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AND TOPEKA TRIBUNE.

OFFICIAL STATE PAPER.

N. R. P. A.

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WEDNESDAY, OCTOBER 17, 1894.



FOR CONGRESSMEN.

First district.....H. C. Solomon
Second district.....Frank L. Willard
Third district.....J. D. Botkin
Fourth district.....S. M. Scott
Fifth district.....John Davis
Sixth district.....William Baker
Seventh district.....Jerry Simpson
At-Large.....W. A. Harris

STATE OFFICERS.

For Governor.....L. D. Lewelling
For Associate Justice.....George W. Clark
For Lieutenant Governor.....D. I. Furbeck
For Secretary of State.....J. W. Amis
For Auditor of State.....Van B. Prather
For Treasurer of State.....W. H. Biddle
For Attorney General.....John T. Little
For Superintendent of Public Instruction.....H. N. Gaines

The republican managers are still raking the sewers.

INVESTIGATIONS are being made to find what interest Jim Legate and Pete Kline had with Morrill in the land frauds.

It is neck and neck between Overmyer and Pickering. Bets are being offered that Pickering will have the more votes of the two, for governor.

PETE KLINE, the great republican high priest of purity and redemption, is now in jail in St. Louis for forgery, but his associates are still at large.

THE solicitude of the Kansas City Times just now for the enforcement of the prohibitory law in Kansas is truly pathetic. It is quite enough to bring tears to the eyes of a "big Injun" cigar sign.

How would a Kansas man feel if he should go east and have to admit that a common land swindler and blackmailer had been elected governor of his state? He would probably say he was "from the West."

A FAVORITE expression of the "stand-up" orators is that the republican party has the courage of its convictions. That must mean

that it has about the same amount of courage as it has of convictions. To be more explicit has neither courage nor convictions. It hasn't expressed itself clearly on a single point this year—except irrigation.

THE PULLMAN CAR ASSESSMENT.

Although the matter of the Pullman car assessment has been explained so fully that republican editors are getting ashamed that it was ever mentioned, local liars are still making what capital they can out of it. A correspondent at Groveland, Kas., writes the ADVOCATE: "I have been informed by a republican that Governor Lewelling lowered the assessment rate on Pullman palace cars and raised it on common coaches."

The governor is not a member of the board of railroad assessors or of the board of equalization and has nothing whatever to do with the assessment.

The campaign liars at republican headquarters overlooked several important facts when they sprung this question.

First—There were never any taxes on sleeping cars collected under republican administration. The Pullman company had no occasion to trouble itself about an adjustment of the assessment rate so long as it was not paying taxes.

Second—The railroad companies said in their statement to the board of assessors that they were part owners of the Pullman cars and this necessitated classing these cars with railroad property.

The republican assessors had assessed first-class Pullman sleepers at \$6,000 and had not collected the tax. Attorney General Ives instituted suit to collect the tax, and after the case going to the United States supreme court, and being decided in favor of the state, the taxes were paid.

In 1893 the owners of the Pullman cars represented that during the World's Fair year they were using their oldest and worst-worn cars in Kansas and their best ones in the East. It was just as fair for an assessor to heed the statement of the owner of a sleeping car as to consider the statement of a farmer with regard to his property, yet that year the cars were assessed \$1,000 higher than the value at which they were given, and they were still \$1,500 lower than they had been the year before. The tourist cars, which were represented to be of the same class as theretofore used in the state, were raised in valuation along with other railroad property. These tourist cars were valued the same in the assessment of 1894 while the first-class sleepers were raised in valuation to \$5,000.

Now since these standard sleepers were classed with railroad property, and the board was equalizing the different kinds of railroad property, they had a full right to lower the value on these cars and raise it on other items. And the decrease is almost nothing as compared with the increase on other railroad property. The total decrease on the Pullman cars amounted to scarcely \$2,500 to

the whole state, while many counties received more than that in increase on other railroad property. It must also be remembered that there are less sleepers of all kinds running in the state than there were several years ago, and also that on some roads the Pullman has been replaced by the Wagner car, which accounts for a part of the falling off in amount of the Pullman company taxes.

Let us now compare the assessment of cars by the republican board of 1892 with that of the board of 1894:

	1892.
Standard sleepers, each.....	\$6 000
Tourist sleepers, each.....	1 500
Dining cars, each.....	2 000
Average.....	\$3 166

	1894.
Standard sleepers, each.....	\$5 000
Tourist sleepers, each.....	3 000
Dining cars, each.....	3 000
Average.....	\$3 833

To show that the sleepers were assessed in common with other railroad property, we find the following entry in the proceedings of the old board, on page 423 of Auditor Hovey's report of 1892:

Resolved, That standard sleeping cars, owned by the Pullman Palace Car company and by the railroad companies, or by the railroad companies and Pullman Palace Car company jointly, and used in the state of Kansas, be assessed at \$6,000 each, and tourist cars, owned as above at \$1,500 each.

But the greatest humbug connected with this matter is the rot about the board of 1893 raising the valuation on the poor man's car and lowering it on the rich man's car. Did anybody ever hear of the assessed valuation of a car having anything to do with determining the fare or the cost to the passenger in any way? It is the very silliest nonsense and yet this is all the argument they have tried to get out of it.

Perhaps those who use this argument can explain what is shown on page 422 of the auditor's report for 1891-'92, viz: That dining cars owned by the railroad companies were assessed at \$4,000, while those called Pullman dining cars were assessed at \$2,000.

As to the members of the Populist board of assessors having been influenced by passes from the Pullman company, we can only say that there is nothing to indicate the truth of it while there is evidence to show that at least so far as the governor is concerned there is no truth in it whatever. A letter from the governor's private secretary, Fred J. Close, which has been published in a number of papers, covers this ground. We quote from it as follows:

So far as the trip to Chicago is concerned, I was myself with the governor and paid for the berth that he and I occupied and he paid me one-half of that amount back. In the first place we had a berth for which I had paid and we gave that up to a lady and went into the other car and paid for another berth. Our republican friends try to make much over the fact that the board of assessors reduced the few Pullman palace cars that run through this state because they felt that they were assessed too high. Have you heard of any of these papers giving credit to that same board for having raised the assessment on all railroad property in the state over 9 million dollars? Our republican brethren seem to be straining at a gnat and swallowing a camel, but it only shows the desperate straits to which they are put for campaign thunder. They have nothing in their platform or their candi-

dates that recommends them to the people and so must resort to vile, slanderous misrepresentations in order to try to hold the few that they have left.

DENYING SLANDEROUS CHARGES.

Governor Lewelling and Attorney General Little may have laid themselves open to the criticism of many wise and honest people by deigning to notice the villainous charges made by the hired henchmen of the republican state committee, but a serious consideration will bring most people to the conclusion that they have done the proper thing. It is all right for a citizen to proceed on the legal maxim that a man is innocent until proven guilty, but a public official is unmindful of the rights of his constituents, and especially of his party supporters, if he allows a misrepresentation of his official life to go unnoticed.

The republican campaign is being run by the most conscienceless and characterless gang of scoundrels that ever disgraced a community, yet there are thousands of honest citizens in the state who do not know that. Although the people of Kansas are far better posted in politics than those of any other state in the Union, thousands of our voters do all their reading during the campaign. These are confronted week after week with the lies this despicable gang have put out. They grow anxious to know how much truth is in the statements and are not satisfied with a denial from any other source than the person accused. Having heard a denial from that source, and seeing no speck of proof to sustain the accusations made, if they can overcome their prejudice they will naturally sympathize with the person who has been maligned.

Having manfully told the public that the charges of corruption against them are false, our officials can go ahead and confidently expect that the good people of Kansas will not encourage lying by voting for the liars.

THE republican central committee has been getting out a new supplement for republican newspapers of the state. We are beginning to receive copies of it in our republican exchanges. It contains all the letters, interviews with Mrs. Lease and other Populists, and all the scandals of former supplements except the Pilcher scandal. What's the matter with that? Surely this party of purity is not going to abandon such campaign material as the Populist barbarism at the Winfield asylum. Stand by your stuff, gentlemen; it is all you have.

Isn't it a somewhat remarkable circumstance, if the present administration is defending the gamblers and joint keepers, and if the republican party and its candidates are the implacable enemies of these outlaws that they pretend to be, that every last gambler and jointist should be opposing the re-election of his friends and putting campaign material into the hands of his enemies in order to help them succeed? Haven't the republican managers got the plan of their campaign a little mixed?