

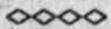
provided light does not dawn upon his constituents.

Mr. Snapp told the republican publishers of Illinois that the measure must come up in congress "as a republican measure and in the regular manner." That means it must have first the O. K. of the paper trust itself, then the endorsement of that grand old standpatter, "Uncle Joe" Cannon, and then it must win the approval of a ways and means committee whose members were chosen with the view of seeing that not one brick is removed from the tariff wall built for the use and benefit of the generous contributors to republican campaign funds.

No matter to Mr. Snapp that his own constituents were pleading for relief; no matter that the burden had become so heavy that even publishers of republican newspapers found it necessary to furnish proof to contradict the tariff editorials printed in their own newspapers by appealing to the congress controlled by their own party for relief. This republican congressman from Illinois could not harken to the voice of his own afflicted people. They must talk to a trust controlled house, a trust controlled ways and means committee; and until those high authorities were moved to lend a listening ear this republican congressman would not act. In other words he is not a representative of his people, he is merely a cog in the great republican machine which is operated in the interests of the gigantic business concerns that oppress the people.

This dispatch referring to Congressman Snapp says: "He scolded the newspaper men for not advancing the price of their paper in view of the immense advance in cost of labor, material and other commodities." What a characteristic republican speech! Don't interfere with the sacred tariff! Don't move against the shelter enjoyed by the trusts. If tariff oppression becomes too great pile it on the consumer; he is patient and long suffering.

Pile it on the consumer! Surely Mr. Snapp is a stalwart among the stalwarts. He is the frank and outspoken representative of a trust ridden political organization. He puts bluntly into words what is in the hearts of the high tariff advocate and the high tariff beneficiary.



AS OTHERS SEE US

We are indebted to the Literary Digest for an interesting extract from an editorial printed recently by the London Times. The Times expresses some surprise at the extent to which Americans allow themselves to be victimized by dishonest officials and extortionate monopolists. Such a case as this presents "a curious ethical problem," says the Times, for "the great middle class in the United States is probably not surpassed in honesty and business integrity by any people in the world." It seems very remarkable to this observer, therefore, that they should so often "leave their public business in the hands of notorious rogues," and even take a certain pride in the magnitude of corrupt fortunes and "in the ostentation with which in many instances they are displayed." Americans are too shrewd not to see that they are being "done," says this writer, and quotes President Roosevelt to the effect that they not only know it, but feel it in their pockets, and "many of these existing traits and still more the possible future combinations of unscrupulous millionaires (and politicians) may seriously affect the comfort and welfare of great masses of the population." The American perhaps likes to be robbed, it is suggested, by men who add to the impressiveness of the American republic abroad by the possession of enormous fortunes. Thus we read:

"Every inhabitant of those American cities must be perfectly well aware that he pays more than he ought to pay for every one of the ordinary accompaniments of urban civilization, for roads, for water, for light, for the protection of life and property; and that all these necessities, besides being supplied to him at exorbitant rates, are, as a rule, very bad of their kind. Every American knows that illicit profits upon municipal management, or illicit enhancement of the price of commodities of universal necessity, are the origins and foundations of most of the colossal fortunes to which he points with a certain degree of pride, though they often constitute in reality not only a national disgrace, but a national danger."

The Standard Oil company made in nineteen years, reflects this writer, as great a sum as the atrociously exorbitant indemnity demanded by Bismarck after the surrender at Sedan.

WHAT IS A REPUBLICAN?

Mr. Roosevelt at St. Louis: "My plea is not to bring about a condition of centralization; it is that the government shall recognize a condition of centralization in a field where it already exists."

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Mr. Roosevelt at St. Louis: "The railroads themselves have been exceedingly shortsighted in the rancorous bitterness which they have shown against the resumption by the nation of this long-neglected power. * * * The control must exist somewhere; and unless it is by thorough going and radical law placed upon the statute books of the nation, it will be exercised in ever-increasing measure, by the several states."

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Herbert Knox Smith, United States commissioner of corporations before the Civic Federation at Chicago: "The federal government is the only power that can carry on such a system of regulation for it is the only jurisdiction commensurate with the scope of present corporate operations. Any system by the state must always be, as it is now, a chaos of conflicting legal conditions resulting in inefficiency and uncertainty."

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President Felton of the Chicago and Alton: "I think well of federal control and regulation as a substitute for the existing system of varied laws and regulation as imposed by the various states."

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President Mather of the Rock Island: "A wise and just regulation is only possible under a single and centralized authority. The day is passed for unyielding opposition to all policies of federal control of our carrier corporations. Nay, more, the day has dawned in which to welcome that control."

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President Ripley of the Santa Fe: "We have too many masters. Wouldn't it be better for us if we had a single, central source of regulation instead of so many?"

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President Harahan of the Illinois Central: "Mr. Mather's statement, in my opinion, pretty well expressed the feeling of railroad presidents and managers. The trouble is and has been that the states have various laws which conflict with the interstate laws."

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President McDoel of the Monon: "The point Mr. Mather made as to federal regulation and control struck me as a sensible and sane one. I think that most railroad officials will approve it as I do. The trouble is that when a road runs through ten or fifteen states it must operate under a variety of laws that make obedience well-nigh impossible."

State railroad commissioners (mostly republican) for northwestern states in session at St. Paul, Minn., expressed themselves in newspaper interviews against "absolute federal regulation."

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Republican state convention for Nebraska held at Lincoln September 24, adopted this resolution: "We favor the enactment of a federal law and if necessary an amendment to the federal constitution which will forbid the federal courts from issuing writs of injunction against state officers charged by law with the enforcement of state statutes."

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Attorneys general (mostly republican) for twenty-three states in session at St. Louis adopted resolutions as follows:

"Whereas, The efficient administration as well as the preservation of our dual system of government requires that each sovereignty be permitted to exercise its function as defined by the federal constitution unhampered by the others; therefore be it

Resolved, By the convention of attorneys general of the several states here assembled that we earnestly recommend to the favorable consideration of the president and the congress of the United States the enactment of a federal law providing that no circuit court of the United States or any judge exercising powers of such circuit courts shall have jurisdiction in any case brought to restrain any officers of a state or any administrative board or a state from instituting in a state court any suit or other appropriate proceeding to enforce the laws of such state or to enforce any order, made by such administrative board, but allowing any person or corporation asserting in any such action in a state court any right arising under the constitution or any laws of the United States to have the decision of the highest court of such state reviewed by the supreme court of the United States as now provided by law.

We also recommend that suits in federal circuit courts by persons interested in corporations to restrain such corporations from obeying the laws of states in which they are doing business be prohibited.

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State railroad commissioners (mostly republican) in their national convention at Washington, October 11, adopted the following report: "The cases are rare where a railroad of any importance is not an interstate road. This may be argued as a reason for entire federal control, something we believe to be impossible without amending the constitution. This we do not think the states will concede until it is demonstrated that it is more practical than experience has yet shown it to be. There have been many general reductions in different states followed by reductions in interstate tariffs, and so far as we know these have all been brought about by the affirmative action of state authorities. So far as we are advised, we know of no general reduction due to any action by the federal authorities. We believe that the best interests of the people would not be served by placing the entire responsibility for rate regulation in the federal government. We believe there should be a much closer relationship between the federal and state authorities than seem to exist at present; that in many matters a state commission should act as agent for the interstate commerce commission to the advantage of both."

FORTUNES THAT WAIT

Men eager to amass a fortune need not seek the same through the devious wiles of the "frenzied financier" nor the special privilege of the trust. The world wants a few things, and wants them so much it is willing to pay handsomely for them. Here are three things badly wanted, and all you need to do to amass a fortune beyond the dreams of avarice is to provide the world with either one of them. The post-office department will pay an enormous sum for a device that will safely catch and hold the mail bags thrown from swiftly moving mail trains. For years manufacturers of goods sold in bottles have been vainly looking for a bottle that can not be refilled, and will pay an enormous sum to the man who can furnish it. The common lightningbug manufactures light without heat. The man who can discover the "how" of

it and can furnish the world light without heat can trade the knowledge for more money than King Midas ever yearned for. Just any one of these three things, and you are eligible to the millionaire class.



FUNNY

The Chicago Record-Herald is inclined to grow facetious over the fact that a western congressman-elect is in favor of providing free agricultural implements to farmers. It really is almost as funny as paying ship owners a subsidy for engaging in a profitable business.



Air line traffic may have its dangers, but spreading rails because of poor ties and insufficient spiking will not be one of them.