

THE REVOLT AGAINST MAMMON

The Independent has a number of times called attention to the accumulating evidences of a revolt against Mammon and Mammon worship. The increasing popularity of McClure's Magazine since the commencement of Miss Tarbell's history of the Standard Oil trust is evidence that the people are waking up. And the fact that McClure is adding to the number of his contributors on kindred subjects, shows that from even a sordid business standpoint, it pays to give his readers articles like those written by Miss Tarbell, Ray Stannard Baker, Lincoln Steffens and others, instead of insane articles on "beauty" and "goodness" and "how to live on seven cents a day."

McClure, in an editorial announcement of the second part of Miss Tarbell's history, to begin with the December number, reviews the first part, which ended with July. He reaches the conclusion that—

"From the first half of this history . . . the reader carried away one pre-eminent and overwhelming conviction, and that was that whatever the money-making genius of Mr. J. D. Rockefeller—and Miss Tarbell gives that gentleman full credit for far-sightedness, energy and singleness of purpose—the Standard Oil trust could never have been created had it not been for the special and illegal rebates on transportation which Mr. Rockefeller was able to wrest from the oil-carrying railroads."

There is nothing new or startling in that for readers of The Independent. Any person with average intelligence, who will give the matter a little thought must see the overwhelming advantage which Mr. Rockefeller's trust held over its competitors when they had to pay \$2 a barrel freight from Cleveland to New York, while the trust not only got the same service for \$1.50, but in addition received 50 cents "rebate" out of the \$2 paid by the competitor. No business could stand that sort of discrimination.

The Independent has been for years urging this very fact as one of the chief reasons for public ownership and government operation of the railroads. Strange to say, McClure does not reach this conclusion; or if he does, is afraid to urge it. Perhaps he understands the temper of his readers and is afraid of frightening them by being too radical. Perhaps he's right, too, for he can reach and influence a class of readers who would refuse to read the very same matter in The Independent. Anent this, he says:

"The railroads exist by the consent of the people. The gentlemen who control them are allowed their franchises, allowed the great fortunes they make from them, on the theory that they can give a better administration than can be obtained by state administration. And unquestionably these gentlemen can do so if they will. It seems to have been pretty clearly demonstrated, however, that they will not—unless forced to it. The necessity of forcing fair play on the railroads is the great lesson of this first series of articles on the Standard Oil trust, for it is evident it would not be in existence today if it had not been for the abuses of justice on which it fattened."

Mr. McClure, with millions of other worthy gentlemen, still clings tenaciously to the Adam Smith doctrine of "laissez faire," utterly oblivious to the fact that Adam Smith's great fight was against monopoly and "special privileges" as they then existed, and that a reasonable application of the principles he contended for would preclude the private ownership of railroads. No railroad can come into being under private ownership without a grant of special privileges and without having exercised on its behalf the sovereign power of eminent domain. Highways have always been regarded as an attribute of sovereignty, equal in importance with the power to coin money. But under modern and mistaken applications of the principles laid down by Adam Smith, both highways and the power to coin money have passed to the control of private persons.

The task of "forcing fair play on the railroads" is not a new one just discovered by Miss Tarbell or Mr. McClure. The fight for fair play has been going as long as the life of the Standard Oil trust, and it has proved a miserable failure, because it violates the very doctrine of "laissez faire" which Mr. McClure affirms is the reason for allowing private ownership. If a few gentlemen can administer the railroads of America better than the whole nation, if the policy of "let it alone" is all-inclusive and as proper for railroads as it is for magazine publishing houses, then let us quit this policy of interference

Buy Through Our Mail Order Department.



A Superb Line of Black and Colored Dress Goods

Dress goods again! We have not grown tired of talking about the new dress goods for fall and winter. Every week sees some new arrival finding a place on our shelves and counters. Not only in the more ordinary lines have we laid special emphasis this year but in the novelties and exclusive designs as well. It's a superb and wholly unsurpassed line of fabrics that we invite you to inspect. The price, the quality and the style are all there. We have lately purchased a new sponging machine. The charge for sponging dress goods is 5c per yard. A few items from the many:

Plain Voiles, 75c to.....	\$2 00	Plain Etamines.....	\$1 up	Zibelines.....	50c up
Chiffon Voiles, \$1 and.....	\$1 25	Burr Etamines.....	12 up	Camel's hair.....	75c up
Flecked Voiles, \$1 to.....	\$2 00	Knub Etamines.....	\$1 up	Cheviots.....	50c up
Knub Voiles, 89c to.....	\$1 75	Mohair Etamines.....	\$1 up	Broadcloths.....	\$1 up
Boutonne Voiles, \$1.....	\$1 25	Crepe de Chines.....	85c up	Venetians.....	50c up
Rice Voiles.....	\$1 00	Eoliennes.....	\$1 up	Prunelles.....	85c up

SCOTCH SUITINGS—We are showing a very good line of Scotch Suitings in exclusive patterns, plaid effects, etc. These goods make up in a charming manner and will be worn next spring to a marked degree so that nearly every one can well afford to have a dress made from these materials—58 inches wide—**\$1.00 to \$1.50** at yard.

Imported Lace Dress Robes

We would be pleased to show you the lace dress robes whether you care to buy one of them or not. Many a shopper has asked to see them just for the sake of seeing them and we've been glad to show them. Every fashion-loving woman delights in inspecting such charming robes as these among which are modern real lace robes in white with crepe de chine applique embroidery; white chantilly lace robes with broadcloth applique embroidery; black all over spangled net robes; black lace net robe with ruffles of plaited chiffon; and handsome black and tan robes of voile with fiber silk applique trimmings and bands.

From \$18.00 up to \$225.00

NEW, ATTRACTIVE GLOVES.

Gloves for fashionable evening wear and gloves for street wear—all kinds of gloves, stylish gloves, gloves that fit well, wear well, look well. Glove wearing is comfortable now. Perhaps you've not bought yours yet. The descriptions follow:

Extra good quality suede glove—sixteen button length, an attractive glove that sells for \$2 and Here is a fancy kid glove with two large pearl clasps—pique seam—Paris Point embroidery—white, pearl and bisque colors.....	\$2 25	Two clasp overseam suede glove in white, pearl and mode at	\$1 50 and \$2 00
One of the most satisfactory gloves sold over our counters is this one, a fine French overseam kid glove with three clasps—in all the new evening shades—price.....	\$1 87	Washable gloves in heavy kid with pique seam and two pearl clasps—white, mode and gray, at.....	\$1 50
		We are showing a splendid line of silk golf gloves in colors at.....	\$1 00
		Fancy wool gloves—a very comfortable and popular glove for cold weather.....	35c 50c 75c

with private business, and, instead of talking of "forcing fair play" on the railroads," say to the gentlemen who run them: "We have repealed all laws interfering with the operation of railroad property and give you the same right to control your business as we accord the S. S. McClure company in the magazine publishing business."

Of course, Mr. McClure knows that wouldn't work. But it couldn't be much worse than the present miserable fiasco of private ownership with government "control." It can safely be set down as axiomatic that wherever and whenever the government must exercise some of its sovereign powers in behalf of any business, in order that that business may come into being or continue to exist; or must constantly interfere with or pretend to exercise some supervisory control over such business, then the ultimate solution of the problem can be nothing short of complete public ownership.

Theoretically there can be no more reason for requiring "fair play" on the part of railroads than for requiring it on the part of magazines, or newspapers, or grocery stores, or livery stables. If my grocer wants to sell me codfish a cent a pound cheaper than he sells it to Jones—is that any business of Uncle Sam? If Vanderbilt wanted to give his friend Rockefeller special rates on oil, whose business was it? Nobody's; unless we admit that the railroad is a highway—a public affair. And if we admit that, the question arises, What business has Vanderbilt exercising ownership of a public institution?

One by one, good men and women are beginning to preach the doctrines of which The Independent has for so long been almost the sole defender. Mrs. Jessie Brown Pounds of Ohio, in a recent address, said: "Modern life is getting to be more and more a vulgar display. The expenses are so rap-

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idly exceeding incomes that there is no longer any home life. All the adults of families are forced to go out and work to meet the heavy expenses that modern conditions impose. We had better keep our daughters at home and let them make a home than to send them out to work. Let us lead simpler lives. The women of the middle classes in this country are dying at present from too much house-keeping, and the women of the upper classes are dying, too, but from a different cause. Too many courses at dinners and too much bric-a-brac to worry over is killing them. American parents are proud if their daughters marry a European nobleman."

Since the railroads got possession of the government of this state they treat the public shamefully. The trials all over the northern part of the state make no pretense of running on time.

On a week's tour, the trains were everywhere from one hour to six hours behind and the testimony of every one asked was that for months there had been no pretense of running according to the published schedules. In many cases there were not enough cars and people had to stand in the aisle after having paid an extortionate price for a seat in advance. But the subscription people make no protest. They take what the railroads are pleased to give them and never say a word. Some time since there was an accident in an eastern daily of a case where a patron of a road sued and the judge gave him exemplary damages because the road had been so frequently behind its published time table at the station where the man resided. If the judges out in Nebraska would adopt that policy it would cost the roads as much in damages as it now does for high-priced lawyers and free passes.