

Paragraphic Punches

Rockefeller has a perfect contempt for Abe Ruef who is indicted upon only 65 counts.—Kansas City Post.

Harriman says he is not understood. Of course he isn't. He is a block system all to himself.—Atlanta Constitution.

Pittsburg is now the sixth city in the United States and the first in some particulars not necessary to mention.—Atlanta Journal.

Mr. Rockefeller is going to leave his money behind him when he dies. He has recently made a will to such effect.—Memphis News.

The improved nonsmashable Pullman, equipped with an anti-tipping porter, would be little short of ideal.—Philadelphia Public Ledger.

An eminent writer says that genius needs good, healthy exercise. Send all those afflicted that way to the Panama canal.—Clinton Republican.

London seems disposed to give the "suffragettes" all the advantage in public sentiment that martyrdom usually carries.—Washington Star.

It wipes away all the nastiness of divorce court records to read that an Oregon couple are about to celebrate their sixtieth anniversary.—Portland Oregonian.

Those people who fear that by the ending of war the earth will become overpopulated, need not be alarmed. The railroads are yet with us.—New York American.

"The railroad men are talking too much," says Mr. Hill. But if they stop talking they may have to go to running their roads from sheer ennui.—New York World.

Federal control for railroads is all right, according to John D. Rockefeller, but when it comes to the Standard Oil company, that's another story.—Louisville Post.

James J. Hill may be a pessimist and all that, but it must not be forgotten that he has always refrained from using his middle name in full.—Los Angeles Times.

The president of the Omaha Coal Trust is to go to jail for six months. The matter comes at just the right time to afford a horrible example for the ice trust.—Sioux City Journal.

The government statisticians have figured it out that the wealth of the country is \$107,000,000,000. This includes what Harriman got out of the Alton deal.—Minneapolis Journal.

Most of the troubles in South and Central America seem to arise out of our ministers undertaking to run their offices as collection agencies for individuals.—St. Louis Globe-Democrat.

British consols have been touching the lowest prices reached in more than forty years. Is this also to be attributed to two-cent rate legislation out in Nebraska?—Springfield Republican.

According to Dr. Flint, there is no such thing as a brainstorm. Unquestionably there are many persons who haven't brains enough to work up more than a drizzle.—Kansas City Journal.

It would be grimly humorous if San Domingo should now refuse to ratify the treaty which President Roosevelt and the United States senate have been wrestling over for so many years.—Chicago Evening Post.

Possibly Stuyvesant Fish referred to the practice of using railroad funds to swell trust company statements when he said the railroads had done some things provocative of bad language.—Detroit News.

Invited to attend the ceremonies when the Pennsylvania capitol building was accepted, President Roosevelt said not one word as to the scandals that went with the structure; his friends explained that he could not interfere in a matter so distinctly a local one, nor, as a guest, affront the grafters who were his hosts to whom his presence served as both mask and shield. But he issued orders to the California legislature and as the guest at Harvard he saw no discourtesy in attack-

ing the administration of President Eliot and discrediting the accepted policies of the university! Why this difference except that the grafters still disposed of the votes of a great state?—Florida Times-Union.

The president says he only desires that the republicans nominate as his successor an "all-around straight-up kind of man." This designation is too vague. It is suggestive of both Taft and Fairbanks.—Houston Post.

The Louisville Courier-Journal notes an English journalist who "writes with his teeth," and the Washington Herald opines that he may say biting things. Still, that may be a false impression.—Atlanta Georgian.

Postmasters are complaining that they cannot get twine to tie up packages of letters. But could not the departments at Washington send them a stock of red tape? There is certainly no lack of that.—Pittsburg Dispatch.

As the conditions exposed now appear, San Francisco was so honeycombed with graft that the only wonder is that it stood until an earthquake shook it down. Nothing was overlooked apparently, that could pay tribute; even a prizefight trust was held up and hit hard.—Baltimore American.

CALAMITY

Men like Harriman make a thousand anarchists for one made by men like Johann Most. The notorious Alton deal is a typical illustration of the machinery of manufacture. The various phases of this have been discussed as they transpired. The cynical frankness of Harriman and others before the interstate commerce commission ties them all logically together, so that the infamy may be reviewed as a whole.

The Alton was an old-fashioned corporation with small capital, debt and mileage, like the old Boston & Albany or the present Lackawanna. It was conservatively managed, paid liberal dividends steadily and put surplus earnings into betterments. The people who owned it did not realize the golden opportunities in the modern fashion of capitalizing present and prospective earnings, mortgaging everything in sight, dividing up the stock and bonds among promoters and leaving the public to furnish means through heavy freight charges and new loans for interest, dividends, depreciation and improvements.

The figures have been printed. Harriman and associates bought the stock at \$200, diluted it 50 per cent, sold all the bonds they could unload on banks, life insurance companies and the public through their connection with them as directors, paid dividends to themselves and realized profit on the sale of stocks and bonds to the amount of nearly \$25,000,000.

In this process the liabilities of the company, on which the public must pay interest and dividends through freight rates, increased from \$40,000,000 to nearly \$125,000,000. In this time only about \$20,000,000 was added to the value of the property by betterments, with no allowance for depreciation.

The promoters did not even spare one another. The Rock Island group was joined with the Union Pacific group in the deal, with the understanding that they were to manage the Alton in alternate years. Mr. Harriman took it first and when the Rock Island people got it the next year the treasury was empty and everything mortgaged up to the hilt.

If a common man acquired dollars instead of millions in precisely this way, he would go to jail. Harriman is worshiped as a master of high finance.—Minneapolis Tribune.

RAILROAD FINANCE

Mr. E. H. Harriman is president and chairman of the executive committee of the Union Pacific, president of the Oregon Short Line and chairman of the executive committee of the Southern Pacific. In 1901 it appears that the Union Pacific was bonded for \$100,000,000 and the Oregon Short Line for \$45,000,000.

This made a huge total wholly in the hands of Mr. Harriman and his associates to use and they used it to buy and sell other railroad properties. They were independent of banks and trust companies, of bank examiners and government or state agents.

With this they made famous the corner in Northern Pacific, and, though they lost control, they came out with an enormous profit. Subsequently the deals in Baltimore & Ohio and Illinois Central were made, and probably best of all was the deal in Chicago & Alton.

This road they bought for \$39,000,000. A divi-

dend of thirty per cent was declared out of a bond issue of \$40,000,000. They sold most of these bonds to themselves at sixty-five cents and then unloaded a fourth of them onto the New York Life, which they practically controlled, at ninety-six cents.

The Chicago & Alton's liabilities in six years were increased to \$123,000,000. The common stock for which they had paid \$175 per share was left not with a dollar. Improvements which the old management had made out of earnings were at once charged to stock. A large block of the stock was sold to the Union Pacific, and Mr. Harriman and his co-workers pocketed profits to the amount of over \$23,000,000.

This is railroad high finance. These men were not using their own money, but they used what was essentially a trust fund to their own benefit. They used the money of one railroad of which they were officials to buy another railroad, and watered the stock, which they then sold to the first road.

These are railroad kings, multi-millionaires. The watered stock pumped into the Alton will help form the basis of freight rates the people will be asked to pay, and nobody is in jail except the man who stole bread to keep his family from starving.

But the moral of the tale that has been unfolding through the interstate commerce commission's investigation, of which this is but a part, is that the railroad kings of this country have not made their millions through legitimate railroading, but by such manipulations as these of Mr. Harriman.

They do not come by transportation earnings or dividends, but by using one railroad as a basis for trading in the stocks of other roads and loading them for cash with pure water, on which all future generations must pay dividends. Is it not time such finance was stopped and railroading made an honest and legitimate business?—Duluth News-Tribune.

AT THE TOP OF THE ROAD

"But, lord," she said, "my shoulders still are strong—  
I have been used to bear the load so long;

"And see, the hill is passed, and smooth the road."  
"Yet," said the Stranger, "yield me now thy load."

Gently he took it from her, and she stood  
Straight-limbed and lithe, in new-found maiden-  
hood

Amid long, sunlit fields; around them sprang  
A tender breeze, and birds and rivers sang.

"My lord," she said, "the land is very fair!"  
Smiling, he answered: "Was it not so there?"

"There?" In her voice a wondering question lay;  
"Was I not always here, then, as today?"

He turned to her, with strange, deep eyes aflame;  
"Knowest thou not this kingdom, nor my name?"

"Nay," she replied; "but this I understand—  
That thou art Lord of life in this dear land!"

"Yes, child," he murmured, scarce above his  
breath:  
"Lord of the Land, but men have named me  
Death."

—Charles Buxton Going, in McClure's.

THE FATHERLAND

Where is the true man's fatherland?  
Is it where he by chance is born?  
Doth not the yearning spirit scorn  
In such scant borders to be spanned?  
Oh yes, his fatherland must be  
As the blue heaven, wide and free!

Is it alone where freedom is,  
Where God is God and man is man?  
Doth he not claim a broader span  
For the soul's love of home than this?  
Oh yes, his fatherland must be  
As the blue heaven, wide and free!

Where'er a human heart doth wear  
Joy's myrtle wreath, or sorrow's gyves,  
Where'er a human spirit strives  
After a life more true and fair,  
There is the true man's birthplace grand,  
His is the world-wide fatherland!

Where'er a single slave doth pine,  
Where'er one man may help another—  
Thank God for such a birthright, brother—  
That spot of earth is thine and mine,  
There is the true man's birthplace grand,  
His is a world-wide fatherland!

—James Russell Lowell.