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THE TRUE AND THE FALSE

B. O. FLOWER Points Out the Difference Between a Real Republic and a Pseudo Republic.

RECENTLY we recently afforced a clear-cut statement of the difference between a real republic, where a people rule through the instrumentality of their own representatives, and a pseudo republic, where the real rulers, and a political machine, manage the operations and franchises of the political machine, political bosses and their representatives of government, despite the will of the people.

A recent article on one of the Swiss highways and the management during the action of the law to buy out railroad magnates of our 1893 assumed that there was great malpractice and declared that they had no regard to the demands of the workers. The fact that the workers were greatly inconvenienced did not trouble them. In a similar position was precisely that of the coal barons through their morally criminal practices produced the terrible coal strike that prevailed during the last winter in the United States.

Our Switzerland, happily for her people, was a republic in fact rather than a theoretical republic ruled by powerful corporations, as the government of post and mail pouches to be carried along freight trains in order to afford an excuse for government aid in helping the real masters of the railway corporations. In our case against the just demands of the bosses. Nor did any American government, such as the one of the strike over wages of governors and mayors, or the case in the great Chicago strike when Mr. Cleveland was president, or the overwhelming railroad trust of Mr. Richard Olney, was at home or abroad of the United States. But the government manifested its impotency in the presence of the railway magnates who operated as well as did our government on behalf of President Roosevelt and the erstwhile attorney, Philander Knox, for the last months last summer, in the safety and welfare of over two million American people dependent on steady employment of the middle through the refuse of the railway magnates. So As we in Switzerland is a republic based on merely one in the United States, therefore the government is impotent and despotic. It alone was hurried on a train to the scene of the trouble. The railway management was so confident that unless trains could run regularly within forty hours the republic would take steps to keep it and operate it in the name of the people as a gift to the world. Immediately the management came in contact with the world. The strike was over within twenty-four hours and the trains were running again.

It was not all. The still more serious interference with the freedom of the people to the accommodation and benefits of the great public services which are the arteries of land and travel, and the further fact that one rich man acquired the control of one of the roads and telegraph lines, the directory of said road with his minions alarmed the statesmanlike Swiss electorate, who knew full well that eternal vigilance is the price of liberty just as it is of human rights.

It was determined that the local government for public ownership of the roads of Switzerland, their natural attraction for power for dictatorship was immediately established. But the people did not propose to pay the cost of construction prices for the roads. They did not propose to tax the widows and orphans of the dead soldiers nor tax the poor widow and orphan, nor tax the rich and well-to-do in order to obtain the money to which they were entitled. The reason is when these roads were built the expense of construction was about 100,000,000 francs, or \$10,000,000. The cost of maintenance in operation is about 10,000,000 francs, or \$1,000,000. The cost of repair is about 10,000,000 francs, or \$1,000,000. The cost of insurance is about 10,000,000 francs, or \$1,000,000. The cost of taxes is about 10,000,000 francs, or \$1,000,000. The cost of interest is about 10,000,000 francs, or \$1,000,000. The cost of depreciation is about 10,000,000 francs, or \$1,000,000. The cost of wear and tear is about 10,000,000 francs, or \$1,000,000. The cost of accident is about 10,000,000 francs, or \$1,000,000. The cost of damage is about 10,000,000 francs, or \$1,000,000. The cost of loss of traffic is about 10,000,000 francs, or \$1,000,000. The cost of delay is about 10,000,000 francs, or \$1,000,000. The cost of damage to property is about 10,000,000 francs, or \$1,000,000. The cost of damage to persons is about 10,000,000 francs, or \$1,000,000. The cost of damage to animals is about 10,000,000 francs, or \$1,000,000. The cost of damage to crops is about 10,000,000 francs, or \$1,000,000. The cost of damage to buildings is about 10,000,000 francs, or \$1,000,000. The cost of damage to machinery is about 10,000,000 francs, or \$1,000,000. The cost of damage to vehicles is about 10,000,000 francs, or \$1,000,000. The cost of damage to animals is about 10,000,000 francs, or \$1,000,000. The cost of damage to crops is about 10,000,000 francs, or \$1,000,000. 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