

THE JOURNAL

VOLUME XXVIII—NO. 174. LUCIAN SWIFT, MANAGER. J. S. McLAUGHLIN, EDITOR.

PUBLISHED EVERY DAY. Subscription rates by mail: Daily and Sunday, per month, \$1.00; Daily only, per month, .75; Sunday only, per month, .50.

BY CARRIER OUTSIDE THE CITY. Daily and Sunday, one month, \$1.00. BY CARRIERS IN MINNEAPOLIS AND SUBURBS. Daily and Sunday, one month, .40c.

POSTAGE RATES OF SINGLE COPIES. Up to 15 pages, 1 cent; Up to 25 pages, 2 cents; Up to 35 pages, 3 cents.

All papers are continued until an explicit order is received for discontinuance and until all arrears are paid.

PUBLICATION OFFICE—Minneapolis, Minn. Journal building, 47-49 Fourth street S.

WASHINGTON OFFICE—W. W. Jerome, chief of Washington Bureau, 901-902 Colorado building, Northwest corner of Washington and 15th streets, N. W. D. C.

NEW YORK OFFICE—Chicago Office. World Building, Tribune Building, O'MARA & ORMEAU, REPRESENTATIVES.

LONDON—Journal on file at American Express office, 3 Waterloo place, and U. S. Express office, 50 Strand.

PARIS—Journal on file at American Express office, 11 Rue Serpente, and Ecole Bureau, 53 Rue de Valenciennes.

SWEDEN—Journal on file at American Legation, Stockholm.

NORWAY—Journal on file at American Consulate, Christiania.

DENMARK—Journal on file at American Legation, Copenhagen.

ST. PAUL OFFICE—420 Hennepin building. Telephone, N. W. Main 230; T. C. 2066.

EAST SIDE OFFICE—Central avenue and Second street, Telephone Main No. 9.

TELEPHONE—Journal has a private switchboard for both lines. Call No. 9 on either line and call for department you wish to speak to.

A New Primary Experiment.

Governor Deane's special session of the Illinois legislature has thrown off a primary law of a new and curious kind. The western states are full of primary law experiments, ranging from the thoroughgoing Wisconsin system to the harmless, homeopathic caucus law of South Dakota.

The Illinois law does not do away with any of the conventions, but the primary will give voters a chance to register their choice as to candidates at the same time they elect delegates, just as it has been proposed to do in Hennepin this year by extra-legal means.

The Illinois law seeks to avoid the cumbersome features of North Dakota's law by cutting counties up into delegate districts. There will be no list of fifty or a hundred delegates to be marked by the voter at the Illinois primary.

Not a Backward Step.

Several years ago a wave of feeling favorable to centralized city governments went over the country, and under its influence a number of charters on the central or "mayor" plan were put in operation. Among these were the Bullitt charter of Philadelphia and that of Greater New York.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The closing hours of the debate were characterized by a very close attention to the constitutional question whether the bill would stand in court with the words "in its judgment" written in.

Mme. Curie has been appointed to succeed her husband as lecturer on physical science at the Sorbonne, and is likely to be promoted to the full professorship. This is not done for sentimental reasons. It has been intimated that Mme. Curie was the prime mover in the experiments which made the name of both famous through their discovery of the properties of radium.

who first studied the phenomena of radio activity. There is no reason why a woman as well as a man should not make a discovery of surpassing interest to science. And if she does why should she not be properly honored?

This is a day of fasting and prayer at Syracuse university.

The Railroad-Rate Bill.

The passage by the senate of the railway-rate bill marks an epoch in the industrial legislation of the country. It came upon the country as almost a new subject, but, contrary to the popular belief, the question is a generation old.

In passing that bill congress appears to have intended to give the commission power to regulate rates. It gave the commission authority, when a rate was complained of, after hearing, to order the offending railroad to substitute a new rate.

The order of procedure was something like this: A rate being complained of as unreasonable, the road would carry the case to the commission, which would then refer it to the court.

In my judgment the most important legislative act now needed as regards the regulation of corporations, is an act to confer upon the interstate commerce commission the power to revise rates, the revised rate to go into effect and to stay in effect unless and until the court of review reverses it.

The president last December renewed his recommendation and the house passed the Hepburn bill in response. This is the bill which has now passed the senate with numerous amendments and which will undoubtedly pass both houses in some amended form.

The senate debate has been long and in some respects able, though much time has been consumed in technicalities. The point around which the debate circulated was that of court review. It was this point which brought the president into communion with Tillman and Bailey, and it was his retirement from the alleged partnership which precipitated their complaints of bad faith on the part of the president.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

The amendment which was finally adopted, the Allison amendment, does limit the review of the courts is providing that they shall not issue restraining orders without notice to the commission, nor within five days of the notice and then not by the act of one judge, but by a bench of three.

the words in the bill than with them activity. This is a brief history of a tremendous battle in congress over a question that has stirred the whole people and which has invited the exercise of the best judgment of congress and has excited the most radical differences between statesmen regardless of party.

The Chicago Journal says that the yellow newspaper has flourished "because of that weakness in human nature which attracts crowds to view a dogfight or a fight." If this is true the yellow paper will decline, for where an occasional dog-fight may attract amused interest, continual dog argument coming out in special editions at all times of day or night, makes one feel like moving out of the neighborhood.

The American peace society points out that war's place in the school histories is growing less and that the space thus saved is given to national development in literature, science, agriculture and the industrial arts. Fifty years ago war occupied 40 per cent of the histories, now it holds but 25 per cent of the space.

Mr. Platt stepped out of the senate the other day to get a breath of air. Hardly had he disappeared from view before an amendment naming express and sleeping car companies as "common carriers" had been moved and adopted. And Mr. Platt's entire raison d'etre in the senate was badly sprained.

The senate was present or accounted for on the rate bill as follows: 71 votes for the bill, 11 unpaired absentees who would have voted for the bill if present; 3 votes in the negative; 3 absentees for whom no statement was made; 1 vacancy from the state of Delaware; total, 83.

The Indiana Association of Bill Posters has resolved hereafter to post no bills that tend to degrade the morals of the community. This action is in line with good citizenship and is an honor to the association.

The American people find humor in the charivari, wit in the throwing of rice, jokes in everything. Some humorists in New Orleans locked up a young woman with a coffin and she died of fright before morning.

Senator Tillman gives the president credit for the rate bill, such as it is, but still is of the opinion that if the president had stuck to Tillman it would have been a much better bill.

Quebec is preparing to celebrate her 300th anniversary in 1908. King Edward has been asked to attend, and doubtless wishes he might be sure of being on earth at that time.

The man who located the germ of rheumatism is said to have searched fifteen years for it. People who have had it about their neck do not consider it so valuable an asset.

Chancellor Dow of the University of Minnesota says that the only statement in the senate, Messrs. Morgan and Pettus are merely dim echoes of the living past.

Spoooner's opposition to the incorporation of Porto Rico into the United States is incomprehensible. The senator has heretofore always stood loyally for the corporations.

Dr. Crapsey threatens to appeal his case, notwithstanding the conviction carries neither imprisonment nor fine. Some men are never satisfied.

The car ought to have Henry James to draft his reply to the donor. Otherwise the representatives might get into what he means.

Senators who are full to the muzzle with courtesy toward one another do not hesitate to abuse the president like a pickpocket.

King Haakon is to be anointed, but the ceremony of oiling a king does not indicate that he creeps anywhere.

the rate bill in a senate nearly two-thirds republican. The republican senators who are not yet corporation-ridden nor money-besotted ought to set aside a day of thanksgiving for their escape.

The Chicago Journal says that the yellow newspaper has flourished "because of that weakness in human nature which attracts crowds to view a dogfight or a fight." If this is true the yellow paper will decline, for where an occasional dog-fight may attract amused interest, continual dog argument coming out in special editions at all times of day or night, makes one feel like moving out of the neighborhood.

The American peace society points out that war's place in the school histories is growing less and that the space thus saved is given to national development in literature, science, agriculture and the industrial arts. Fifty years ago war occupied 40 per cent of the histories, now it holds but 25 per cent of the space.

Mr. Platt stepped out of the senate the other day to get a breath of air. Hardly had he disappeared from view before an amendment naming express and sleeping car companies as "common carriers" had been moved and adopted. And Mr. Platt's entire raison d'etre in the senate was badly sprained.

The senate was present or accounted for on the rate bill as follows: 71 votes for the bill, 11 unpaired absentees who would have voted for the bill if present; 3 votes in the negative; 3 absentees for whom no statement was made; 1 vacancy from the state of Delaware; total, 83.

The Indiana Association of Bill Posters has resolved hereafter to post no bills that tend to degrade the morals of the community. This action is in line with good citizenship and is an honor to the association.

The American people find humor in the charivari, wit in the throwing of rice, jokes in everything. Some humorists in New Orleans locked up a young woman with a coffin and she died of fright before morning.

Senator Tillman gives the president credit for the rate bill, such as it is, but still is of the opinion that if the president had stuck to Tillman it would have been a much better bill.

Quebec is preparing to celebrate her 300th anniversary in 1908. King Edward has been asked to attend, and doubtless wishes he might be sure of being on earth at that time.

The man who located the germ of rheumatism is said to have searched fifteen years for it. People who have had it about their neck do not consider it so valuable an asset.

Chancellor Dow of the University of Minnesota says that the only statement in the senate, Messrs. Morgan and Pettus are merely dim echoes of the living past.

Spoooner's opposition to the incorporation of Porto Rico into the United States is incomprehensible. The senator has heretofore always stood loyally for the corporations.

Dr. Crapsey threatens to appeal his case, notwithstanding the conviction carries neither imprisonment nor fine. Some men are never satisfied.

The car ought to have Henry James to draft his reply to the donor. Otherwise the representatives might get into what he means.

Senators who are full to the muzzle with courtesy toward one another do not hesitate to abuse the president like a pickpocket.

King Haakon is to be anointed, but the ceremony of oiling a king does not indicate that he creeps anywhere.

WHAT THE RATE BILL CONTAINS; COMPLETE SUMMARY OF MEASURE

The Journal's Washington Correspondent Furnishes an Authoritative and Comprehensive Review of the Important Bill.

By W. W. Jerome.

Washington, May 19.—The rate bill, while filling thirty-five pages of space in such type as congress uses for the printing of bills, and being, therefore, rather a voluminous document, is made to take the form of a series of amendments to the existing interstate commerce act. Excepting where specified, that act remains in force.

The senate has made a number of changes in the text of the bill as it was passed by the house, but for the most part these changes are not important. The following provisions of the bill, as it passed the house, were not disturbed by the senate:

Asserting affirmatively the power of the government to regulate rates, providing that all rates are to be "just and reasonable" and delegating to the interstate commerce commission the task of hearing complaints alleging that rates are not just and reasonable, and naming new rates to take the place of those complained of when conditions warrant it. This is the substance of the act as it passed the house.

Requiring all railroads to file, as heretofore, with the commission their complete schedules of rates, and in addition everything in the way of terminal charges, storage charges, etc., and any other special privileges allowed. All these things come within the meaning of the "just and reasonable" clause.

Permitting the commission and the aggrieved shipper to begin action in the courts to force the commission's orders, the cost of such suits to be taxed against the railways, the appeal to lie directly from the trial court to the supreme court and the expedition statute to apply.

Requiring all railways to keep uniform accounts. This is to simplify the work of the commission in its statistical work.

The amendments to the bill made by the senate by way of additions are both numerous and important. They are: Oil pipe lines are declared to be common carriers and subject to the provisions of the act. This amendment

was declared in debate to be aimed at the Standard Oil company. Express companies and sleeping-car companies are also declared to be common carriers and subject to the provisions of the act.

The issue of free passes is prohibited under severe penalties, but there is an exception list which, it has been estimated, will number perhaps 1,000,000 persons. It includes all officers and employees of railroads and their immediate families, railroad physicians and family ministers of the gospel, secretaries of Y. M. C. A., hospital and charity patients, indigent and homeless persons, disabled soldiers and sailors, former members of the civil war, ex-Confederate soldiers who are inmates of soldiers' homes, caretakers of livestock accompanying such livestock to market and returning home, and laborers going to localities where their services are demanded. All these may receive free passes should the railroad company refuse to issue them.

After 1908 common carriers will be forbidden to transport interstate commerce any products mined or produced by themselves except such as may be needed for actual operating purposes. The provision is in chief in the railways which mine coal and manufacture coke. Lumber and the manufactures of lumber are excepted from the provision.

Railroads are compelled, when the demand is proper, to construct suitable sidetracks for shippers. Equal service for equal pay is demanded for passenger and freight traffic. Both joint rates and pipe line rates are to be posted the same as other rates. In time of war, the government is to have right of way for the transportation of troops and supplies over all interstate roads in the country.

The criminal penalties for rebating are restored. The penalties were removed three years ago by the Elkins anti-rebate law. The new law, in the commission, which said they hindered rather than helped the work of getting convictions.

By civil suit, three times the amount of any given rebate may be recovered. The orders of the commission are to remain in force for two years. They are to be in effect nothing but the law after their promulgation, as the commission may direct.

Routes which are partly by rail and partly by water are brought under the provisions of the act. The federal courts are expressly authorized to assume jurisdiction and hear all suits brought to them from the

commission. This is the so-called Allison amendment. There must be a notice of five days and a full hearing before any preliminary injunction against the commission may issue. Here, as in all the other cases where the work of the commission gets into court, the expedition statute is to apply.

Bill of Lading Provision. For many years shippers have been trying to induce congress to enact a law providing for a bill of lading under which the railways may be held responsible for damages sustained by goods in transit. The rate bill carries a satisfactory bill-of-lading provision. It will be unlawful for these bills of lading to contain any provision by which it is sought to evade this responsibility for damages.

The senate struck out the words "fairly remunerative" from the section of the house bill defining the character of the rate the commission is to fix. These words had been inserted at the president's request with a view to mollifying Senator Knott. The senator refused to be mollified and the words, again at the president's request, were taken out. The senate also struck out of the original bill the words "in its judgment" for reasons stated at length in these dispatches the past two days. It was feared their retention might have resulted in a law. This was the opinion of the greatest lawyers in the senate. Not a single lawyer of reputation, excepting Senator Doxey, who favors the commission during the day and half the senate occupied in debating them.

Statute of Limitations. On the suggestion of Senator Lodge, the bill contains the words "knowingly and willfully" in connection with the clause forbidding the giving or receiving of rebates. An over-strict statute of limitations is added against accrued claims of persons claiming injury as the result of failure by the carrier to observe the commission's orders.

On the suggestion of Senator La Follette, the bill was amended yesterday afternoon so as to extend the free pass privilege to the officers of the great organizations of railway employees when traveling on official business. The house bill increased the number of interstate commission members from five to seven and their salary from \$7,500 to \$10,000 a year. The senate debated this question for several hours, and then struck out the house provision, but left the number of members at five, leaving the commission to consist of the same number as at present and to receive the same pay.

All these amendments will be closely scrutinized by the conferees on the part of the two houses, who will be named early next week, and at once proceed to work.

AVOIDANCE OF TECHNICALITIES. New York Sun. Intending publishers of automobiles are frequently more mystified than instructed by the explanations of salesmen, but New York's automobile row has one salesman who carefully avoids such realities. Said he to a prospective customer: "You see, when the piston comes up and compresses a lump of gas a spark jumps in and touches it off and the engine gives a poke, which is a very sharp around. Then the piston comes back and chases out the burned gas and takes in a fresh charge as it goes back. Then it comes up and does it again. It is a very simple thing, but the crankshaft gets another poke, just as before. Every time a spark is let in the engine gets a poke and gives it to the crankshaft. It is perfectly simple and simple perfect."

NEBRASKA MIDNIGHT TARIFF. Nebraska State Journal. A large and favored shipper gets ready to make an exceptionally heavy movement of freight. When he is ready on that commodity in the regular way. The favored shipper bills his freight under that rate. Of course, "any other shipper could do the same thing. If he knew of the rate or had had sufficient warning that it would be made to get his shipment ready. Unfortunately he does not know of the rate, but he is "alert" or engaged in "an increasing scrutiny of the tariff." The rate is withdrawn soon after the big shipper has billed his shipment. In the next few days the rate has been known as a "midnight tariff." In the east it might euphemistically be called "taking advantage of any rate changes favorable to itself."

BUSINESS FIRST; SWOON AFTERWARDS. Roswell Field in Chicago Post. The ewig wobble came to the front in great style yesterday when Mrs. Powell, responding to the salutation of a masquerader, knocked him down and beat him with her umbrella. He then promptly fainted as the police bore him away. There is one thing to be said about the advanced woman of today, and that is that while she faints in the grand old-fashioned manner of the distressed damsel of old she postpones her swoon until all demand for individual action has ceased.

TWO LOST BOOKS. Chicago News. Much of interest that has happened in the past is lost to the world because the historian was not there to write it as it was happening. Had Rome fallen in our day the enterprising publisher would have had a complete history of the event on the market before the echoes of the battle had died away. Noah overlooked a better thing in not hunting up a printing office as soon as he landed and giving out a thrilling and vivid account of the flood.

A STUDY IN APPENDICITIS. Kansas City Journal. In the last year or so three members of the Journal's working force have had appendicitis. In every case the doctors urged an operation. In two cases the patients objected and no operation was performed. In the third the knife was used. The patient, who was operated on, was buried last Sunday. The other two attended the funeral, in good health.

PROUD TO BE KIN. London Express. Of such heroic energy, rapid action and faith in the future as American are exhibiting today, what can we say except that we are proud that these men are of the same race as ourselves.

Minnesota Politics

Plans on Foot to Bring Odlin Halden in Race to Defeat State Auditor Iverson—Cole's Aggressive Campaign Makes Roads on the Strength of Other Candidates—Stephens is Optimistic—Schmahl Returns from Round-up.

There is something doing on the state auditorship. While Samuel G. Iverson is the only candidate in the field for that office, the development of the past two weeks will probably result in the entry of Odlin Halden of Duluth, with a strong array of pledged support. Halden looked the field over some time ago, but decided not to run, and stated positively that he would not be a candidate. Influence has been brought to bear on him lately, however, to change his mind, and it is thought that he will yield and be an avowed candidate for the nomination in a few days.

Some secret conferences have been held lately, in which the names of Iverson, Stephens and McCleary were mentioned. They are said to involve combinations with some candidates for other places on the ticket.

The latest story going the rounds here is about a Hennepin county combination which is to capture the ninety-nine delegates. It is rumored to include Block for governor, Tom Gilling for secretary of state, P. C. Coe for state treasurer and Walter Lemon for clerk of the supreme court. Such an alliance would doubt the support from several counties outside the ninth. They expect to have the ninth solid with the exception of Otter Tail, which it is conceded will be divided, a good share going to Otter Tail. Stephens is the candidate who is the only avowed candidate who is of Swedish descent, and therefore he is favored by a good many who think a Swedish candidate should be named to offset Johnson.

Julius Schmahl was at the capitol yesterday after a tour reaching every portion of the state. He is very confident of his nomination, and says that his chances do not hinge in any way on the outcome of the governorship. He is not making combinations with anybody.

Of the other candidates, J. J. Lomen, E. A. Nelson and Captain James Hunter are making the hardest hustle and all dispute Schmahl's claims to supremacy. Lomen is out now interviewing prospective delegates.

W. A. Nolan of Grand Meadow was in the twin cities last week, but was much of the subject of the lieutenant governorship.

Two Windom men are now candidates for the state senate. Close on the heels of C. W. Gilliam comes the announcement of H. E. Hanson. Captain Riley of Lakeland may now make his bow.

Charles B. Cheney. MEETING OF EXTREMES. The Irishman evidently had been drinking a little. He climbed into one of the two black chairs in front of the Tribune building, and after settling himself comfortably, glanced at his neighbor. Then he laughed. His neighbor, who was a fat, pompous negro about 50 years old, dressed in clerical garb, frowned.

"Smoky," said the Irishman, ignoring the negro's look of disapproval. "This surely is a queer country. Here I am and there you are. It's not so long since I was a bogtrotter, and here I suppose you were a slave. And here we have two dog descendants of Julius Caesar shining our brogans."

THIS DATE IN HISTORY

- MAY 19. 1242—Henry III. of England embarked for France. 1838—Anne Boleyn executed. 1643—United colonies of New England formed by convention. 1689—Charter of Connecticut returned from the oak. 1862—Bivouac order of General Butler rescinded by President Lincoln. 1883—Battle of Vicksburg; assault repulsed. 1885—Arrival of Jefferson Davis and fellow prisoners at Fortress Monroe. 1887—First Chinese railroad opened. 1895—France defeated the Hovas at Sakalava, Madagascar. 1905—Death sentence passed on Bluebird, Hoop.