

AN OBJECT LESSON

A railroad stockholder, writing to the New York World, says: I have before me your editorial "An Object Lesson for Mr. Bryan."

Bryan may have erred in his advocacy of government ownership of railroads, provided he had nothing in view but a selfish desire to be elected president in 1908, but while the masses may not be sufficiently educated to government ownership by that time it is positive that before 1912 a vast majority of the people of these United States will favor the proposition and government ownership become a living reality.

You give the only reason that has yet been advanced against government ownership, that it gives too much power to the government in power, and you presume that that power would be one for evil. The same arguments were used against the government taking over the postal service.

Can we not trust railway as well as other employes of the government? Would not civil service prevail? Could we not trust the railroad employes to vote as conscience dictated, or are they unworthy of trust and devoid of conscience? There would be no fear in the exercise of the election franchise, as we have the secret ballot. Would the government be stricter, more exacting, more partisan than the present officials of railroad corporations? With eight hours as a day of labor would not the laborer be benefited and the safety of the traveling public increased? Would not the present managers of railroads that are considered so proficient be glad to work for the government? And if not is it not possible that there are men of quite equal ability in the ranks? Would not the entire population east and west, north and south, be wonderfully benefited by cheaper freight and cheaper passenger rates? These rates are today more than double those necessary, and the producer and the consumer are both taxed to the very uttermost limit.

Those advocating government ownership do not propose to confiscate property, but to take over the railroads at a fair and just valuation. The securities given by the government, if bonds instead of cash were given, would surely be greater than those of any railroad in existence, for government securities would not be susceptible to railroad re-organizers, schemers and stock-watering manipulators.

There is no more positive fact than the railroad corporations today control legislation, and conditions could not be worse if the 750,000 employes changed their allegiance from the railroad trust to the government, state or national.

What has been done in the building of steam railroads during the past few years and what is being done today without the expressed approval of the existing corporations? Absolutely nothing other than that in the electric railway line, and the railroads fight and delay these modern means of transportation or buy them up as soon as they become active competitors. The railroad commissioners can and do prevent the construction of new railroads, and they make the excuse that there are enough roads already; that the existing roads should not be paralleled or their territory invaded. Where is the commission that protects the opposition to another drug, another grocery, another dry goods store? Where is the law of equity? Why prevent the man with capital investing in new lines of railroads and permit an institution like the cigar trust to destroy every competitor or force the small dealer to sell? The people, both rich and poor, the stockholder, the employe, the government, all will be benefited by government ownership, and it only re-

quires a little more education for the loyal, intelligent, patriotic citizen to favor the government ownership and operation of railroads.

GERMANY, AMERICA, ENGLAND

The Industrial expansion of Germany has been achieved by equally hard work, but the adventurous audacity and restless search for novelty of America have been replaced by steady and watchful effort. The industrial population has not been left to carve out its own destiny, but has been guided and helped at every step. "Laisser faire" or "Manchesterthum" as they say in Germany, is dead; ordered regulation is accepted and applied with infinite pains by the legislature, government departments, municipalities, and private citizens. It is seen not only in the scientific tariff, but in the careful and judicious factory code, the state system of insurance, the organization of traffic and transport by railway and canal, the fostering of the mercantile marine, the educational provision, municipal action and poor law administration. So the edifice has been built up four-square and buttressed about on either side.

England shows traces of American enterprise and of German order, but the enterprise is faded and the order muddled. They combine to a curious travesty in which activity and perseverance assume the expression of ease and indolence. The once enterprising manufacturer has grown slack; he has let the business take care of itself, while he is shooting grouse or yachting in the Mediterranean. That is his business.—Industrial Efficiency, by Arthur Shadwell.

W. R. HEARST

William R. Hearst, accompanied by Mrs. Hearst and a party of friends, left New York in a special car for a visit to Mexico, where he will rest.

At St. Louis, where the Hearst party stopped, the great editor was given a cordial reception by a large number of people. Wherever he went he found that his good fight was appreciated.

The New York American—Mr. Hearst's paper—printed this dispatch from St. Louis:

A reputed interview in St. Louis, printed by several morning papers and sent out by the Associated Press, was indignantly denied by Mr. Hearst.

The following written statement was given out today by Mr. Hearst.

"The interviews that appeared in the St. Louis morning papers were absurdly false from beginning to end, but there is only one point that is important enough to require a specific denial. The Globe-Democrat says: 'As to the possibility of Bryan receiving the democratic nomination for president in 1908, Hearst simply replied that he was not a clairvoyant.'"

"I do not admit, mind you," he said, "that Bryan even figures as a possibility two years hence."

"I did not say one word of this statement. I said simply that I hoped Mr. Bryan would be nominated and elected, but that no one could tell what would happen two years from now."

"The falsehoods that are told about me personally I do not mind, but I insist this reference to Mr. Bryan shall be corrected, as I would not like Mr. Bryan or his friends to think that I would make a statement that is both unfriendly and unwarranted by the political situation."

"WILLIAM RANDOLPH HEARST."

Redd—Did Richley's father leave him anything when he died?

Green—Everything but brains.—Yonkers Statesman.

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