

Manila for their health; they must not only be paid as much as they would be paid at home for the same work, but more. The salaries there are higher than the salaries paid for the same work in this country, the members of the Philippine commission, for instance, receiving more per year than our cabinet officers. Not only are the salaries high, but the officials require larger expenditures for the protection of their health and the health of their families than they do at home.

The high pay of the American official residing in the Philippines leads to an increase in the pay of natives, or there is a discrepancy between the pay of the two classes which is at once noticed.

If the Filipino is paid the same as the American, the expense of the government is still further increased; if, on the other hand, the Filipino receives less than the American for the same class of work—which is the fact—dissatisfaction is the result. An attempt has been made to conceal this difference in pay by giving more than one office to the American. For instance, the members of the commission receive \$5,000 per year each as members of the commission; then the American members of the commission are given \$10,000 each as heads of departments. This is merely a device to avoid the payment of high salaries to the native members of the commission. The Philippine government could be conducted by Filipinos for at least a half less than it can be conducted by Americans, and the Filipinos would be better satisfied with their own administration than with ours.

The Filipinos can justly contend that the American congress does not understand the needs of the Filipinos as well as a native government would, and that the resident Americans do not stay long enough to identify themselves with the people. No matter how well-meaning congress may be, it can not have the knowledge necessary, and no matter how upright in intention the resident Americans may be, they lack the sympathy with the people which is necessary to successful administration. Those who are wisest have the least faith in their own ability to govern others and the least confidence in their lack of race bias. Jefferson, when invited to frame a constitution for a French colony which was locating on one of the rivers of the south, replied that no one outside of their own community was sufficiently acquainted with their history, their traditions and their habits of thought to frame a constitution for them, and yet what the wisest of statesmen in the ripeness of his wisdom hesitated to attempt for a people coming to the United States, some fledgling statesman would confidently undertake for people of another race in a distant part of the globe.

A colonial policy denies to the Filipinos that experience which only participation in government can give. There is an educational advantage in self-government; responsibility sobers and trains. Other things being equal, he does best from whom we expect most, for each one desires to win the commendation of his fellows. Some insist that we must govern the Filipinos until their capacity for self-government is developed. If we must govern them until they catch up with us, we have an endless task before us, for, assuming that we are now ahead of them, how can the gulf be closed unless they advance more rapidly than we do? And how can they make more rapid progress in the art of self-government if they are not allowed to exercise their powers at all, while we strain ours by governing both ourselves and them?



STILL WAITING

Hereinafter will be found a Chicago Tribune article entitled, "Time for Action." It will be seen that the promises made by the street car companies have not been kept. The "strap hanger association" which wanted compromise so that its members could sit down ought to have another meeting. The people of Chicago were buncoed and even the Tribune is finding it out—but the Tribune did its part of the buncoeing:

TIME FOR ACTION

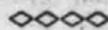
"Chicago has waited long for its improved street car service. The people who live in the second city of the United States have endured with surprising patience transportation facilities which have been inadequate in every particular. They have heard with equal patience all sorts of excuses for the backwardness of the street car companies. A hostile administration, the unsettled condition of the franchises, prospective

re-organization of one of the companies, each of these has been used to the limit. The people are getting tired of inaction. The question of general interest is, when is the street car service of Chicago to be improved?

"There have been a few signs of activity here and there. Some streets have been torn up where tracks were being repaired. An occasional new car has appeared among the old fashioned ones and some of the older ones have been repainted to give the effect of newness. But practically nothing has been done, at least so far as the people can see, toward that entire reconstruction of the street car system of Chicago which has so long been promised. The summer days are passing swiftly by. The best time for outdoor work sees nothing accomplished. The excuses no longer have force. It is time for action.

It would be a gratification to know just what the companies are planning to do for the city. There is a board of supervising engineers which has been given large powers. That board should make a statement for the information of the people. There are things the citizens have a right to know. They are asking questions. When are the street car companies going to do something? What sort of changes are to be made? Are there to be high grade cars in Chicago such as are used in other cities? Is there to be more frequent service? Is the running time to be reduced so as to bring outlying districts into closer connection with the heart of the city? When is the long promised re-routing to be accomplished? These and similar questions are being asked every day, and, so far as is apparent, no satisfactory answer is heard anywhere.

"Chicago wants something tangible. It wants a trustworthy statement from the supervising engineers of what is intended. It wants that right away. If it has a dependable declaration from these men whom it can hold responsible it will be more willing to wait until new rails can be secured, to wait until the car manufacturers can supply the needed equipment, to make every possible allowance that ought to be made. But it will not be content with inaction or with an entire lack of reliable information about what is to be done and when it is to be done. Three months have passed by since the future was assured by the result of the spring elections. It is high time that the people know what they may expect."



MISREPRESENTING MUNICIPAL OWNERSHIP

In this issue The Commoner reproduces from the Richmond (Va.) Evening Journal an unusually interesting parallel column showing.

In one column appears a Wheeling, W. Va., dispatch to the Richmond (Va.) Times-Dispatch setting forth at length the alleged failure of municipal ownership of the water plant at the town of Martins Ferry, Ohio.

In the other column is the clear and explicit statement made by James M. Blackford, mayor of Martins Ferry.

An immense literary bureau has been organized for the purpose of beating down the rapidly growing sentiment in favor of municipal ownership of public utilities, and it is plain that this literary bureau does not hesitate to misrepresent. It will be remembered that not long ago a statement purporting to come from Lincoln, Neb., was printed in various publications and in this statement it was claimed that Lincoln had failed in its attempt at municipal ownership of the water plant. Mayor Brown, of Lincoln, issued a statement which will doubtless be remembered by Commoner readers. He pointed out the great advantages derived by the public through Lincoln's ownership of its water plant.

Newspaper editors should exercise greater care in the publication of such material. The literary bureaus of the special interests would be impotent if every newspaper in the land adhered to the motto of the old Salem Register, and if editors were as careful in scrutinizing the "copy" furnished by the literary bureaus of a lawless element as they are in the examination of communications offered them by the "Pro Bono Publico" of their immediate neighborhood.



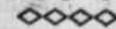
IN CHICAGO

Mayor Dunne was defeated for re-election as mayor of Chicago, largely through the influence of President Roosevelt, who cast the weight of his influence upon the side of Mayor Busse. Every Chicago daily newspaper with,

perhaps, one or two exceptions, opposed Mr. Dunne and advocated the election of Mr. Busse, and claimed that they took this stand because the election of Mr. Busse meant a "greater and better Chicago." The "business elements" were appealed to with especial emphasis. Now that Mayor Busse is in office it might be well to note what his newspaper supporters say about conditions in Chicago, thereby pointing out some of the "business elements" that are profiting under his administration. The Chicago Record-Herald tells the story under glaring headlines that read thusly:

"Gambling Now Open; All Games Flourish—Roulette, Craps, Policy, Faro and Handbooks Operated Throughout Chicago—No Pretense at Secrecy—Resumption of Play, Magical in Its Way, Rejuvenates Spirits of the 'Kings.'"

The school board, which under Mayor Dunne was made up of men and women whose chief interest was the upbuilding of the public school system, has been put under the management of men interested chiefly in political and financial manipulation of educational matters, these men being appointed by Mayor Busse as a part of the "reform" program.



THE PRIMARY PLEDGE

As this copy of The Commoner may be read by some one not familiar with the details of the primary pledge plan, it is necessary to say that according to the terms of this plan every democrat is asked to pledge himself to attend all of the primaries of his party to be held between now and the next democratic national convention unless unavoidably prevented, and to secure a clear, honest and straightforward declaration of the party's position on every question upon which the voters of the party desire to speak. Those desiring to be enrolled can either write The Commoner approving the object of the organization and asking to have their names entered on the roll, or they can fill out and mail the blank pledge, which is printed on page 12.



TRY IT

The Chicago Record-Herald says: "A Washington report states that hereafter, when a trust is attacked, the government will ask for the appointment of receivers to dissolve it, redistribute the assets and the business and restore the suppressed competition. The policy of imposing fines and ordering re-organizations is said to have yielded slight results, and since corporations can not be arrested the only alternative is receiverships."

But the corporation officials may be arrested. The administration might give that very simple plan a trial.

OLD DAYS AND BYWAYS

O, the old days and the byways when the world was fair and young,
And the wandering thro' highways with the sorrows still unsung!
The dear days, now the dead days, and the sweetness of the land,
When, together, we trod love's ways, blossom-bordered, hand in hand.
O, the dead days and the byways,
Lost in throbbing, restless highways—
How the heart goes back in day dreams—how it tries to understand!

Then you came with roses, blushing, and your eyes looked into mine,
And your lips were crimson, flushing, and their nectar like old wine!
But the songs of youth, they lasted till the sorrows came to blight—
When the hope of years was blasted and the pathway grew as night.
O, the old days and the hoping,
Lost forever in the groping—
How the years grow briefer, fleeting, and the dreams are lost in flight.

O, the silences and dreaming—dreams that faded like the mist
That rolls landward from the ocean, by the glory sunbeams kissed—
Dreams that died like tender blossoms that in yonder garden grew,
When the faring North wind chilled them—every blossom that you knew!
O, the old days and the byways,
Bring them back! For I would my ways
Might be ways, dear heart, to guide me safely back to home and you.
—Will F. Griffin in Milwaukee Sentinel.