest one is to require delegates to the State Conventions to promise upon their nomination to pay their own fares.

Representative Rainey, of Illinois, says that "every plank in the Democratic platform says, 'Thou shalt not steal.'" Another equally eminent statesman of the party once remarked that a platform was merely something to get in on.

Speaker Cannon breathes a little common sense into the situation by remarking that a Congressional election is coming off this Fall, and all that the people who want tariff revision have to do is to elect more than half of the 336 Representatives, and get 46 of the 99 Senators to agree with them.

Men who are making the most howl about the corruption in the Legislatures and Congress never have attended a primary, nor made the slightest effort to see that only the right kind of candidates are selected. A little care at the primaries would be worth more than reams of "hot-stuff" exposures.

Having no better issue handy, Representative Rainey, of Illinois, attacks the evils of the tariff, and jumps on the watch trust with both feet. As long as a man can get a good timepiece for 75 cents it would not seem that the trust is throttling our liberties to any alarming extent.

The General Staff cannot be said to be dilatory when it insists upon the immediate adoption of a plan for strongly fortifying the Isthmian Canal. It will be probably some years before a foreign navy attempts to break through the canal for the purpose of attacking our Pacific coast.

The Monroe Doctrine is becoming infectious. Japan is likely to declare and enforce a Monroe Doctrine for Asia, warning Europe that that Continent is no longer a field for colonization, and especially the eastern coast. There is also talk of a Monroe Doctrine for Africa.

Comrade R. B. Brown is definitely in the race for Commander-in-Chief, but so much of his own volition, but on account of the earnestness of the comrades who desire to see him have the honor. He is not inclined to contend with any comrade for the place, but if the Grand Army desires his services for a year he will give the Order the best work there is in him.

Ohio thinks that she can get along better with 6,000 less saloons in the State. Buckeyes have never been notable for extreme thirst, yet there has been a saloon for about every 100 people. With a tax of \$1,000 a year on each gin-mill there will be much fewer deadfalls in each town and drink to harbor crooks and make drunkards of boys.

There is strong talk of appointing Lieut.-Gen. Chaffee as Police Commissioner of New York to succeed Col. Bingham. As was to be expected, Col. Bingham has run up against a lot of obstacles and men, so that there is a movement to oust him. How effective this movement will be is another question. It may be that Col. Bingham has strength enough to overcome the opposition and carry out his plans, or it may be that he has developed antagonisms which will prove too strong for him. In that event Lieut.-Gen. Chaffee might be given the position.

In spite of the talk about the depressed condition of the rice industry, there will be a large increase in the acreage planted in Texas this year, and the plows have already broken great areas of land that were not plowed last year. There are also being miles of new canals constructed. It has always seemed singular that rice could be raised in Texas, where the water has to be pumped up by steam power, to compete with that raised by cheap labor in the Far East. Rice is so compact that the transportation costs but little. All the same, our production of rice is constantly growing, and the people engaged in the business are making money at it.

Senator Culberson, of Texas, objects to the use of "justly remunerative" and "fairly remunerative" as introducing a new standard, which will have to be passed upon and interpreted by the courts. The standard which has come down to us from centuries of common-law legislation is "just and reasonable," and he would continue to employ this phrase. There is danger of the other form of words of bringing in watered stock and other considerations which have no place in fixing a rate.

AS TO REBATES.

President A. B. Stickney, of the Chicago Great Western Railroad, throws a flood of light upon the actual facts of rebates. He says, in the first place, that the railroads have done their utmost to suppress these things, but without effect. The great shippers have not even gone to the length of making a protest against such action. All they had to do was to select one of the lines which had agreed not to give rebates and route all their shipments over it. This at once swelled its earnings to such a marked degree that its stock went up and that of the neglected lines went down. The telegraph ticker immediately communicated this fact all over the country, and the suffering lines had to immediately come down and give rebates to secure trade. They had to apologize humbly for their hard-heartedness in refusing the shippers their previous requests. President Stickney then asks whether consolidation of all the railroads would be a remedy for this, and arrives at the conclusion that it would probably be a remedy worse than the disease. The consolidation already made has produced great evils as to which stockholders as well as shippers have much complaint, and the prospect is that further consolidation would produce even greater evils. The consolidation inevitably puts the headquarters of direction far from the scene of activities, and places men in charge who are unacquainted with actual conditions. Furthermore, it leads to the creation of railroad czars with their courts of grand dukes, each of whom has his "rake-off" out of the profits of the roads, and he gets this rake-off without reference to any condition except his own appetite. With the railroad czar will be his coterie of bankers, sons-in-law and ship's cousins of all kinds. The developments in the insurance companies are significant as to this.

Next Mr. Stickney inquires as to the remedy afforded by legislative control of rates. The average American always wants to pass a law whenever things do not go to suit him. The Interstate Commerce law has been in operation for 18 years now without reducing the evil of rebates. The law forbids in the strongest language rebates and kindred evils, and on its face it would seem to be sufficient. Under the original law the penalties ran only against the payer of rebates. A later amendment imposed the same penalty "for soliciting or receiving a rebate." This seemed just at the time, but it made it impossible to convict anybody, because the rebate crime is known only to two parties, and neither could testify against the other without incriminating himself. Then another amendment was passed, which required both parties to testify, but provided immunity for the offenses to which any one might give evidence as to himself. The Elkins amendment was passed in 1903, which imposed a fine of not less than \$1,000 and not more than \$20,000 for soliciting or receiving a rebate, but so far not a conviction has been made under it.

In spite of all these failures, Mr. Stickney believes that a law could be framed, but it would require long and patient study and investigation by the ablest men. He suggests the appointment of an Interstate Investigation Committee, composed of, say, seven members, four members to be appointed by the President and three members to be appointed by the railroad companies. One member should be a sound lawyer; one a mathematician; one an experienced railroad auditor; one an engineer of capacity, experienced in calculating costs of transportation; one a superintendent, experienced in the actual movement of trains and of rolling stock; one a station agent, experienced in the details of station or terminal service, and one a traffic manager, experienced in present rates. The committee should have authority to demand from the railroad companies a new line of statistical facts which have never been compiled, relating to costs, and particularly to relative costs as between the different conditions under which commodities are transported.

Senator Foraker says that the situation at Cincinnati is very acute. The shippers there are suffering from the discrimination in favor of New York, which gives virtually as good rates from New York as can be obtained from Cincinnati. This is a complication of the question which has not yet been approached, but which is certain to have great influence in future legislation. The obvious thing to do is to prescribe a flat rate of so much per mile per standard ton. The adoption of this, however, would be vigorously resisted by many cities which are now enjoying discriminations that take into account their greater distance from the scene of distribution. For example, Boston is several hundred miles farther from the Southern markets than New York, and yet her large interest in the railroads enables her to get rates which will place her goods in the Southern markets as cheaply as they can be obtained from New York. Baltimore is farther from the markets of the Southern Atlantic seaboard than is Richmond, yet Baltimore is able to sell goods to Virginia and North and South Carolina as favorably as Richmond can. There are scores of such instances which would be disturbed by a flat rate that counted every mile of transportation.

Naturally, the Ohio brewers do not propose to give up several million dollars a year without a fight. They are preparing a determined campaign in the courts against the bill which has increased the tax on saloons from \$250 to \$1,000 a year. The constitutionality of any saloon tax has always been shaky in Ohio, since it has to be steered between two clauses of the Constitution of 1851, which was intended to make Ohio a prohibition State. One of these clauses prohibits the issuance of licenses for the sale of liquor. Another makes all taxation equal. Consequently a tax levy upon a saloon must be regarded at one time as a tax and at another time as a license, which is pretty skillful manipulation. The ring of brewers in Ohio virtually own all the saloons, and the increased tax comes directly out of their pockets.

THE MICHIGAN TAX CASES.

The unanimous decision of the Supreme Court sustaining the legality of the law of Michigan imposing additional taxation upon railroads has an importance in itself, aside from its indication of the possible attitude of the Court upon the Hepburn bill.

There were 27 cases in all, involving the validity of an act of the Michigan Legislature of 1901, by which the old method of taxing railroad and other corporations, which required them to pay a certain percentage of their gross earnings, was changed to an ad valorem system, upon which the assessment of the railroads for taxation was made upon an average value like that of other property. The effect of this was to raise the gross sum received from the railroads of the State from \$263,446, which had been previously paid, to \$744,898 in 1902 and every year since. The railroad companies tendered what they had been previously paying, and refused to pay the additional \$481,451. They have done so each year, until there is standing against them about \$2,000,000 of unpaid taxes.

The railroad companies contended that the State Board of Assessors undervalued other property in the State and discriminated against the railroads. This they alleged was in violation of that part of Section I of Article XIV of the Constitution, which says, "nor shall any State deprive any person of life, liberty or property without due process of law, nor deny any person within its jurisdiction the equal protection of the laws."

They asserted that not only were their taxes made higher than those of other property, but that the State Board of Assessors were given legislative power in making the assessments by a "mathematical computation." They also affirmed that the tax was illegal because it reached property outside of the State, and was therefore in contravention of the Congressional power over Interstate Commerce.

The Supreme Court of Michigan held the law to be valid, and it was finally carried to the Supreme Court of the United States. Justice Brewer delivered the unanimous opinion of the Court, and said that the scope and limits of National Interference were well settled. The Government could have no supervision over State taxation, since the State was sovereign in that matter, and there had to be a clear infringement of constitutional rights before the Supreme Court would take cognizance. Inequality of taxation was not sufficient cause, and it was not shown that the method of mathematical computation conferred legislative powers upon the State Board of Assessors. Justice Brewer went on to lay down the general principle that the lines between the Legislative, Judicial and Executive Departments of the Government must be strongly demarcated and maintained. This is what arouses general attention, since it is an indication of the Supreme Court's attitude toward the proposed enlargement of the functions of the Interstate Commerce bill. It is claimed that the Hepburn bill gives the Interstate Commerce Commission legislative, judicial and ministerial functions, since Congress does not make fixed rates and direct the Commission to execute them.

The conservative Republicans, led by Senators Foraker and Aldrich, regard the decision as strongly intrenching them in their position, and have requested Senator Knox to make a study of the decision and furnish them with his views. The friends of the bill, led by Senators Dilliver and Nelson, contend that the decision is not applicable to the Hepburn bill, and therefore gives no assertion inimical to it.

In place of wasting their energies upon the fantastic non-refillable bottle, inventors might more profitably turn to improvement upon the present method of corkage. Some years ago an inventor made a lucky find by devising the present method of closing beer, ginger ale and similar bottles with a wafer of cork held in place by a tin cover that clamped down over the top of the bottle. This was an immense improvement, since it diminished to a minimum the use of the costly cork and also the labor of corking. This process, which is covered by a patent, is an immensely profitable thing for the company which owns the patent. It might be easily improved upon or another method equally as good devised. Another thing in the same line: As everyone knows, the cork forests in Spain and elsewhere are being destroyed by improvident harvesting, and substitute has yet been found. The India-rubber cork is costly and also very unsatisfactory for many purposes. At best it is not nearly so good a cork as one made from the bark of the Spanish oak. It would seem that there are many light woods in our country that might be treated so as to give them the porosity, elasticity and other qualities that the cork possesses. If any man could find out how to make the wood of the willow, cottonwood, sweet gum, tulip tree, bass or other of our light, cheap, rapidly-growing woods into cork material he would have a fortune in view that would rank up well with that of the Vanderbilts.

Gov. Higgins is having a very serious time in finding an Insurance Commissioner. The developments have shown that the ordinary office-holder is entirely too small timber for such an important place. There are any number of men who are anxious for the position, and particularly for its \$5,000-a-year salary, but what Gov. Higgins desires is a man to whom the salary is no object, and who is big enough to cope successfully with the powerful insurance corporations which will seek to dominate him. Such a man would only take the office from a sense of duty and a hope of being effective in benefiting his fellow-citizens in the vastly-important work of life insurance. This reduces the possible number from whom a selection can be made to a very small list.

The platform of the Republican Convention of the Sixth Kansas District which renominated Wm. A. Reeder is a model of brevity. It is: "Resolved, Let well enough alone."

VETERANS IN IOWA.

There Are 25,000 Ex-Soldiers and Sailors Residing in the State.

The State of Iowa has done a good work in making a careful enumeration of the veterans of the war of the rebellion residing in that State. These are classified in infantry, cavalry, artillery and other service and also by the States from which they enlisted. According to these statistics there are 25,569 veterans living in the State, of whom 19,758 served in the infantry, 1,562 in the cavalry, 1,029 in the artillery, and 221 in other service. These were accredited to the following States: Iowa, 10,488; Illinois, 4,429; Wisconsin, 1,713; Indiana, 1,189; Ohio, 2,219; Michigan, 307; Pennsylvania, 1,115; Minnesota, 219; New York, 1,086; Massachusetts, 124; Vermont, 165; Connecticut, 35; Maine, 80; New Hampshire, 53; New Jersey, 83; Missouri, 774; Kentucky, 102; Kansas, 150; Virginia, 92; West Virginia, 114; Nebraska, 48; Maryland, 45; other States, 598; United States, 341.

A schedule of ages is also made and is very interesting. According to this the ages of the veterans residing in the State are: 55 years, 268; 56 years, 418; 57 years, 727; 58 years, 1,107; 59 years, 1,482; 60 years, 2,060; 61 years, 1,742; 62 years, 2,100; 63 years, 1,964; 64 years, 2,035; 65 years, 1,742; 66 years, 1,353; 67 years, 1,228; 68 years, 1,133; 69 years, 891; 70 years, 935; 71 years, 629; 72 years, 637; 73 years, 524; 74 years, 450; 75 years, 411; 76 years, 346; 77 years, 255; 78 years, 235; 79 years, 216; 80 years, 165; 81 years, 101; 82 years, 82; 83 years, 82; 84 years, 77; 85 years, 59; 86 years, 32; 87 years, 18; 88 years, 11; 89 years, 20; 90 years, 36.

Another table is devoted to the ownership of homes by the veterans. They own 12,698 unincumbered homes, valued at \$15,582,470. They own in addition 4,051, valued at \$21,728,910, which are incumbered with \$5,512,460 worth of mortgages, etc. There are 7,466 veterans who are married, but own no homes; 498 who were never married, and no report from 856.

MARYLAND MONUMENT TO UNION SOLDIERS.

After many years of effort by the Maryland comrades, headed by Past Commander-in-Chief John R. King, the Legislature has at last passed a bill appropriating \$25,000 for a monument to the Maryland soldiers and sailors of the Union during the war of the rebellion. The bill passed the House some time ago, but was held up in the Senate by the Finance Committee, which claimed that the State Treasury was not in a condition to stand the strain. The Committee had adopted an unfavorable report, but a delegation of G. A. R. men went to Annapolis and labored with Senators Linticum, Perkins, Baker, Brewington and Gorman, and finally won them over. The unfavorable report was laid aside, the bill put upon its passage, and received a unanimous vote.

Senator Bailey's arrow was poorly aimed when he demanded to know what Senators had been conferring with the railroad managers as to the rate bill. Senator Dilliver met him very effectively with the remark that he did not see any impropriety in consulting with the men who have made the subject of rates the study of their lives. This was simply common sense. Rate making is a vast and intricate subject, upon which information should be sought from every likely source. Railroad managers are not criminals, to be debarred from intercourse with every one. They are American citizens, most of them just as patriotic and public-spirited as other citizens. They are doing like every other class of business men—selfishly trying to get all they can out of the customers. On the other hand, their customers are trying to make all they can out of the railroads. It is Congress's duty to find just where the dividing line is and draw it. The public should be given what is fair and right, and the railroads allowed what is just and reasonable. Both parties should be freely consulted, in order to arrive at the right conclusion. It is as proper to consult with the railroad men as it is with both sides in the coal dispute or the tariff revision.

The presentation in favor of the Rate bill made by Senator Long, of Kansas, was singularly clear and luminous. He contends that rates could not be made final beyond the power of the courts, but before a court would set aside a rate it must clearly appear that it is so unjust or so unreasonable as to amount to taking property without "just compensation," which would be a violation of the Constitution. Courts will only interfere with rates when they are clearly confiscatory, and confiscatory rates are those which do not give a fair return on the property employed in performing the service. It would be a judicial question to determine whether a maximum rate fixed by the Commission was such as to permit a fair return for the service, and Congress could and should not interfere with this judicial function. The rights of the carriers were amply protected under the Hepburn bill and the present jurisdiction of the courts, whose power would neither be restricted nor enlarged. While he was satisfied that all the rights of the railroads were protected by the Hepburn bill, in order to remove the question as to this and to the constitutionality of the bill, he presented and urged the adoption of the amendment.

The 32d Ohio was organized at Mansfield from Aug. 20, 1861, and mustered out July 20, 1865. Co. F was permanently detached as to Lieut. J. H. H. and its place was taken by a new company. The first Colonel was Thos. H. Ford, who resigned, and was succeeded by Col. Benjamin F. Potts, who was promoted to Brigadier-General and succeeded by Col. Jefferson J. Hibbets, who was in command when the regiment was mustered out. It lost 104 killed and 145 died from disease, and belonged to Logan's Division, Seventeenth Corps, Army of the Tennessee.—Editor National Tribune.



Brig.-Gen. Chas. F. Powell, recently promoted from Lieutenant-Colonel of Engineers, was last week placed upon the retired list. Born in Illinois, he enlisted in the 5th Wis., one of the "fighting regiments," and was promoted to Corporal and Sergeant-Major. In September, 1862, he received an appointment to West Point from South Carolina, and graduated four years later at head of his class. He reached the grade of Lieutenant-Colonel in July, 1894, and was for a term Engineer-Commissioner for the District of Columbia, where he made a wide circle of acquaintance. He retires on account of ill health.

Capt. George E. O'Neal, who belonged to the 30th Ohio, is now living in retirement in Steubenville, O. He was for many years a pilot of the first class on the Ohio River. When volunteers were called for to take the transports past the batteries of Vicksburg, Lieut. O'Neal and nine men from his company were accepted and took charge of the steamer Silver Wave, in which they made the trip successfully only one shot striking the boat. After the army made its crossing at Grand Gulf, he was ordered to take his men and rejoin his regiment in the rear of Vicksburg. He was one of the selected storming party of 150 men on May 22, and succeeded in planting the flag of the 30th Ohio on the rebel fortifications. In this engagement he was struck four times, but all were flesh wounds. Ex-Senator Thomas Kearns, of Utah, with some other managers of the King Mining Company, has been sued for \$900,000 for unlawfully taking ore, and it is possible that other claims will bring the amount up to several millions of dollars.

Mrs. Mary Selz, of Washington Township, Morrow County, O., was left a widow three years ago with three small children and nothing to support the family but an old-fashioned grist mill upon which was a mortgage. She was then 32 years old. She took hold of the mill, has managed it most successfully and does most of the work herself, only hiring assistance in the very busiest season.

Representative Hull has given notice of a suit against George L. Dobson, his competitor for the Congressional nomination, because Dobson declared in opening his campaign that Hull had used the office for his personal enrichment; that he was in league with Rockefeller and Wall Street, and had corruptly used money to secure his renomination two years ago. Capt. Hull says he does not propose to make any reply to these charges, expecting an appeal to the courts to do him justice.

Hon. Allen Smalley, formerly a Common Pleas Judge, and prominent in Ohio politics and the G. A. R., died near Bloomdale, O., April 6, of pneumonia. The affairs of Zion have culminated in the unanimous action of those in authority to oust the Reincarnated Elijah, John Alexander Dowie, from all connection with and control of the community. The news was communicated to Dowie in a telegram which accused him of extravagance, hypocrisy, misrepresentations, exaggerations, tyranny, injustice, polygamous teachings and unadvised squandering of the community's money. This dispatch was signed by Wilbur Glen Voliva, General Overseer; William Hamner Piper, Overseer for Chicago; Harry Eugene Cantel, Overseer for United Kingdom; Harvey D. Brasfield, Vice President Zion University; Overseer John Excell, General Ecclesiastical Secretary, and John G. Spelcher, Overseer for Zion City. Dowie protested, and sent a telegram deposing Voliva, but this was treated with contempt, and he was informed if he resisted at all that exposures would be made which would blast him forever. It is asserted that Dowie squandered \$1,000,000 belonging to the community, and that he reduced thousands to suffering by his mismanagement. His wife and son have turned against him. Mrs. Dowie says that she has had an awful time for two years, and frequently called upon her husband to repent and tell the people how he had wronged them. Gladstone Dowie is said to be ready to make startling revelations. All of the household effects of Siloh House, including Dowie's horses, carriage, library and even his bed, have been taken. The physicians say that he is in a very sickly condition, with paralysis, dropsy and pulmonary troubles.

Col. Edward M. Mobley died at Hagerstown, Md., of paralysis, aged 81. He was born in Frederick and was the son of a man who served as drummer in the War of 1812. He was one of the loyal Marylanders of the mountain region, and raised a company for the 7th Md., of which regiment he became Major and brevet Lieutenant-Colonel. The 7th Md. belonged to the famous Maryland Brigade, which served in the Eighth Corps, Armies of the Shenandoah and West Virginia, until July, 1862, when it was assigned to the Army of the Potomac, finally bringing up in the Fifth Corps. The regiment was terribly shattered in the fighting in the Wilderness and at Spotsylvania.

The death at Portland, Ore., of Lieut.-Col. Theodore J. Eckerson, U. S. A., retired, takes from the Army list possibly the man of longest service upon it. Col. Eckerson enlisted in 1838 in the 3d U. S., and during the next 10 years of service was promoted to Corporal, Sergeant and First Sergeant. He had in the meanwhile transferred to the artillery, and was appointed Military Storekeeper in the Ordnance Department. In 1865 he was commissioned Captain and A. Q. M. and in 1885, having reached the age of 64, was promoted as Major and Quartermaster. He was later promoted to Lieutenant-Colonel and brevetted for faithful and meritorious services.

Benjamin Fisher, who has been a prominent farmer near Wellston, Okla., for four years, has relinquished his connection with English nobility in order to become an American citizen. He says that this costs him an Earldom which would have come to him had he remained in Great Britain. He served under Lord Methuen during the Boer war, where he was severely wounded, and soon after came to America and

THE SPIRIT OF CONGRESS.

Some of the More Notable Proceedings of the Week.

Monday, April 2.—Late in the afternoon Mr. Long (Kan.) introduced in the Senate the amendment agreed upon at the White House conference Saturday week, providing for a limited court review for the Dilliver-Hepburn rate bill, and announced that he would speak on the amendment Tuesday.

Mr. Fulton (Ore.) precipitated what amounted to a general debate by a speech advocating the passage of the bill without amendment.

Under suspension of the rules the House passed the employers' liability bill, urged by organized labor. A number of minor bills were passed, and a resolution calling upon the Attorney-General for information concerning the work performed and the employes on the pay roll of the Spanish Treaty Claims Commission.

April 3.—Senators Bailey, Long, Foraker, Allison and Bacon engaged in a colloquy on the authorship of the amendment agreed upon at the conference at the White House last Saturday. Senator Long (Kan.) spoke at length on the rate bill. Senator Stone gave notice that he would speak on the bill Wednesday. At 5:35 the Senate adjourned.

After five hours of debate the House passed the National Quarantine bill by a vote of 212 to 25. There was a strong opposition among members from Texas and Georgia.

April 4.—The proceedings of the Senate were unusually dull. The attendance of spectators and Senators was small. Mr. Newlands spoke about two hours on the railroad-rate bill.

After a plea by Mr. Daniel for better recognition of the South in all matters affecting its interests, Mr. Hale, who had charge of the urgent deficiency bill, accepted an amendment increasing the appropriation for the Pan-American Congress, so that two additional delegates may be appointed.

Mr. Fitzgerald (N. Y.) criticized the President for his alleged interference in the legislative work of Congress. The Post-Office bill was taken up for consideration, and Mr. Overstreet explained the provisions of the measure.

April 5.—Mr. Newlands concluded his speech in the Senate on the railroad-rate bill, and was followed by Mr. Stone (Mo.), who severely criticized the limited course recently announced by the President at the White House conference Saturday.

A resolution calling upon the Forestry Bureau for information as to the amount of money received last year from the sale of timber land for grazing purposes was adopted on motion of Mr. Heyburn.

Mr. Moon (Tenn.), discussing the Post-Office appropriation bill, attacked the policy of granting subsidies to railroads.

Mr. Towne (N. Y.) made a speech on the labor question, taking the recent petition of organized labor to the President and Congress as his text.

Mr. Rainey (Ill.) discussed the tariff and illustrated his argument by showing the effect of the tariff on wheat and abroad of American-made watches.

April 6.—Mr. Elkins made the principal speech in the Senate on the rate question, discussing in considerable detail the various amendments agreed upon, the subject which had not before been exploited. Speeches on the rate bill also were made by Messrs. Gamble and Kean.

All of the day in the House was spent in consideration of the Post-Office appropriation bill, speeches being made during general debate on the tariff, immigration, denaturalized alcohol, railway subsidies, and enlarged postal facilities for large Western cities.

The people of Minnesota are lamenting the prospect of the beautiful Minnehaha Creek, with its stupendous and lazy course, being entirely changed by the demands of modern progress. It is necessary to drain some adjoining country, and this compels the turning into it of a great volume of water, which also means that the creek must be straightened and deepened so as to increase the discharge.

Editor National Tribune: Will you please give a short sketch of the 40th Wis. in your issue of April 12. I was a member of both regiments.—Jas. W. Young, 1631 Wesley Ave., St. Paul, Minn.

The 40th Wis. was organized at Madison, June 8, 1864, to serve 100 days, and mustered out at expiration of that time. The Colonel was Valentine Augustus Ray. It lost two enlisted men wounded at the time of Forrest's raid on Memphis.

The 49th Wis. was organized at Madison from Feb. 24, 1865, to serve one year, and mustered out Nov. 8, 1865. The Colonel was Samuel Fallows, who was brevetted a Brigadier-General.—Editor National Tribune.

Editor National Tribune: Kindly give a short history of the 7th Ill.—Robert Shields, Poolsand, Ill.

The 7th Ill. was organized at Springfield from July, 1861, and mustered out July 9, 1864. The first Colonel was John Cook, who was promoted to Brigadier-General and succeeded by Col. Andrew J. Babcock, who resigned, and Col. Richard Rowett was in command when the regiment was mustered out, and lost 89 killed and 177 died from disease.—Editor National Tribune.

Editor National Tribune: Please give a short sketch of the 12th Mo. Cav.—I. A. Patton, Co. E, 12th Mo. Cav., Spresckels, Mo.

The 12th Mo. Cav. was organized at St. Louis from Nov. 3, 1863, and mustered out April 9, 1866. Col. Oliver Wells commanded it until Dec. 2, 1865, and Lieut.-Col. Richard H. Brown was in command from Dec. 3, 1865, when he mustered out. It belonged to Hatch's Division, and lost 26 men killed and 227 died from disease.—Editor National Tribune.

Editor National Tribune: Please give a short history of the 35th Ky. M'd Inf., and oblige.—Benjamin F. Maddox, Co. F, 35th Ky. M'd Inf., Charleston, Ky.

The 35th Ky. was organized at Owensboro and Mumfordsville from September, 1863, to serve one year, and mustered out Dec. 29, 1864. The Colonel was Edmund A. Starling. It belonged to the Army of the Ohio, and lost eight killed and 4 died from disease.—Editor National Tribune.