

afraid of state and national ownership of such railroad lines as may be required for the purpose of accomplishing complete regulation by the government and by the states both of the rates charged and services furnished.

How better could the states of Tennessee and Kentucky serve their people than to build a railroad from Chattanooga, connecting there with our state road to a point on the Ohio river? How better could the states of Ohio and Indiana serve their people than to extend a line from such a point on the Ohio river to the Great Lakes, and then how could Georgia better serve the people of all these states than to build a road from Atlanta to the ocean? We might then have from the lakes and from the Ohio river to the ocean a great transportation company, operated not for selfish gain to pay dividends upon improperly issued stocks and bonds, but to bring the people the very best service at the very least cost.

These are great problems. Let us steadfastly set our faces to the front, determined that Georgia will contribute her part towards protecting the rights of the shippers and the rights of the great masses of the people against every unjust burden.

FROM JACKSON TO ROOSEVELT

In an editorial entitled "From Jackson to Roosevelt" the Wall Street Journal says:

"The signing of the Aldrich bill is the first important step in the abolishing of the independent treasury system which was established in Van Buren's administration as a result of Jackson's war on the United States bank. From Jackson to Roosevelt covers a period of over seventy years."

Evidently the Aldrich bill is entitled to considerable more attention than it is receiving in the editorial columns of American newspapers.

A REMARKABLE EDITORIAL

In its issue of March 6 the Wall Street Journal, which is evidently the most conscientious financial publication in Wall street, printed a three-line editorial. It was one of the best editorials ever printed in an American newspaper. It ought to be displayed in every Wall street counting-room; and not only in Wall street but throughout the world. With all of its simplicity it is a remarkable editorial; remarkable alike for its brevity and its truth. Here it is:

"The Human and the Divine:—The mere human in us working alone barely earns expenses; it is the divine in us that yields dividends."

COUNT THE DAYS OF SUNSHINE

Count the days of sunshine, mark them on the pane Where you're sure to see them through the mist and rain; They are sent to brighten coming dreary days, Count the days of sunshine, fill the hours with praise:

Think about the sunshine, life is gladder far Than we sometimes deem it; through the gloom a star Ever shines to guide us when a song we raise, God's within the future and the cloudy days.

Talk about the sunshine with a glad content; Thank the gracious Giver for each blessing sent; Tell of loving kindness; labyrinthian ways Oft, e'en this side heaven, lead to happier days.

Sing about the sunshine, it will soften pain, Lift your courage higher, bid you hope again; Doubt is for a moment, shadows flee away; With the dawn of morning, Joy resumes her sway. —Westminster Review.

GOVERNMENT WORK

A reader of The Commoner sends in the following:

On September 15, in Memphis, Tenn., Secretary Shaw attacked the idea of Public Ownership of Railways on the ground that the "inherent nature of public service" prevents the efficient and economical accomplishment of any work.

In proof of this, the secretary cites the instance of the erection of the public building in the city of Chicago, which occupied nearly ten years more than it would have required if done by private enterprise. He states furthermore that this was defended "with record proof that it had been about as expeditiously built as most structures of its character erected by the government."

This is undoubtedly the case with the erection of public buildings which are built under the direction of the supervising architect of the treasury, a subordinate of the honorable secretary; but that this is due to some other cause than the "inherent nature of public service" can easily be proven by the record of other work carried on by the government. In the Congressional Record of December 16, 1905, will be found the following statement of facts. Speaking of the construction

of works under the reclamation act, Senator Newlands said:

"The irrigation committees of the senate and house visited the various projects during the last summer, and we had opportunity of observing the quickness and extent of the work, and we were amazed at the progress that had been made in the short space of three years. At the same session of congress a bill was passed for the construction of a postoffice building, to cost fifty or sixty thousand dollars in the city of Reno, Nev. That building is not yet constructed—the foundations are not yet laid; and yet the reclamation service has during the intervening period expended over \$2,000,000 in reclamation work in Nevada; has diverted the Truckee river, a stream of floods during certain seasons of the year, a distance of thirty miles by a new river over into the Carson valley; has constructed dams and locks and all the hydraulic machinery that was necessary to make that enterprise effective, and the water is now being turned out upon the soil."

About half of the three years referred to by Senator Newlands was occupied by the extensive surveys and investigations needed to determine the feasibility and cost of the project, and the extensive construction referred to had occupied about a year and a half.

In addition to this, the reclamation service has made surveys and investigations of nearly 100 projects in the arid region, has determined the feasibility of about thirty of them, and begun construction on twenty-four. Approximately one-half million of acres will be placed under irrigation by next spring, and this area will be nearly doubled in another year.

To accomplish this work, it was necessary after the task began to organize the entire service around the nucleus of about a dozen engineers. This has been accomplished in the space of a little over four years, and as a piece of government work is the marvel of foreign and American engineers for the rapidity and efficiency with which it has been accomplished.

Though it is the aim to do this work mainly by contract, it has been found very difficult to do so on account of the immense amount of railroad and other construction work in progress in the West, which has compelled the service to enter extensively upon construction work by force account without the intervention of contractors. In several cases large contracts have been let and the contractors have failed. In the case of the Gunnison tunnel, the contractor accomplished little except his own bankruptcy and an illustration of how the work should not be done. The government is now pushing that work by the direct employment of labor and has accomplished the work with speed and efficiency, making what is believed to be the world's record in the rapidity of driving a large tunnel.

The efficiency of the United States mail service is generally conceded, but Secretary Shaw explains this by saying that the mails are carried "under contract." It is equally true that most public buildings erected by the treasury department are built under contract, so that this does not explain the great discrepancy between the efficiency of the mail service and the inefficiency of the treasury department.

That the government can accomplish results with speed and efficiency is proved by the post-office department, and that it can do this without the intervention of contractors is proved by the interior department.

If the railways were owned and operated under a department where the controlling head felt himself responsible for efficient and economical service and believed that by proper administration it could be accomplished, it undoubtedly would be, but if it were placed under a secretary who believed that the "inherent nature of public service" absolutely prevented efficiency the results would probably be comparable with the Chicago public building.

The secretary says there are over 20,000 employees in the treasury department, but that if this was a private enterprise "every whit as much work could be accomplished with a reduction of one-third in number and one-fourth in salary of those remaining." If this is the case, no one but the head of that department is responsible. Other departments have shown that such inefficiency as this in public business is unnecessary, and it may be of interest in this connection to observe that as a violator of the civil service rules in their letter and spirit the treasury department has the worst reputation of any department in Washington.

It may be admitted that the postal service is not as efficient or economical as it should be, but this is due mainly to the lobbies of the railroad, telegraph, and express companies, who by their influence secure exorbitant rentals for mail cars, prevent the extension of the parcels post, and secure a rate upon third-class matter double that on fourth-class matter and eight times that on second-class matter, in order to prevent the competition of the parcels post with the express com-

panies. They also prevent the postal use of the telegraph, which is today the quickest and one of the most important means of transmitting intelligence.

It may further be admitted that no government function can be as economically or efficiently administered as it should be until the railroads and other powerful corporations are eliminated from politics. No method of doing this is known except public ownership of railways and other natural monopolies.

But even handicapped as they are by powerful corporate interference the postoffice and interior departments have demonstrated the great superiority of public over private service due to the fact that their primary object is the accommodation of the public rather than the largest possible profit irrespective of the public interest.

OLD TIMES, OLD FRIENDS, OLD LOVE

There are no days like the good old days, The days when we were youthful! When humankind were poor of mind, And speech and deeds were truthful; Before a love for sordid gold Became man's ruling passion, And before each dame and maid became Slave to the tyrant Fashion!

There are no girls like the good old girls— Against the world I'd stake 'em! As buxom and smart, and clean of heart As the Lord knew how to make 'em! They were rich in spirit and common sense, And piety all supportin'; They could bake and brew, and had taught school, too, And they made such likely courtin'!

There are no boys like the good old boys— When we were boys together! When the grass was sweet to the brown bare feet That dimpled the laughing heather; When the pewee sang to the Summer dawn Of the bee in the billowy clover, Or down by the mill the whip-poor-will Echoed his night song over.

There is no love like the good old love— The love that mother gave us! We are old, old men, yet we pine again For that precious grace—God gave us! So we dream and dream of the good old times, And our hearts grow tenderer, fonder, As those dear old dreams bring soothing gleams Of heaven away off yonder. —Eugene Field.

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