

centage of what it can be made to pay. Last summer, while abroad, I saw such a line in Normandy, but lately taken over, vastly improved in service and management, giving the best of satisfaction to the public and promising eventually a fine return to the government. In Germany, where less than 3,500 miles of railroad are privately owned, the net revenue to the government annually is approximately £50,000,000. From 1887 to 1906 clear surpluses were handed the government exchequer by the minister of railways aggregating £293,000,000; twice the amount of the capital debt of the railways in 1882. During that time the nation saved just that much in taxation, and without this income many of the government expenditures, necessary to the public welfare, would have been impossible. What has been done abroad may be accomplished in the United States.

Whatever capitalization may be fixed by the government as necessary should be forever restricted against increase, and the bonds should be made perpetual, thereby constituting an irreducible debt. No person should be permitted to hold more than \$1,000,000 of these bonds. A limitation of \$500,000 would be even better. Such a limitation would work no hardship on the "widows and orphans," though it might peeve some of the multi-millionaires who have been overlong "on the inside." These bonds should be of small denominations, say from \$10 up, as an inducement to the workingman to invest his savings therein. They could be sold over the counter through the system of postal savings banks.

They would make an ideal and absolutely safe investment for the man of limited means. With the government ever ready to redeem them they would provide a security on a parity with actual cash. The laboring man would enjoy the same privilege as the millionaire of having a financial interest in the nation. Each bond would be his certificate of ownership in the government, long boasted by the campaign trial horses to be of the people, by the people and for the people. Finally the workingman would be getting a square deal.

With the postal savings banks loaning in turn to the national banks in the localities where deposits are made there would be a more equitable distribution of money throughout the country. As a result there would be a renewed and deeper confidence, a more general and widespread prosperity, a keener and more personal interest in things governmental on the part of the average man. It would tend to elevate the standard of citizenship and render more alert the watchfulness of official actions in Washington. Our representatives in congress would be required to exert a truer and more earnest effort in behalf of the whole people and to evince a less solicitous consideration for the welfare of special privilege. And the people would own the railroads in very truth!

Such an ownership on the part of the government would not provide against the energy which builds; it would conserve it. But it would forever wipe out the unscrupulous greed which extorts from the masses for the enrichment of the few.

Although the United States has more miles of railroad than all the nations of the world combined, thousands of miles will yet be needed as the population increases. The roads will earn vastly more in the future than in the past, though perhaps more legitimately. Under government supervision, scientifically and economically managed as the mail service has been the last year, the railroads would easily meet all interest charges, the expense of maintenance, make necessary extensions and yet have a sufficient surplus to

go far toward meeting the ordinary expenses of the government in less than ten years. Tariff for revenue only would be possible and the cost of living would be materially reduced. With the injection of even moderate economy rates could be reduced 25 per cent within a decade.

The big, underlying incentive for speedy action toward government ownership, however, is the desirability, aye the imperative necessity, of readjusting the relations of industry and commerce which the plundering practices of the railroad in recent years have thrown completely out of gear. Under government ownership, with an equitable revision of freight rates, manufacturers and wholesale merchants would no longer find their territories unalterably circumscribed by the rate-makers. They would view a broadened field. Industrial and commercial effort would expand, prosperity would return, present uncertainty would be replaced by a renewed confidence. Something of the oldtime competition would be renewed. The consumer would profit and the manufacturer would not suffer.

Much of this I have said to the members of congress within the last year in a series of letters. Many of the figures quoted herein were furnished these mis-representatives. The earlier letters went alike to congressmen-repudiated and elect. Some of the latter were enthusiastic before they reached Washington. Once they had taken their oaths to serve the people their enthusiasm quickly disappeared. Doubtlessly you will remember that the railroads went unscathed in the turmoil attending the consideration of tariff revision, Canadian reciprocity, the steel trust quiz and the investigation of two members of that honorable body, the Millionaires' club, otherwise known as the senate.

Public ignorance has long been the safeguard of the railroads. In it alone rests their security. The press of the country can hardly be ignorant of the situation, yet it has been strangely quiet. Usually quick to strike at graft and predatory plundering, the newspapers for the most part have been stingy of their space where the railroads were concerned.

In congress willing tools of the system have been ever ready to kick up a disturbance and distract attention from any measure affecting the railroad hold upon the people. It has been stated that 70 per cent of the members of both houses of congress are lawyers. Is it possible that these attorneys have been retained by the railroads? Let us hope not, but it is very suspicious that they who are supposed to know the effects of law should not see the importance of legislation reducing freight rates. Bribery is a many-sided device of railroads. It may be of favoritism and influence to attorneys, or it may be cash. It would not seem that the Hepburn bill, in which the most stupendous outrages were committed, could have passed both houses of congress and have been heralded all over the country as a great measure, without some concerted influence of the railroads and this 70 per cent controlling array of lawyer-statesmen. Every member of the house and senate, who voted for that bill, should hide his face in shame and never seek re-election.

We must send a different breed of statesmen to Washington. There must be fewer law-sharps and more friends of the people in the true sense of the term. In this day of conservation the more intimate rights of the people must not be overlooked and neglected.

Finally the forcing of the issue is in the people's hands. There is only one way.

Grill your congressman; but harpoon your suave smiling senator!



President Taft's Texas supporters refused to participate in the state convention dominated by the Roosevelt forces at Ft. Worth, May 28. They marched away before the time set for convening and held a separate convention. Each convention chose eight delegates-at-large to the national convention and declared for its favored state and national leaders.

Returns from Minnesota show that Woodrow Wilson was indorsed in a majority of the counties. Champ Clark failed to carry a district in the state except the Fourth, in which he will be given solid delegations from Ramsey, Chisago and Washington counties. If the unit rule prevails at the state convention at Duluth all of Minnesota's twenty-four delegates to Baltimore will go instructed for the New Jersey governor.

Seven persons were killed and a score seriously injured by a tornado which swept through Skiatook, Okla., May 27.

Roy J. Meyers, a convict released from the penitentiary at Phoenix, Ariz., by Governor Hunt to go to Washington to obtain a patent on an electrical machine, reported to the governor and returned to the penitentiary.

A solid delegation of forty members instructed for Woodrow Wilson was elected to the national democratic convention May 28 by the Texas democratic convention. The delegation is composed of eight delegates-at-large and thirty-two district delegates. The Harmon forces made one test of strength on district delegates and were defeated, 542 to 156. Cato Sells, of Cleburne, was elected democratic national committeeman.

A cinematographic explosion in a moving picture theatre at Vilareal, Spain, resulted in the death of eighty persons in the panic and fire which followed.

Captain Arthur H. Rostron, commander of the Cunard liner Carpathia which sped to the rescue of the sinking Titanic, was presented with a loving cup by a committee of Titanic survivors, who boarded the liner on her arrival at New York, May 29. Medals were presented to the officers and the entire crew.

That the public dance halls of America are the greatest contributors to the downfall of young girls was contained in the report of the social service commission submitted at the closing session of the Northern Baptist convention at Des Moines, Iowa.

Governor James B. McCreary defeated Senator James for temporary chairman of the Kentucky democratic state convention at Louisville, May 29, thereby swinging control of the reorganized state committee into the hands of the administration forces and making certain the election of Rufus H. Vansant, candidate for state chairman.

Urey Woodson of Owensboro, Ky., member of the national democratic committee for eighteen years and secretary of that body for several years, failed to gain the indorsement of the democratic state convention at

Louisville. His successor will be John C. Mayo.

The Kentucky democratic state convention instructed the delegation to the national convention to vote for Champ Clark as long as his name is before the convention.

Montana democrats in state convention unanimously adopted the committee resolution indorsing the candidacy for president of Speaker Champ Clark and instructing the eight delegates to vote for him.

Theodore Roosevelt made a clean sweep in the New Jersey primaries and will get the state's twenty-eight delegates to the national convention. His popular plurality will be above 15,000.

Governor Woodrow Wilson carried all but two of the twelve congressional districts, in the New Jersey primaries, and gained twenty-four of the twenty-eight delegates, including the delegates-at-large. "Uninstructed" delegates nominated by the anti-Wilson wing of the party were elected in the Ninth and Tenth districts, the strongholds of the elements opposed to the governor. Governor Wilson won his most striking victory in his home county—Mercer—which contains Trenton, the state capital, by a vote of 2,674, compared with a vote of 371 for the anti-Wilson nominees. The Wilson vote, as compared with that of the opposition, was a staggering blow to the anti's. Some districts went for the governor by as high as 20 to 1.

The Roosevelt republicans in Colorado have filed a contest with the republican national committee against the seating of the delegation elected by the republican state convention.

When the republican national committee meets at Chicago June 6, they will be called upon to decide 204 contests. Four years ago there were 219 contests presented to the committee. Of the 204 contests filed, 177 were presented by the followers of Roosevelt and twenty-seven by the friends of President Taft.

Mrs. David Beach completed a journey on foot from New York to Chicago and gave to Mayor Harrison a message which she received from Mayor Gaynor.

Champ Clark carried Arizona in the democratic presidential primary by a vote of three to one over Governor Wilson.

Cleveland was selected for the meeting place of the next convention of the brotherhood of locomotive engineers.

New York City is experiencing the first serious hotel strike in its history. Waiters walked out of the Waldorf-Astoria, the Gotham, the Breslin and Rector's in the midst of the evening dinner, May 29, leaving hundreds of hungry patrons in the lurch.

Thomas E. Watson lost his fight to control the Georgia democratic state convention at Atlanta, May 29. He won a place as delegate-at-large to the Baltimore convention, however, with others whom he denounced in a convention speech as his avowed