

Republican Progress

The Official Republican Paper of Monroe County.

Dennis R. Haungs, Editor and Prop.

Office Office Post Office.

EDITORIAL.

Republican Record on Trusts.

Democrats are vociferous on the subject of trusts as if they had just made a new discovery. The Republican party has not waited till now. Of course the best time to deal with an evil is at the outset. This is precisely what the Republicans have done. In 1888 the Republican platform condemned trust combinations. In 1890 Republican Congress passed a most stringent provision against them and the Republican President signed the bill containing it. In 1894 a Democratic Congress destroyed that provision and Democratic Congressmen have stood in the way of its re-enactment ever since. The evidence of Republican opposition to trusts is easily found and in a form not to be disputed. In the Republican platform of 1888, the year of Benjamin Harrison's election, was this plank: "We declare our opposition to all combinations of capital organized in trusts or otherwise to control arbitrarily the condition of trade among our citizens and we recommend to Congress and State Legislatures such legislation as will prevent the executions of all schemes to oppress the people by undue charges on their supplies or by unjust rates for the transportation of their products to market." The utterance was timely. Trusts at that period were few and just beginning to attract general attention.

So much for a reasonable announcement of principles. But platform promises, it may be urged, are sometimes empty words. That is true of Democratic platforms. Republicans are different. They expect to keep platform pledges and do keep them. With Benjamin Harrison was elected a Republican Congress. It did not forget to legislate against trusts. Its opposition was decidedly more than sound and fury, a mere yelping denunciation. A section was inserted in the McKinley law of 1890 which would have utterly destroyed trusts if the Democrats had allowed it to stand. The anti-trust clause in the McKinley law ought to be impressed upon the mind of every voter in the United States. Its text was as follows:

"Every contract, combination in the form of trust or otherwise, or conspiracy in restraint of trade or commerce among the several states, or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract, or engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by fine not exceeding \$5,000, or imprisonment not exceeding one year, or by both punishments, in the discretion of the court." Nothing could be more explicit than this provision. It would have been the end of the trusts if a Democratic Congress had not rushed in and turned aside the blow.

It was in 1894 that the Democratic majority in both houses of Congress paralyzed the section against trusts passed by the Republican majority in the preceding Congress. The Wilson law prescribes no penalty against trusts except firms or corporations who import foreign goods. Importers are not organized in trusts and never have been. Consequently, the Wilson law touches none of the trusts. It opened the door wide to all that now exist. The last Senate which was not Republican would not permit the restoration of the anti-trust clause of the McKinley law. The Republican record is perfectly clear. A law in 1890 fulfilled the platform pledge of 1888. The Democrats came into power and misgovernment came with them. In their endless chapter of disasters was the killing of the anti-trust law. They worked havoc in that direction as in every other. Yet they are now making a prodigious racket over the trusts as if the trusts were entirely new and their party acting upon it for the first.

Despise the fact that Admiral Dewey has declared that he would not accept the presidency if he should receive every electoral vote, and the further fact that he is not a Democrat, the Eastern "combine," which desires the defeat of Mr. Bryan, is said to be engaged in a plot to pit the admiral against him. The splendid ceremonial in New York on the return of the admiral, in which Tammany will take a conspicuous part, is designed to prepare the way for his candidacy, concerning which he has not heard a word. "A Democrat," said the admiral some years ago, "is a man who is a traitor in time of war and a fool in time of peace." Those leaders who are expecting to force him to be a candidate to beat Mr. Bryan for the nomination may be regarded as fools.

THE NEW RAILROAD vs. THE TELEPHONE.

In last Wednesday's issue the Telephone actually wrote an editorial and in this awful effort the editor makes an attack on the C. R. & T. H. R. R. This article is so worded that one would think the promoters of the new Railroad were going to find the people the out of that \$55,000 bonus and leave us to hold the bag. He calls the bonus a free-will offering to the railroad, and grandiloquently asks: Where is this money going? For what benefit? and Who for?

It is our opinion that the editor of the Telephone, in his zeal to serve the Monon did not try to get the facts and it shall be our pleasant duty to enlighten him somewhat. His first question is: Where going? The country has never seen a greater degree of prosperity than prevails at the present time.

THE South continues to warn up to William Jennings Bryan and all the more so since ex-Governor Hogg of Texas played that trick upon Tammany Hall. "Bryan and Hogg" is suggested as about the proper title for the Democratic ticket in 1900, and it does not make much difference to the South whether you spell the last name with one g or two.

For what benefit? Yours, mine, every citizens, the county's, the city's. How? By reducing freight rates, by more business, by more traffic going and coming, by greater population, more work, cheaper coal, cheaper food, cheaper handling of farm products, etc. etc.

Who For? We suppose this question means for whose benefit which is answered above. His question may mean, however, that he wants to know who the promoters are. What need he care? What difference does it make who builds the road, so it is built? What difference is there between Sam Patch or Mother Goose were promoters so long as they are able to do all they claim? The promoters guarantee on their honor, and reported to have seen the President about it. The administration of the War Department was, and is, such a miserable failure that if he doesn't resign soon, President McKinley should take measures to force him out.

The fact of the matter is that an election is called, the date is the 28th of July. The expense of that election is assured. The company cannot get the bonus until the road is built. Then it is to be paid in four years, making a quarter cent increase yearly on taxable property. The road of course will begin paying taxes at once, and in time will return the bonus with interest. Even if there is no "money in sight," by voting the bonus there will be a chance of getting a new road, by defeating it there will be no possibility of it happening for a long time. Again! even if there was to be a sell-out after the necessary tax is voted, the great Eastern Railroad capitalists would be interested by the desire of our citizens to build a road, which would not be the case if the proposition were defeated. Either case, however, is barely a possibility, and as we said before if the tax is voted the road will be built. A new railroad would bring us manufacturers, several have already applied, one a barrel manufacturer, very desirous of getting into Bloomington because of the quantity of elm in this vicinity. It will make work, bring labor to us to settle here, our population will increase amazingly and we believe that in five years Bloomington would be twice as large as now. Expansion is the order of the day and Bloomington cannot afford to take a backward step. This new railroad is to run through the best coal region, the best stone land, the best iron ore mines in the state of Indiana, it will be the shortest line by 50 miles from Cincinnati to St. Louis and its benefits will be manifold. It will reduce fares, freight and expense. Mails will be more frequent, the volume of business greater, and in a corresponding degree, we will become greater, better, bigger, and every individual citizen will know its beneficial effect. Other cities have been successful by encouraging corporations. Why not Bloomington? The tax paid by the Monon into the Monroe Co. treasury in 1898 amounted to a \$12,408.47. The new road would not be far behind in this matter, so the bonus voted would be returned in a few years. The road should be built. Vote for it. Vote for your own interest, vote for your city, your county, vote for improvement because improvement will help you and let the idea of betterment be in your mind as you approach the polls, July 28.

Boon Bloomington.

Governor Roosevelt has invited Senator Beveridge to be his guest for a few weeks during the summer, and the invitation has been accepted. For 1894 Theodore Roosevelt of New York and Albert Beveridge of Indiana would make a fast race.

Prosperity is with Us.
In the shipyards at Philadelphia sixty craft are under construction, including two battle-ships for the United States, a battle-ship and cruiser for Russia, six torpedo boats and twenty-one steamships for sea service. Three of the latter, and among the largest, are for the booming Pacific trade.

THE great increase of the loan item in the statement of the New York banks is attracting the country's attention. There has been no such proportionate gain in many years past at this time of the year. Of course the activity in general business is the explanation. Trade has been especially brisk all summer, but indications are that it is still growing rapidly. The clearances tell a story of business expansion which is in the highest degree encouraging. The question is: Where going? The country has never seen a greater degree of prosperity than prevails at the present time.

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GENERAL Wheeler has taken his leave of the President preparatory to his departure for the Philippines for active duty in the field. The patriotism of such a man is not to be questioned. He is wealthy and able to live at ease in private life. He is also a member of Congress. He is beyond the age of compulsory service in the army; but the insurrection or rebellion of the Tagals in Luzon has not been suppressed, and until that is done General Wheeler prefers to fight. He is in excellent business, placing the honor of his country above personal ease or advantage.

It is generally hoped that Secretary Alger will take the hint and retire from the cabinet. He is kept busy denying the rumor of his resignation almost daily and is reported to have seen the President about it. Alger's administration of the War Department was, and is, such a miserable failure that if he doesn't resign soon, President McKinley should take measures to force him out.

IMMIGRATION is increasing at a rate which promises to bring the high-water mark before long. If the present rate is maintained 600,000 foreigners will be landed in the United States this year. The laws governing immigration are being enforced, but it is doubtful if they are stringent enough to keep out the undesirable element.

THE Evansville Courier is troubled because of the statement of the New York World that 17,000,000 inhabitants of the United States are dependent upon the company to be a sell-out after the necessary tax is voted, the great Eastern Railroad capitalists would be interested by the desire of our citizens to build a road, which would not be the case if the proposition were defeated. Either case, however, is barely a possibility, and as we said before if the tax is voted the road will be built. A new railroad would bring us manufacturers, several have already applied, one a barrel manufacturer, very desirous of getting into Bloomington because of the quantity of elm in this vicinity. It will make work, bring labor to us to settle here, our population will increase amazingly and we believe that in five years Bloomington would be twice as large as now. Expansion is the order of the day and Bloomington cannot afford to take a backward step. This new railroad is to run through the best coal region, the best stone land, the best iron ore mines in the state of Indiana, it will be the shortest line by 50 miles from Cincinnati to St. Louis and its benefits will be manifold. It will reduce fares, freight and expense. Mails will be more frequent, the volume of business greater, and in a corresponding degree, we will become greater, better, bigger, and every individual citizen will know its beneficial effect. Other cities have been successful by encouraging corporations. Why not Bloomington? The tax paid by the Monon into the Monroe Co. treasury in 1898 amounted to a \$12,408.47. The new road would not be far behind in this matter, so the bonus voted would be returned in a few years. The road should be built. Vote for it. Vote for your own interest, vote for your city, your county, vote for improvement because improvement will help you and let the idea of betterment be in your mind as you approach the polls, July 28.

Boon Bloomington.

A \$40.00 Bicycle Given Away Daily.

The publishers of the New York STAR, the handsomely illustrated Sunday newspaper, are giving a HIGH GRADE CYCLES each day for the largest list of words made by using the letters contained in

"THE NEW YORK STAR" more times in any one word than it is found in "The New York Star." Webster's Dictionary to be considered as authority. Two Gold Awards, first and second, will be given daily for second and third best lists, and many other valuable rewards, including Dinner Sets, Tea Sets, China, Sterling Silverware, etc., etc., in order of merit. This educational contest is being given to advertise and introduce this successful weekly into the home and attract all who are interested in the matter.

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Between Job Printing that is "thrown together" and gotten out in a haphazard way is but little less than Job Printing gotten out in first-class style. The former does your business injury and the latter gives tone and character to your business. Herein the difference is great. We supply Fine Printing that will boom your business and of which you will be proud, for it will attract attention.

Pasture Land! BLACKSMITHING AND

Winter Quarters FOR Horses, Ponies and Cattle.

For Terms, Call on

Dressel & Orchard.

PHONE CONNECTION WITH

FARM.

Number Announced Later.

The Usual End.

He was a man of push. Yes, he was. He played marbles for keeps when a boy and cheated all his playmates out of their alleys. He swapped a bladeless knife, unsighted unseen, for a four-blader and sold that for 50 cents. With the 50 cents he bought a dozen lemons and a pound of sugar and made a barrel of lemonade which he sold for \$8 on circus day. He started in business then and sold meat for choice cuts and made a fortune. When he had a thousand dollars he organized a company with \$5,000,000 capital, mostly water, and sold the stock at par. When the company busted it was found he had sold out some time before. When he died he was a millionaire, but he left it all here. He was a man of push. It is very warm where he is now. It seems very queer. —Vincennes Star.

Misses Kate Johnson and Pearl Neale are delegates from Bloomington to the Eworth League Convention at Indianapolis this week. Misses Mabel Fertich and Daisy East are alternate delegates.

Mr. and Mrs. A. K. Helton left Wednesday night for a ten days' pleasure trip. They will visit Mackinac, Petoskey, Sault Ste Marie and other points. They were accompanied by Mr. and Mrs. Lewis Helton.

The Mechanics' Band will have their annual outing the first ten days in August. White river, near Martinsville, has been selected, and no doubt the boys will have a good time.

No date has yet been fixed for the trial of Captain Dreyfus. Where the prosecution is going to find a basis for the hearing is a mystery to the observers at Rennes. To some of the correspondents there seems to be but one course open for the government—a dismissal of the case for want of an accusation.

ANNUAL CONVENTION.

Young People's Christian Union

OF THE

United Presbyterian Church,

PITTSBURG, PA.

August 2d-7th, 1899.

ONE FARE ROUND TRIP.

FROM ALL POINTS ON

B. & O. S. W.

TICKETS WILL BE ON SALE AUGUST 1ST TO

25TH INCLUSIVE. GOOD RETURNING LEAVING

PITTSBURG TO AUGUST 15TH, 1899. BY

DEPOSITING TICKET WITH JOINT AGENT AT

PITTSBURG OR BEFORE AUGUST 15TH,

AND PAYMENT OF 50 CENTS AT TIME OF

DEPOSIT, RETURN TICKET MAY BE EXTENDED

GOOD LEAVING PITTSBURG TO AND INCLUDING AUGUST 21ST, 1899.

FOR ADDITIONAL INFORMATION, MAPS,

TIME TABLES, ETC., ETC.

OR FOR INFORMATION REGARDING

RATES, TIME ON CONNECTING LINES, SLEEPING,

PARLOR CARS, ETC., ADDRESS

C. P. McCARTY,

GEN'L PASS' AGENT

CINCINNATI, O.

TIME TABLE.

TRAINS LEAVE MITCHELL, IND., AS FOLLOWS:

GOING EAST.

1. DAILY.....12:30 p.m.

2. DAILY.....1:15 p.m.

3. DAILY.....2:30 p.m.

4. DAILY.....3:45 p.m.

5. DAILY.....4:30 p.m.

6. DAILY.....5:15 p.m.

7. DAILY.....6:30 p.m.

GOING WEST.

1. DAILY.....12:31 p.m.

2. DAILY.....1:15 a.m.

3. DAILY.....2:30 a.m.

4. DAILY.....3:45 a.m.

5. DAILY.....4:30 a.m.

6. DAILY.....5:15 a.m.

7. DAILY.....6:30 a.m.

FOR THE WEST.

1. DAILY.....8:51 a.m.

2. DAILY.....10:00 a.m.

3. DAILY.....11:00 a.m.

4. DAILY.....12:42 a.m.

5. DAILY.....1:15 p.m.

6. DAILY.....2:30 p.m.

7. DAILY.....3:45 p.m.

8. DAILY.....5:15 p.m.

9. DAILY.....6:30 p.m.

10. DAILY.....7:45 p.m.

11. DAILY.....8:30 p.m.

12. DAILY.....9:15 p.m.

13. DAILY.....10:00 p.m.

14. DAILY.....10:45 p.m.

15. DAILY.....11:30 p.m.

16. DAILY.....12:15 a.m.