SEPTEMBER 9, 1904

The Commoner.

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The Government Ownership of Railroads	shall therefore proceed this evening to discuss the question of government ownership of the railroads, not partic- ularly from the standpoint of the far-

By Judge VanWaggenen of Iowa,

lowa, immediately arter my Waterloo speech, that the idea of govern- farmers would look upon the purchase ment ownership of railroads would of the railroads as entailing a debt, be strong in the cities, but that it | whereas it would really be the purwould not meet with ravor among the chase of a valuable asset, of vast farmers. It therefore gives me a great promise as to increase in value. It had deal of satisfaction to find the first been, and is now, my conviction that meeting called to consider the issue the sentiment is as strong, if not originating among the farmers and to stronger, among the mirmers than address this meeting, largely com- among any other class of people. I

I was told by a prominent man in posed of that class of our citizens. It was the thought of this man that the sive review of the whole subject for

mer, but from the standpoint of all with which the policy is being univerthe people of the country. I shall not be able to enter into any comprehenit would take more time than I can consume this evening to demonstrate the benefits of government ownership while several evenings would be necessary to fully discuss the many evils which it would ... eliminate from our fourths of the railroads of the world politics, from the administration of aside from the United States, Canada government and from the commercial and Great Britain are now in the life and industry of our people. I shall | hands of the government, if forty-two

sally adopted by the nations of the world and the unform success with which the acquisition of the railroads has been attended. I am not certain that these facts are not a complete answer to all the objections to government ownership of railroads, which have been or can be made. If three-