

committees of both factions of the People's party (p. 232) in session at the same time and place.

Another political event of importance is the public exposure, by Congressman Robert Baker, of Brooklyn, N. Y., of the methods of the officials of one of the great railroads in bribing Congressmen with railway passes. The annual pass which was proffered Mr. Baker he refused to receive. The correspondence appeared in some of the newspapers this week; it was suppressed by others.

Following is the text of the letter to Congressman Baker from the railroad company's lawyer:

The Baltimore & Ohio Railroad Company. George E. Hamilton, Division Counsel, Century Building, Washington, D. C., July 21, 1903.—Hon. Robert H. Baker, Brooklyn, N. Y.—Dear Sir: Heretofore, under the regulations of the company, annual passes have not been issued to members-elect until the Congress to which they were elected had convened. I am glad to inform you that this regulation has been modified, and from now on annuals will be sent to members residing in company's territory the first day of July following their election. I am accordingly pleased to forward to you under this cover a card of travel good for 1903. Yours very truly, George E. Hamilton, Division Counsel.

To that communication Congressmen Baker made the following reply, returning the pass:

544 Carlton Avenue, Brooklyn, N. Y., July 28, 1903.—George E. Hamilton, Esq., Division Counsel Baltimore & Ohio Railroad Company, Century Building, Washington, D. C.—Dear Sir: On my return to the city I find yours of the 21st inst. inclosing an annual pass and announcing officially the policy of the Baltimore & Ohio Railroad Company in supplying passes to members of Congress. In returning the pass sent me I desire to say that I am unable to understand on what grounds a pass is tendered, if it be not with the expectation that its use will influence me so to act in my official capacity as to conserve what your company regards as its "rights," regardless of the rights of the people, or even to aid in securing for the company further privileges. There is, I am aware, another possible construction to be put upon this tender of a pass, and that is that if a pass be not given, then, in my official acts in matters affecting the B. and O. R. R. Co. the company assumes that I will be guided, not by a determination to deal justly both with the American people and your company, but will act to harass and annoy, if not

to cause it pecuniary loss. I am no more disposed to accept this as an excuse for the company's action than to believe that it assumed that the pass would induce me to look with a lenient eye on legislation designed to confer extensions of its existing privileges. Either view would constitute a reflection on the integrity of my actions, which I reject. As the language of your letter unmistakably implies not only that the Baltimore and Ohio Railroad Company has presented passes to members of previous Congresses "residing in company's territory," but that the pass sent me is simply one of many tendered to members of the Fifty-eighth Congress, and as the language used precludes the possibility of your action being regarded as being personal to myself alone, I regard it as a duty to give the widest publicity to the matter, and shall therefore send a copy of this and of your letter to the press, feeling that my constituents are entitled to know that a great railroad corporation has in effect openly—certainly without concealment or evasion—done that which if not resented would lay my actions in all matters affecting railroad legislation open to the suspicion of having been corruptly influenced. In view of your language, "under the regulations of the company \* \* \* this regulation has been modified, and from now on annuals will be sent," etc., I conclude that a number of its high officials, presumably its board of directors, have directed that these passes be sent to members of Congress. As it must be assumed that these officials are acting for what they regard as the interests of the stockholders, and as, so far as I am aware, no report of the company has ever disclosed the approximate cost to the company in thus furnishing free transportation to members of Congress, both the stockholders and the public generally—who in the last analysis pay for these free rides in higher rates—are entitled to know that so great a temptation is being put before the people's representatives. It is frequently asserted that railroad and other "special privilege" corporations are forced to comply with demands from legislators for these and other pecuniary favors, and that were it not for such blackmail—as the companies term it—the companies would not bribe officials. In view of this official action of your company in tendering through you these passes without solicitation and apparently—judging from your language—on a wholesale scale, else why are "regulations" "modified," those who have heretofore regarded your company as possibly a victim will probably now reverse their opinion and regard it as an instigator of official misconduct. Yours respectfully, Robert Baker.

Another outbreak of anti-Negro lawlessness has occurred in Illinois, this time at Danville, the county town of Vermilion county, about 125 miles south of Chicago. As reported, the

outbreak resulted from the attempt of about 600 white men on the 25th to organize a mob to lynch a Negro named James Wilson, who is confined in the county jail upon a charge of assault upon the wife of a white farmer. The news of the proposed lynching leaked out, and a crowd of Negroes gathered to prevent it. One of the latter crowd was J. D. Mayfield, a Negro from Evansville, Ind., where a Negro lynching had recently been attempted and mob assaults upon Negro residents made. Mayfield was among the Negroes who denounced the purpose of the Danville mob; and upon being attacked by some of them he drew a pistol and fired. His bullet killed Henry Gatterman, a young butcher. The white mob thereupon rushed upon Mayfield, severely beating three other Negroes who tried to protect him; but the police appeared and arresting Mayfield took him to the station. The mob followed, and meeting no resistance, the mayor having advised the police not to shoot, secured Mayfield and killed him, after which they mutilated and burned his body. Then the mob attacked the county jail, intending to lynch the Negro prisoner there. In this they were frustrated by the sheriff, who pleaded with them, then threatened them, then had shots fired over their heads, and finally had them fired into; wounding 22 persons. After midnight of the 25th the mob thinned out, and on the 26th the town was patrolled by the militia, a detachment of which is still there. Steps are being taken by the authorities to prosecute the rioters. Several have been arrested and a special session of the grand jury has been called.

Excitement in Wall street has somewhat subsided since last week's report (p. 250), although it rose to a high pitch in the meantime. On the 23d the price of copper trust stock fell nearly 6 points, from 45½ to 40, carrying the general market down with it; and on the 24th two large brokerage firms failed. One of these bankrupted firms was Talbot J. Taylor & Co., with which the name of James R. Keene, the notorious market manipulator, is connected. The other was W. L. Stow & Co. The street was alive on the 25th, Saturday, with disquieting rumors of further failures likely to be announced on the following Monday, the 27th. When Monday came the failure of E. S. Hooley & Co was reported, but