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CLOSER RELATIONS

Need of Harmony Between Public and Railroads.

NOT ACCOMPLISHED BY LAW

More Intimate Association Between Government and Roads—Suggested That the Officials Take Oath To Observe Statutes of Interstate Commerce.

WASHINGTON, D. C., June 19.—That more harmonious relations between the people and the railroads must be established daily grows more evident. The veto message of Gov. Hughes on the New York two-cent-a-mile bill, forcibly directed attention to the fact that while railroads must and should be regulated, the subject should be approached in a spirit of fairness and justice, and not in a spirit of vindictiveness for past wrongs. The more advanced railroad men realize that regulation in the future is not to be accomplished merely by laws and commissions, but by more intimate associations between railroads and the government. Supervision after the order of national banks is the generally accepted idea, the details being left to be worked out. There are objections to this method, however, there being a vast difference between examining a set of books and securities and packages of money, all in one place and belonging to a concern doing a strictly local business, and making similar examinations of accounts and other figures relating to the business of a railroad thousands of widely scattered customers, business at hundreds of points with thousands of widely scattered customers. The Railway Journal, of Chicago, which is conspicuous in the movement towards better and closer relations between the people will according to advice received by their Washington correspondent, in their next issue present the views of J. B. Fairborn, Receiver of the Chicago Terminal Transfer Railroad, in which Mr. Fairborn suggests that instead of government employees examining the books, the principal officials of the railroads be made officers of the government as well as of the railroads, taking an oath of obligation to observe the Federal laws relating to the railroads. "Instead of undertaking by a system of investigation, which, to be effective, would have to be persistent, and carry with it, the expenses incident to the employment of an army of experts, with all that might grow out of such a system," says Mr. Fairborn, "Why not make it a difficult matter for the railroad official to depart from the observance of the law, by placing in a position of violating his sense of honor and self respect, should he so depart? Railroad officers are certainly on no lower plane than the average of the business community. Such officers are a part of that business community, and the given word of a railroad official is as reliable as that of any other self-respecting citizen. Now why not take advantage of the fact that the railroad official can be depended upon to keep his word and so arrange that to depart from conditions established by law would be a violation of that word? If a law were enacted that would require the officials of railroad companies to take upon themselves, when accepting office, an obligation, in a formal manner, under oath, before a Federal judge, that while holding such office they would do nothing in violation of the statutes governing interstate commerce, and if such officials were required, whenever called upon, to testify under oath that since accepting office they had not knowingly violated such statutes—I say, with all sincerity, that I believe the problem of rate maintenance would be solved, and that, practically speaking, the rebate and all kindred devices for securing business, would disappear. That there would not be a black sheep in the flock, is, perhaps, too much to say, but the railroad official that violated his oath would be just as much of a black sheep amongst his colleagues as he would be in the minds of the people.

Mr. Fairborn's idea of thus making railroad officials take an oath of obligation to the government is something new. There is no doubt that the sacredness of such an obligation and the liability to prosecution for perjury would have a deterrent effect. In any event, Mr. Fairborn's views are bound to attract considerable attention, especially in the west where he is best known. He was formerly chairman of the two leading railway associations of the west, and later President of the St. Louis & Northern. As receiver for the Chicago Terminal Road, he comes in contact with officials of roads entering Chicago.

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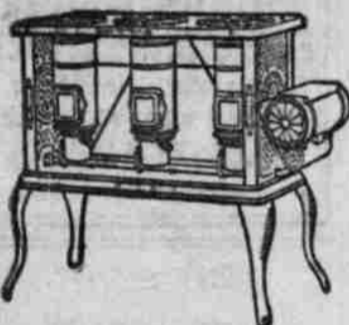
Men's \$12.50 Suits for.....	\$ 8.50	Boys' \$3.00 Suits for.....	\$2.00
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" 20.00 " ".....	14.50	Men's \$1.25 Silk Front Shirts for.....	\$.60
" 22.50 " ".....	16.00	" 1.00 " " ".....	.55
" 25.00 " ".....	17.50	" 2.00 Shirts for.....	1.50
		" 1.75 " ".....	1.35
		" 1.50 " ".....	1.15
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"BILL" ANTHONY'S WIDOW.

Hero of Battleship Maine Disaster Who Committed Suicide.

BROOKLYN, June 19.—It has been learned that the bride State Treasurer Hauser took to himself last Wednesday night was the widow of Sergeant "Bill" Anthony, the hero of the battleship Maine, when it was blown up in the harbor of Havana, Miss Adella Maude Balucet, a native of Cuba, but who was employed in a Broadway dry-goods store, wrote to Anthony, praising him for his bravery. They were married on October 15, 1898. Anthony committed suicide in Central Park on November 24, 1899. Shortly afterward Mrs. Anthony obtained a position as a clerk in the Pension Office at Washington and it was there Treasurer Hauser met her.

Will Cure Consumption

A. A. Herren, Finch, Ark., writes: "Foley's Honey and Tar is the best preparation for coughs, cold and lung trouble. I know that it has cured consumption in the first stages." You never heard of any one using Foley's Honey and Tar and not being satisfied." T. F. Laurin, Owl Drug Store.

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