A REPUBLICAN PAPER ON GOVERNMENT OWNERSHIP

The New York Press is a stalwart people are not yet convinced that the republican paper, having in recent public can administer a railroad so years strong anti-monopoly leanings. efficiently as private management In its issue of September 9 the Press can. But the issue is not only the printed the following editorial:

Bryan's public ownership of railroads is the most revolutionary thing that directly-and of vastly more conseever happened. There is nothing about this suggestion nearly so radical as Mr. Bryan's preposterous proposition of ten years ago that it was Standard Oil trusts, coal trusts, steel possible to put more than double its value into silver merely by fixing a stamp on it. Public ownership of railways is no new thing in the civilized world. Most of the railroads of the world, outside of the United States. are public property and are operated by government. The principle of public ownership of the public highways and the railroad is the modern injury to the general public that allies public highway-has been recognized and observed in our own country from favored that all their competitors can the very beginning of the republic.

tells were paid into the public treas- the oil trusts, the steel trusts, the nry. So with the canals, which were the next development of the public prices extorted for heat and shelter highway for enlarged means of transportation. There is nothing revolutionary in the idea that the state transportation system might actually should provide the highway, whether a pike, a canal or a railway; operate it and make the traffic rates equal duct railroads so successfully as the to all who use it. Judge Gavnor has pointed out that this fundamental principle governs all the judicial decisions which have been given on this wherehy there could be an equality of subject.

"he matter of operating these railroad highways as public property or as private property is merely an economic question. The American

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t's all in knowing how.

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cost of operation; it is the cost to The corporation organs are going the general public of the service perrather too fast in "proving" that Mr. formed, both directly in the rate charged on the transportation and inquence-in the cost to that general public of having its production, distribution and marketing controlled by trusts, etc.

It is of slight satisfaction to the general public to have private management operate transportation lines more cheaply than public administration when all the benefits of that more officient private management go into the pockets of the private owners and operators. It is of incalculable of the transportation trust can be so he exterminated and that the con-The wagon roads were built by the suming public can be placed complete public, operated by the public and the ly at the mercy of the sugar trusts. suming public can be placed completecoal trusts and the beef trusts in the and raiment and food. A publicly owned and publicly operated national raise freight charges, because of the inability of the government to con-Hills and Harrimans, and vet confer inestimable blessings on the nation by giving to every one a "square deal." transportation rates and consequent competition in producing and in selfing

> The great evil of private ownership of railroads in partnership with other trusts, is that discriminations in rates make it impossible for any one but the trust partner to do business. When competition is destroyed and when a market is controlled the public may, and very often does, pay four consumed as is theoretically saved in lower traffic rates than could be obtained from nublic ownership of transportation facilities. It makes no difforence to the independent sainner how much lower his rate is than the rate of the shipper in Europe if the trust which is eliminating him gets a still lower rate than he does. If he has to pay a bigger freight rate than the trust he must guit trying to sell against the trust. When he quits the nublic is taxed with higher prices on the articles transported.

Ten years ago nret'y nearly all the people of the United States were agreed that the way out of this predicament for the general public was to permit the private owners to retain | O and operate their railroads, but for the government to regulate the rates

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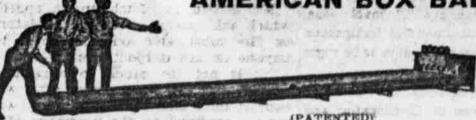
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