

Won't He Smash Them?

(Continued from page 2).

great mistake the courts made was in not using the law against capitalistic trusts as well as labor trusts. This was, perhaps, what helped to elect Cleveland in 1892. The party in power in 1890, when the law was made, the republican, was charged with all the severities of the law. The democrats, in national convention assembled in 1892, condemned trusts as follows:

"We recognize in the trusts and combinations which are designed to enable capital to secure more than its just share of the joint product of capital and labor, and natural consequence of the prohibitive taxes (tariffs), which prevent the free competition which is the life of honest trade, but we believe that their worse evils can be abated by law and we demand the rigid enforcement of the laws made to prevent and control them, together with such further legislation in restraint of their abuses as experience may show to be necessary."

The could not, however, condemn the trusts without, at the same time, condemning protection of American industries. They cannot now, without condemning a protective tariff and putting in a plea for "tariff reform," which means tariff for revenue only.

Cleveland, being armed with the Sherman law and the approbation of it by his own party, at once commenced the most rigid enforcement of it, provided always that it was not used against capitalistic unions or combinations. The result was, that Eugene V. Debs, president of the American Railway union, was sent to prison, and it was all approved by the supreme court of the United States. This might have been all right, but it was certainly all wrong to neglect to apply the same law to all the capitalistic unions formed for the purpose of monopoly. The result was that the democratic party could not elect their candidate in 1896. Nor could they have done it if Bryan had been a saint. He had to bear all the sins of Cleveland, besides his own, which was more than any man could bear.

The result will be that the republicans will have the honor of putting down the capitalistic trusts, as the democrats got all the dishonor of putting down the labor unions, without putting down the unholy capitalistic unions.

If Teddy Roosevelt does enforce the Sherman law faithfully, he will not be entitled to be elected president in 1904, because he will only be able to say: "I did my duty according to my oath of office, and I did no more than my sworn duty. This does not entitle me to be elected by the people. If I had not done my duty, I would be a criminal, then and now."

If we live to see the winter of 1903-4, we shall find the tariff issue coming to the front. The republicans are ready for battle on this issue and the democrats are eager to join on this issue. Grover Cleveland & Co. will revamp all his old speeches and messages. David B. Hill expects to carry New York on this issue. It is the only thing the democrats can talk about, but it will be uphill work when they find that Teddy has wined out the trusts. JNO. S. DE HART. Jersey City, N. J.

PUBLIC OWNERSHIP

An Illinois Editor Compares the Cost Under Public and Private Ownership—The Laws of Moses and Principles of Christianity

A public utility is another word, I take it, for a public necessity, the nature of service, which for public convenience and economy, is best administered by a single management. Some of these are already owned by the public—ownership seeming to be largely a matter of habit. Here the public owns the wagon roads and bridges. In Kentucky the roads are owned by corporations, and in Colorado the bridges; whoever travels pays toll.

The public owns the postoffice system. Once it was owned by the Wells-Fargo company, and you could send a letter for twenty-five cents at a time when labor was thirty-three cents a day. As with telegrams, prices were scaled according to distance. We send packages by private express companies and when the agents are sober and good natured, we can send by paying a good round sum. In other nations packages are sent by mail.

The medium of exchange, currency, money, is a public utility. Sometimes our government owns and issues it sometimes private exploiters do this. Both are doing it now, and the fight is still on, and always will be until one has complete control.

Water, gas, electric lighting and all forms of transportation and communication when for public use, are plainly public utilities and should be

owned and managed by the people. Wages will be better, hours shorter, service cheaper and more efficient, and the people will feel more kindly and more interested in the prosperity of the service.

Experience shows that all these public utilities in public hands are more efficient, more honest, more economical for the people. The reason for this is largely that the human part of the undertaking is placed upon a different basis. Give a man a noble object, the employment he prefers, with a promising outlook, and the mean characteristics of life are largely eliminated. He no longer feels the necessity of cheating the public for his own or his employer's benefit. His whole thought is for the public.

The most industrious and useful organization now called to mind is the national agricultural department. Its young men, thoroughly equipped in science, are penetrating every corner of the land, and the discoveries they make bring millions of dollars over and over again to the producer. They make surveys, soundings, chemical tests and experiments of great value—too costly or too laborious for private undertaking. We need such a department for the manufacturers and another for the miners.

It may be said that it costs the government more to build than private corporations pay. Some are so extravagant as to claim that it costs twice as much. Perhaps this is true in some instances—one way of looking at it. But, for example, the street railway system of St. Louis cost \$9,000,000 in steel, wood and labor. If anything was paid for a franchise, it has not been mentioned in public print. But the road is capitalized at \$90,000,000 and the people are required to pay 9 per cent upon this capitalization, ten times as much as the cost, to the widows and orphans who are advertised as owning the stock. In this instance, what did it cost the government to construct that system, as compared to government construction?

A railroad corporation, not 1,000 miles away from Joliet, said Judge Brown at Chicago a few days ago, was incorporated for \$75,000,000. It cost \$65,000,000, but in a system of enterprise the company was reorganized and stock, preferred and common, and of one and another kind, was issued up to \$600,000,000 and over. Do you think Uncle Sam would slash his people that way?

Some government systems may not earn a surplus, but what matters it if the people obtain sufficient service? Our postoffice department runs behind, but for two cents we send a letter by a man with a dog team through the wilderness, over the snow and ice, to deliver Richmond Marsh a letter at Point Barrow. And with the co-operation of that silver-ridden Mexican government, with its Indian runners and buries, for five cents we send a letter to his father among the peaks of the Sierra Madre.

As in the St. Louis case we the people, pay for these things, whether under government or private ownership. We are paying for three magnificent steam roads and one electric road to Chicago and we need but one. We have two telephone systems, two telegraph and three express companies in Joliet and we fight like cats and dogs with them, and will always do so as long as speculative ownership lasts.

Under the government there would be but one railway between here and Chicago. It would have four tracks and no grade crossings. Our telegrams would cost a nickel to the same town. Ten cents anywhere else. The workmen would be better provided for in hours and money. The heads of departments would rank as brigadiers, every conductor a captain and every section boss a sergeant.

Of fifty-one nations, forty-one own their own railroads. Governments own 146,813 miles as compared to 87,834 owned by private corporations. In these figures the United States is included. Upon some of these government-owned roads, passengers travel in zones, so much money for any point within the circle. School children are carried free, workmen at a reduction.

When postal affairs were taken under the wing of the government, the measure was denounced as paternalism and robbery. But the criticism was ill-timed for it was a measure that made our people very proud of the government and they then truly believed America was the foremost nation in civilization. Since then the telegraph, telephone and railroads, all in line with public highways and postal lines, and more important, have been developed, and while the people wrangled over slavery and tariff, private exploiters walked off with the plunder.

The nation is waking up. Our magazines and newspapers, our lecture fields and the people are full of enterprise. Public ownership, like the Australian ballot and rural delivery, will come upon us in a night. Men of all parties are back of the movement and

STALLIONS

IAMS' October, 1902, importation of black Percherons, Belgians and Coachers was the largest ever made west of the Missouri River. His stallions of big size, quality, finish and extremely low prices are propositions that will make you his buyer. If you can pay cash or give bankable note, you will sure buy stallions of Iams. Only man in the United States that imported only black or bay stallions. He has just imported

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Shipped to New York by fast boat, then by Fargo Express, special train from New York to St Paul, Nebraska. Iams' big barns are full of big, black, ton stallions. He is just finishing a new barn 36x100 feet. Iams' horses are the sensation of the town. Visitors through his barn and say: "Never saw so many big black stallions together." "They are larger, bigger bone, more finish than ever before." "But Iams is progressive." "He buys them larger and better each year." "He makes prices that makes the people buy his horses." "Iams has a horse show every day, better than State Fairs." He has on hand over

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The laws of Moses and the principles of Christianity are in public ownership. It makes all more prosperous, giving them greater opportunities, and it gives an impetus to the best in civilization. Much of the cheating, lying, violence, anarchy, oppression and meanness will disappear with the coal baron, the beef baron, the sleeping car baron, the print paper baron, the oil baron, and the whole barren lot. Our land may not have highly illuminated barons to brighten the landscape. It may lose something in this artistic sense, but it will have a prosperous people, it will be the home of great opportunities, and if a man does not then provide for his family and old age, it will be his own fault. —Jas. H. Ferriss, editor Joliet (Ill.) Daily News.

"It will be much easier now to get people to read a socialist paper or book," says J. A. Wayland of the Appeal to Reason. Yes—for a while. But it won't be a great while until you couldn't get a mullet head to touch one with a ten-foot pole. We populists have been through the mill and know how you socialists must feel after the showing you made this fall. A gentleman prominent in the councils of the people's independent party of Nebraska, who has secured hundreds of subscriptions for The Independent, told the editor the other day that when he ran across a republican so "sot" in his ways that he wouldn't read a "darned pop sheet," he always tried to get him to take the Appeal. "Plenty of republicans will read a socialist paper that won't look at a populist paper," he said, "because the socialist takes a whack at both democrats and republicans, and the party doesn't look dangerously big."

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