

The Richmond Palladium

— and Sun-Telegram —

Published and owned by the PALLADIUM PRINTING CO. Issued 7 days each week, evenings and Sunday morning.
Office—Corner North 9th and A streets. Home Phone 1121. RICHMOND, INDIANA.

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In Richmond \$5.00 per year (in advance) or 10c per week.

MAIL SUBSCRIPTIONS.

One year, in advance \$5.00
Six months, in advance 2.50
One month, in advance25

Address changed as often as desired; both new and old addresses must be given.

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Entered at Richmond, Indiana, post-office as second class mail matter.

THE PULLMAN COMPANY.

R. T. Lincoln, the president of the Pullman company, has issued a statement showing that the original Pullman company's capital of \$100,000, has paid \$32,000,000 in dividends since the start. At the same time a hearing is going on before Inter State Commerce Commissioner Lane, in Chicago, to determine whether or not the company is justified in charging the same rate for both upper and lower berths, and an inquiry is being made in to the tipping system which is in vogue on those cars as a part of the porter's pay.

The ordinary citizen who does much traveling, will wonder if the great dividends have not come, for the most part out of his pocket, in the shape of unfair tariff rates, excessive charges for upper berths and the meager pay of porters, which forces them to live out of the tipping system.

This thought is further strengthened by the announcement in the papers at the time, that the accounts of the various departments of the Chicago, Milwaukee and St. Paul railroad were published. The railroad runs its own sleeping car system and the accounts of that department show that there is more profit connected with that branch than with any other, taking into account the amount of capital invested.

There is not much doubt in anyone's mind that the Pullman cars are safer and more comfortable than any other cars in the world. They are the real American "first class" when it comes to traveling. But there is a lingering suspicion in the common mind that the public is being imposed on.

For instance, takes the fares. The traveler who must use the sleeper is practically at the mercy of the company. It has often been a matter of speculation as to how these rates can possibly be logical, except as they put money into the company's pockets and discriminate against the travelers of small towns like Richmond.

For instance, the traveler who comes from the East will find if he buys his ticket for Richmond, that there is a whole dollar's difference between Dayton and Richmond, although the seat fare between the two places is only a quarter of a dollar. The rate from Baltimore to Richmond is exactly the same that it is from Baltimore to Indianapolis. The wily traveler will do well to buy his ticket to Dayton and pay seat fare to Richmond. The attention to this state of affairs was called by a Pullman conductor himself while on duty. He denounced the rate as excessive. In the same conversation a commercial traveler who, in the course of his travels had apparently been all over the country, volunteered to demonstrate that a man might save a very considerable figure, if he would but pay attention and buy seat fares when conditions warranted it. He brazenly announced that such was his custom and that by a system of "rake-offs" which he had devised he was enabled to pocket a figure amounting to hundreds of dollars every year out of his expense account which he tallied to the published rates of the Pullman company.

Now, much of this might seem talk, his figures might have been wrong, but it is possible that that sort of thing might be done.

The same unfairness in the matter of upper and lower berths is in force. Although on many trains the upper berths are not occupied, they are invariably pulled down, thus cutting off a supply of fresh air and making it unspeakably uncomfortable for even a normal sized adult to manipulate himself, his luggage and his wearing apparel.

Moreover, the upper berth is draughty and filled with the shimmering, half-light that filters in from the low turned upper lights, to say nothing of the bother of climbing up a rickety flight of steps to reach it. It may be the contention of the Pullman company that their upper and lower berths are equally uncomfortable and hence the rate should be equal. The fact remains that the public almost invariably asks the agent for a lower berth.

If this be the case why not lower the rate of upper berths or raise the price of lower berths with the stipulation that the upper be left unmade?

The matter of tipping porters has

become so established that there is little hope of relief until the conditions are much worse. It is safe to say that the average traveler parts with his money much more easily and readily to the usually smiling, cheerful and accommodating porter (for a consideration) than he does to the highway robbery indulged in by the Pullman company.

It is to be hoped that the Inter State Commerce Commission will devise some equitable means of adjusting Pullman charges to the exact mileage which the seat or berth is used. There is no reason why a man should pay more than he receives, and no reason why there should be discrimination between the smaller and larger towns.

It is worse than the rebates of freight rates, because it affects the whole traveling public which wants to sleep comfortably on the train.

This is a matter which the business men clubs all over the state might take up to great advantage to themselves and the whole country.

In the meantime the mystery of the enormous earnings of the Pullman company is to some extent solved.

THE STANDING OF THE PRESIDENT ELECT.

The American people has in its wisdom, seen fit to elect its presidents in November and then to put them on the shelf to cool for the six months following. This has led to some results and incidents in the history of the country which call for some comment.

The most recent comment on this subject has been the remark of the New York Sun in regard to Taft's recent visit to New York, accompanied by secret service men. Of course, the Sun, in pursuance of its usual attitude, scores the president for using the secret service to protect an ordinary citizen of the United States and wonders how much farther the president is going to carry what it is pleased to call the monarchial tendencies of Theodore Roosevelt.

The public will hardly sympathize with the Sun. It seems that after the trouble the people have gone to to elect Taft that there is no particular use in exposing him to the spray shots of cranks. As far as that goes, there has not been an inauguration, lo, these many years, in which the Secret Service and the detectives of Washington, Baltimore, New York and Philadelphia have not been called in to protect the president and the president-elect. The American people have placed one of their number in a place in which he is at the mercy of cranks, and there is little difference before he takes the oath of office than after, as far as the actual danger is concerned.

The death of the president-elect would endanger the financial conditions of the country. Why should he have less protection than is afforded the transfer of the funds of a sub-treasury?

It was Abraham Lincoln who pointed out that the people of the young republic could not pay too much attention to precedent. It was Abraham Lincoln who had to be guarded on his way to his first inauguration. It was also Abraham Lincoln, who, having seen his own election as a protest against the division of the country, saw it turn into a house divided against itself, and he could not touch it until since months after his election. It was Abraham Lincoln who was assassinated.

The conditions are, to be sure, not the same now that they were in Lincoln's day. There is no impending rebellion; there is not the same spirit of unrest. But at the same time the lesson which was learned at that time is indeed one to be thought over now.

The president elect should, if he is not to have the power, at least be guarded. He should not be a mark for the assassin. This country has paid too little heed to the possibility of assassination, considering the fact that there have been many attempts frustrated that were never heard of and that three have actually occurred in the history of the country.

The fact is that the intrepid president will be in no greater danger in the wilds of Africa among snakes, venomous insects and man-eating animals than he is in this country with the great army of misguided people who do away with men in high office as a part of their belief and doctrines.

If so, why not guard the president designate?

MASONIC CALENDAR.

Saturday, Dec. 19.—Loyal Chapter No. 49, O. E. S., regular meeting.

\$100 Reward, \$100

The readers of this paper will be pleased to learn that there is at least one dredged disease patient who has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only active and powerful, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution, assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address: F. J. CHENEY & CO., Toledo, Ohio.

Sold by Druggists, 75c.

Take Hall's Family Pills for constipation.

The Night Express Is Held Up

Considerable Amount of Money and Jewels Taken from Passengers Aboard Oregon Railway Train Last Night.

Portland, Ore., Dec. 18.—Within six miles of the city the Oregon Railway and Navigation night express was held up by three robbers at 10 o'clock Thursday night.

All three of the outlaws were masked. One held the engineer under cover of a revolver, another one treated the conductor and brakeman in the

same manner, while the third went through the train and secured a considerable amount of money and valuables.

The mail and baggage car was not molested. After the robbery the engineer was ordered to run at full speed and the robbers disappeared in the darkness.

THE SCRAP BOOK

Too Much For Him.

According to a Tennessee man, there was once a judge in the eastern section of that state, a man well versed in law, but entirely self educated, who had to contend with the principles of orthography all his life. In early life he had lived in Knoxville, and for a long time he insisted upon spelling the name Nowville.

Finally his friends educated him up to the point of adding the K. So thoroughly, in fact, was the lesson learned that when a few years afterward he moved to Nashville nothing could prevent him from spelling it Knashville.

Then some time later the judge moved again, this time to Murfreesboro. On the day that he began to write his first letter from this place he scratched his head in perplexity and finally exclaimed:

"I give it up! How on earth can they spell the name of this place with a 'K'?"

FLOWERS WITHOUT FRUIT.

Prune thou thy words, the thoughts

That o'er thee swell and throng.

They will condense within thy soul

And change to purpose strong.

But here let his feelings run

In soft, luxuriant flowers.

Shrubs when hard service must be done

And faints at every woe.

—John Henry Newman.

Adjusted His Name.

When the baronet, Cave-Brown-Cave, first came to America he insisted upon being addressed by his full name. He sat one night at dinner in a boarding house in Montreal next to an Englishman named Leonard Holme, an old Cantab.

When the joints came on the table the landlady, who did the carving, said, "Beef or mutton, Mr. Cave?" The future baronet, in his most free-and-easy manner, replied: "I beg your pardon, madam. My name is Cave-Brown-Cave, if you please."

Willing to oblige her guests, the landlady asked if Mr. Cave-Brown-Cave would take beef or mutton. He accepted the beef.

Then she turned to the next guest and said, "Beef or mutton, Mr. Holme?"

Without a smile the Cambridge man gravely replied: "I beg your pardon, madam. My name is Home Sweet Home."

This drew a roar from the Englishman at the table and cost Holme the friendship of Cave-Brown-Cave from that time forth.

Ahead on Prayers.

A bishop traveling in the depth of winter came to a house of a presiding elder to spend the night. The weather was bitterly cold, and the bedroom into which the bishop was shown had a thick coating of ice on the windows. The elder waited to see the bishop safely between the feather beds. But when the bishop, half frozen, jumped into bed without stopping to say his prayers the elder remonstrated with him.

"You have forgotten to say your prayers," he said.

"No," answered the bishop. "I always keep 'prayed up' in preparation for nights that are as cold as this."

Something Missing.

" Didn't I tell ye to feed that cat a pound of meat every day until ye had her fat?" demanded an Irish shopkeeper, nodding toward a sickly, emaciated cat that was slinking through the store.

"Ye did that," replied his assistant, "an' I've just been after feedin' her a pound of meat this very minute."

"Faith, an' I don't believe ye. Bring me the scales."

The poor cat was lifted into the scales. They balanced at exactly one pound.

"There's!" exclaimed the assistant triumphantly. " Didn't I tell ye she'd had her pound of meat?"

"That's right," admitted the boss, scratching his head. "That's yer pound of meat, all right. But"—suddenly looking up—"where the devil is the cat?"—Everybody's.

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INVESTIGATION OF THE CANAL

Understood That the President Will Have Probe Made.

CIVIL ENGINEERS PROBABLE

IT IS STATED THAT MR. ROOSEVELT DESIRES TO EMPLOY THEM IN MAKING ANY SUCH INVESTIGATION.

Washington, Dec. 19.—The president is considering the advisability of having a thorough examination and report made on the character of foundations that underly the locks and important dams along the line of the Panama canal. So much has been said recently concerning questionable conditions that exist beneath sites of these works that it is regarded as important to carefully determine at this time the exact magnitude of the task of providing stable foundations for these locks and dams. Boring has been continued and there is now more data bearing on this subject than has ever been in possession of the canal commission. Excavations that have been going on also furnish additional data concerning the nature of the ground. For this important duty the president is considering the employment of civil engineers of eminence who are not now in the service of the government, and who could not possibly be biased in their judgments because of any personal interests in reports previously made on the canal.

The agent sent for a leading bunnish, or shopkeeper, and said to him: "Why, my friend, this objection to the peepul tree? The avenue is horribly hot and sunny. The trees would improve it tremendously."

"Sir," replied the bunnish, "the peepul tree is a sacred tree. No true believer would dare to lie or swear falsely in its shade. How, then, with a row of peepul on the avenue, could we merchants any longer carry on business there?"

A Dark Outlook.

When a minister, marrying a negro couple, started to ask the woman, "Do you take this man for better or for worse?" the woman started the clergyman by blurting out: "No, judge, I wants him jest as he is. If he gits any better he'll die, and if he gits any worse I'll kill him myself."

What He Ought to Get.

A popular London millionaire made his vast fortune by his business ability. Thinking that, as he had been so successful in trade and finance, he must also succeed in literature, he did as others have done—wrote a book of travel. Having a proper pride in his own work, he expected to receive a fairly good price from his publisher therefor.

To his intense disgust, instead of offering him a comfortable check for the copyright the publisher demanded that he should pay him for the risk of issuing the book. It was clear to him that this was an attempt to take advantage of his position as a rich man without experience in literature. He happened to be on friendly terms with a well known journalist, and the happy thought occurred to him to send the manuscript to the great litterateur and critic with a businesslike inquiry, "What do you think I should get for this?"

The Journalist was equal to the occasion. After reading the manuscript he returned it with the laconic answer written across the top sheet, "Five years!"

Conscience.

Conscience enables us not merely to learn the right by experiment and induction, but intuitively and in advance of experiment whereby we learn justice from the facts of human history we have a transcendental way and learn it from the facts of human nature and from immediate consciousness.—Theodore Parker.

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