



Headache

kills, not necessarily suddenly, but SURELY. It preys upon the intellectual powers more than we realize. It consumes the vitality faster than nature can replenish it, and we cannot tell just what moment a temporary or complete aberration of the mind will result. Headache and pain should be promptly removed—but properly. Many pain cures are more harmful than the pain. Beware. If you would be safe, take

Dr. Miles' Pain Pills.

"As a result of neuralgia I lost the sight of my right eye, and the pain I have suffered is incomprehensible, being obliged to take opiates almost continually. A friend gave me one of Dr. Miles' Pain Pills and it promptly relieved me. I then purchased a box and now my trouble is gone. They have also cured my daughter of nervous headache, and I heartily recommend them to others."—W. J. CORLEY, Bremond, Texas.

Sold by Druggists. 25 Doses, 25c.
Dr. Miles Medical Co., Elkhart, Ind.

A WEALTHY YOUNGSTER

The Richest Baby in the World, and Mr. Shandrew's Remarks Thereon

One day last November Associated press dispatches announced the birth of a boy to Mr. and Mrs. A. G. Vanderbilt, and, as if in excuse for telegraphing throughout the country such an every-day occurrence as the birth of a child is, added that he was the richest baby in the world. As this baby's grandfather was reputed to be the owner of 60 millions of United States bonds, it is plain to be seen that if the grandson inherits these only, his annual income from this source will, at two per cent, amount to \$1,200,000, which, let it be observed, is equivalent to the entire wages of say 2,000 men at \$2 a day. Or, expressed in another way, 2,000 of his fellow citizens work every day, hand over their wages to young Vanderbilt, and support themselves by working after hours. But this boy's income is not due to the possession of government bonds only.

We, the people, in our ignorance and stupidity permit the Vanderbilt family to claim as their private property a great highway stretching from New York to Chicago, and on this highway the Vanderbilts, aided by their parasites, the Depews, Webbs et al., collect toll from every traveller and shipper far more effectively and with surer profit and much less risk than Dick Turpin ever took from travellers across Hounslow Heath. Dick used to say the travellers did not have to carry watches and purses across Hounslow Heath. Dick was a joker. So was the elder Vanderbilt. Who does not remember his side-splitting joke, "The public be damned!"

Now some people—and their number is growing—do not relish this state of affairs. They are beginning to object to the power exercised by those who have monopolized the highways, are beginning to scent danger in the overgrown fortunes which such monopoly produces, and are casting about for a remedy for conditions that are fast becoming intolerable. So far, the remedy oftentimes proposed is government ownership and operation. But there is a better one. It should not be forgotten that the highway, or land on which the railroad is built, belongs to the community, and everyone has an equal right to its use, while the rails, the ties, the stations, the rolling stock, etc., belong to individuals, to use or not to use, to hold, to sell, to give away—as they choose.

Now let the community take what belongs to the community, leaving to individuals what belongs to them. Let the individuals who have laid rails on the public highway be notified to remove them, or let the community buy these rails at what it would cost to replace them. Then let the railroad highway be thrown open, subject to the same proper regulation that all other kinds of highways are.

In brief, treat railroad highways in the same way that all other kinds of highways are treated, and by thus opening the business of transportation by rail to free and unlimited competition, the present monopoly power of such people as the Vanderbilts, the Morgans, the Stanfords, the Huntingtons, the Goulds, the Hills, et al., would be wholly and completely destroyed.

Any investment then made in the transportation business would be exactly of the same character as the investments now made in horses and wagons by men whom we call teamsters or expressmen. These men use free competition to make money, but they give an equivalent in service. They do not get something for nothing, as all do now, in some degree, who receive any profits from monopoly—any dividends, for example, from railroad corporations.

I have written this for the double purpose of, first, pointing out what I believe to be a correct solution of the railway problem—a solution which is in harmony with the law of equal freedom, which avoids on the one hand the dangers of the present system and on the other hand the dangers of socialism—and, secondly, to lead up to an objection made by the editor of The Independent to a former article of mine which related to a piece of land

in Pennsylvania owned by the Queen of Spain. In that article I urged the adoption of the single tax, not because the single tax alone would strike at all unearned incomes, but because it would stop the robbery involved in landlordism, and because the single tax is a fundamental reform which must be adopted before any other reform is possible.

There are other unearned incomes derived from sources which a tax on land value would not touch. I have mentioned two of them in this letter. The way to cut off such incomes and stop the robbery involved in them is simply to abolish the laws which sustain them. They are privileges granted by the state to individuals enabling those possessing them to tax others. Such laws are in violation of Jefferson's motto, "Equal rights to all special privileges to none," and in my opinion cannot be abrogated too soon.

C. F. SHANDREW.
Germantown, Pa.
(Mr. Shandrew presents some old straw which was thoroughly trampled out a good many years ago, namely, the proposition to have public ownership of the roadbed and permit anybody to use the road. The impracticability of such a system must be apparent to anyone who will study the matter carefully. Probably the best answer is a quotation from the testimony of Prof. Frank Parsons before the industrial commission:

"Q. (By Mr. Tompkins) Did you ever consider the proposition of having the public own the roadbeds and the corporations or individuals do the transportation business in competition, the same as is done by boats on rivers? It is the roadbed that is the monopoly. A. Yes, I have considered that a little; but it does not appeal to me because it does not eliminate the element of antagonism of interest which I think lies at the bottom of the whole thing, and I do not believe either in the possibility of running the railroads on the principle of competition with good results. Competition means the building up of great cities, and of private individuals and the system of discrimination would be kept up if private parties owned the business, no matter who owned the roadbed; and I do not believe we could solve the problem in that way in its most vital elements. Moreover, the practical difficulties of the sort of competition you speak of have been found to be insurmountable. That was the theory of railway service in the early days, but it was found to be impracticable. Two lines of boats can pass each other on the river, but two companies cannot operate trains on the same tracks; so that if two companies are to operate between New York and Washington each company must have its track, and that causes a wasteful duplication of tracks up the business, weakens each company and neither service is as good as it ought to be, and finally the two companies get tired of fighting and combine, and you lose even competitive rates and have to pay dividends on a double capitalization.")

An Announcement

The Theo. Noel Co. of Chicago, Ill., makes a special offer on page 7 of the issue under the heading "Personal to Subscribers," which should be of interest to every reader of this paper who is ailing or has a relative or friend who is in poor health. This company is the proprietor of the famous Vitae Ore, a natural mineral medicine, discovered by Theo. Noel, a zoologist and the president of the company, many years ago while prospecting in the southwest. This company offers to send a full \$1.00 package of this mineral medicine on trial to every subscriber or reader of The Independent who will write them, giving the nature of their ailments, promising to use the medicine for a month's time and to pay if benefited. The company is reliable, will do just as they promise to do, and expect no pay for the medicine unless the patient has improved by using it.

SOUTH AFRICAN SLAVERY

The Mine Owners for whom the British Fight and the Taxpayers Want the Right to Flog Workmen

One of the humane and civilized South African mine managers, on whose account Great Britain is waging a costly war against the Boer republics, writes as follows to last week's issue of the New York Engineering and Mining Journal, under the caption of "Present Mining Conditions in the Transvaal":

"The compound managers and others are rather excited over the proclamation recently issued by Lord Milner, making it a crime to hit or flog a native, and requiring every compound manager to have a license, which will be taken away if he or she does a misdemeanor on the mine. The law is to call in a labor inspector, who has the power to fix a fine as high as 5 pounds (\$25) or order the Kaffir to have six months' holiday; that is, imprisonment for that time. Some compound managers have been convicted already of breaking the law, but the companies pay the fines, without any objection, and this is one reason why the Kaffirs from Portuguese territory are in greatest demand. They know nothing about this law, and if they do wrong take the flogging as a matter of course. The Basutos and Zulus, however, are much wiser, being told by missionaries and others of this glorious proclamation, and if you raise your voice to them be careful you are not 'run in' for cruelty. When martial law expires, and we have representative government here, I believe flogging will be reinstated, as the only effectual way of punishing Kaffirs."

The mine manager doubtless uses the term "representative government" advisedly. Under the Boer government it was against the law to flog Kaffirs. But the compound managers did so, as a rule, the government being kept in ignorance of the violation and the Kaffirs in ignorance of their rights. It was ignorance right and wrong which this civilizing element, characterized by bath tubs, late dinners and plenty of wine. Flushed with the latter, it started the Jameson raid in January, 1896, which ended disastrously to the raiders and emphasized the differences which three years later

question—an ignorant supply from Portuguese South Africa—is thus brazenly referred to in the article under note. It says:

"I have mentioned in a previous letter the negotiations between the Portuguese and British authorities regarding the supply of Kaffir labor for the Rand. Had the Portuguese officials been bribed, the thing would have been settled long ago, but our side was determined to be perfectly square in the matter, and so, after a long wait, the papers were at last signed in Delagoa Bay last week. One of the great obstacles to the success of the negotiations was the little recognition that Delagoa Bay has received of late as a shipping center. The Portuguese themselves to blame for the small freight traffic for the Transvaal, as they charge nearly as much per ton to carry goods from the port to Rossina Garcia, the boundary station, as it costs to get freight up from Durban or Capetown."

Here are choice relics of barbarism, ignorance, flogging and bribery, each and all admitted to be prime requisites to the success of British gold mining in the Rand. No wonder the civilized world, regardless of commercialism, has expressed sympathy with the cause of the Boer republics, which have not stood for ignorance, flogging and bribery in dealing with labor.—Denver News.

CONSTITUTIONAL CONVENTION

Should Populists Favor Calling One? Comment on Some Needed Amendments

The populists of Nebraska have a duty to perform between now and the holding of a state convention. Every plank of the platform upon which its candidates are to stand should be discussed in advance and framed with the greatest care. It is unreasonable to expect a committee on resolutions to draw up a wholly acceptable platform in an hour or two, and equally unreasonable to expect the convention to make no mistakes in adopting what the committee has framed. At the convention of 1900 an insurance plank was adopted and afterward rescinded, and to this day those who voted for its adoption and afterwards for its rescission have given no valid reasons for their actions. It may be that the plank was a good one and ought to have been retained; but a great many of the delegates did not wisely understand it, and they wisely preferred to have no plank on the subject rather than one the meaning of which was not clear. Had this plank been thoroughly discussed prior to the convention, no such wavering would have been indulged in.

Omitting the usual reaffirmance of the populist national platform, it seems to The Independent that the question of first importance in state matters is whether or not the populists of Nebraska favor the holding of a constitutional convention. The present constitutional provision on this subject (section 2, article XV.) is as follows:

"When three-fifths of the members elected to each branch of the legislature deem it necessary to call a convention to revise, amend, or change this constitution, they shall recommend to the electors to vote at the next election of members of the legislature, for or against a convention, and if a majority voting at said election vote for a convention, the legislature shall, at its next session, provide by law for calling the same. The convention shall consist of as many members as the house of representatives, who shall be chosen in the same manner, and shall meet within three months after their election, for the purpose aforesaid. No amendment or change of this constitution, agreed upon by such convention, shall take effect until the same has been submitted to the electors of the state, and adopted by a majority of those voting for and against the same."

Unless Governor Savage should call an extra session of the present legislature, which is not at all likely, the time required to amend the constitution would be about as follows: The legislature of 1903 (to be elected this fall) could, by resolution, submit the question to the people, to be voted on at the election of 1904; if carried, the legislature of 1905 would provide by law for calling the constitutional convention. There is nothing to prevent holding a special election for members of the convention, and it could be held in May or June, 1905; and if the convention should meet without delay, its work ought to be accomplished by the 1st of October at the latest; and submission of the constitution framed by it could be made at the general election in November, 1905. Two years time could be saved if Governor Savage would call a special session now for the purpose of submitting the question at the election this fall—but it is safe to say that he will not do it.

Among the matters which require attention, section 9 of article 8 (relating to the investment of the school funds) stands well to the front. This section should be so framed that the board of educational lands and funds may have a wider field for securing investments, yet having in mind the safety of the funds. There is no good reason for excluding school district bonds and city bonds. Prior to 1875, when our present constitution was adopted, the permanent school fund was loaned to individuals on real estate security; but a series of unfortunate investments, resulting in a loss of some \$17,000, doubtless had its effect upon the constitutional convention and that body restricted investments to "United States or state securities, or registered county bonds of this state." At that time this provision was ample, but today it is so narrow that within a few years from now the question of securing investments for these trust funds will be one of the biggest problems the state has to deal with. A large portion of the investments today consists of general fund warrants which run from eighteen to twenty-two months; but under a proper system of taxation the general fund should be on a cash basis and this will reduce the opportunities for investing the funds. Not many county bonds are being issued at present and it is not probable that many more will be issued; and the state now holds practically all the county bonds out-

were quoted the other day at 108 1/4; at that rate the state would get no income for over four years. New fours at 139 would permit the state to wait nearly ten years before realizing any return. And old fours at 112 would be far from profitable. It is likely that some good plan could be devised for investing these funds in first mortgage bonds on Nebraska real estate, for example allowing each county to manage the investment of its proportionate share and holding the county responsible for both interest and principal.

The question of an increase in the number of supreme judges, perhaps of an elective railroad commissioner or commission, of a better system of taxation, and a number of others are dependent upon a new constitution or an amendment of the present one. Our experience with separate amendments is such that The Independent favors the idea of a constitutional convention as preferable.

A Compromise.

Out in Los Angeles they are experimenting with selling franchises to the

highest bidder, instead of giving them away as Lincoln people do. At last reports the franchise auction had not closed, but one of two millionaires who are bidding against each other for permission to build and operate a street railroad system had offered \$500,000 for the privilege. Commenting on this, the Buffalo Times, Norman E. Mack's paper, says:

"Such a course might prove a happy medium between municipal ownership and the methods in vogue in most cities. The practice of giving to favored corporations the property which of right belongs to the taxpayers should cease; in fact, its cessation has already commenced; the public has at last awakened, in many communities, to a realization of the fact that they have allowed franchises worth millions of dollars to slip through their fingers without receiving any return save the privilege of paying for the facilities offered by the ones to whom the presentation has been made. Municipal ownership has been suggested as a remedy for this condition, and it has been tried in some places, with greater or less success. Like every other project, it has its advocates and

its opponents, and it must be admitted that, in the majority of cases, there is much to be said on each side. The Los Angeles method would seem to offer a solution of the problem which should prove satisfactory to all concerned. As an experiment, its progress and its outcome will be awaited with interest."

A Power to Tax.

"It used to take 1950 days labor (including making of iron and all work) to build an average mile of railroad. There are some roads now capitalized at \$148,000 a mile, and that would allow about \$75 for a day's labor."—S. P. Gibson, Page, Neb.

Mr. Gibson falls into the error of thinking that the labor cost of producing a railroad determines its value. That scarcely enters into the calculation at all. It is the power to tax the people for services rendered that makes a railroad valuable. And that capitalization is none too high if the stock and bonds remain at par, because it shows that the net earnings of that road (the gross earnings after deducting the operating expenses) pay a fair

rate of interest on \$148,000 per mile. But the difference between what it would actually cost to duplicate that road deducted from \$148,000 will show the amount presented by the foolish people in the form of a franchise to the railroad company. \$25,000 per mile is a good, round figure for the cost of the average railroad; but the power to collect "all the traffic will bear" makes the value jump up toward the hundred thousand mark without much trouble.

CANCER OF THE BREAST.

So many people are dying of this terrible disease. The disease is increasing with wonderful rapidity. Mrs. B. F. Southard, of Buffalo, Mo., has recently recovered from a most advanced stage of this disease by the Oil treatment of Dr. Bye, of Kansas City, Mo. Mrs. Nancy F. Billings of West Bridgewater, Mass., was cured by home treatment. Persons afflicted should write Dr. Bye for 112 page illustrated book on the treatment of cancer in its various forms. Address Dr. W. O. Bye, Kansas City, Mo.

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