THE NEBRASKA INDEPENDENT

OCTOBER 29, 1903

THE REVOLT AGAINST MAMMON

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

McClure, in an editorial announce-ment of the second part of Miss Tar-Lell's history, to begin with the Decomber number, reviews the first part, which ended with July. He reaches the conclusion that-

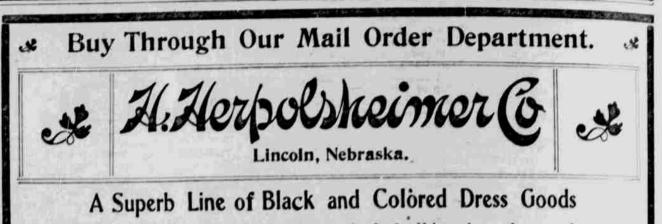
"From the first half of this history . . . the reader carried away one pre-eminent and overwhelming conviction, and that was that whatever the money-making gen-ius of Mr. J. D. Rockefeller-and Miss Tarbell gives that gentleman full credit for far-sightedness, energy and singleness of purpose -the Standard Oil trust could rever have been created had it not been for the special and il-legal rebates on transporta-tion 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 litthe 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 or.y 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 un-derstands 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 In-dependent. Anent this, he says: "The railroads exist by the con-

sent 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 Sfandard 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



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	Knub Etamines	Zibelines 50 c ub Camel's hair 75 c ub Cheviots 50 c ub Broadcloths 81 ub Venetians 50 c ub Prunelles 85 c ub
These goods make up in a charmin	ng a very good line of Scotch Suitings i og manner and will be worn next spring i made from these materials -56 inches i	to a marked degree so that nearly every

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:

at \$150 We are showing a splendid line of silk golf gloves in colors at \$100 Fancy wool gloves—s very comfortable and pop-ular glove for cold weather \$350 50c 75c new evening shades-price. 81 87 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 railread property and give you the same right to control your business as we accord the S. S. McClure company in TO THEthe magazine publishing business.

Of course, Mr. McClure knows that wouldn't work. But it couldn't be r.uch worse than the present misera-ble flasco of private ownership with government "control." can 11013 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 pretand to exercise some supervisory control over such business, then the ul-timate solution of the problem can be rething short of complete public ownership. Theoretically there can be no more reason for requiring "fair play" on the part of railfoads 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 buriness 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 busi-ness has Vanderbilt exercising ownership of a public institution?



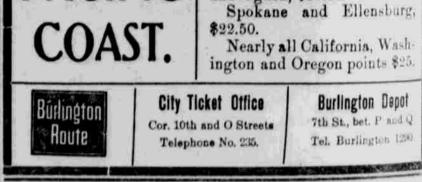
and Ogden, \$20.00.

worthy gentlemen, still clings tenaciously to the Adam Smith doctrine of ' utterly oblivious to the Inissez faire. fact that Adam Smith's great fight was against monopoly and "special rivileges" as they then existed, and that a reasonable application of the principles he contended for would preciude the private ownership of rail-roads. 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 ts an attribute of sovereignty, equal -1 importance with the power to coin noney. But under modern and mis-coken applications of the principles isid 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 dis-covered by Miss Tarbell or Mr. Mc-Clure. The fight for fair play has been going as long as the life of the Standard Oil trust, and it has proved a missrable failure, because it vio-lates the very doctrine of "laissez feire" which Mr. McClure affirms in the reason for allowing private ownership. If a few gentlemen can adn laister the railroads of America better than the whole nation, if the pol-icy of "let it alone" is all-inclusive and as proper for railroads as it is

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One by one, good men and women are beginning to preach the doctrines of which The Independent has for so ter than the whole nation, if the pol-icy 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



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 widdle classes in this country are dying at present from too much housekceping, 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 tialus 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 hears behind and the testimony of every one neked was that for months there had Leen no pretence of running according to the published schedules. In many cases there were not enough our and people had to stand in the at-is, siter having paid an extortionate inter for a seat in advance. But the autometers people make no protest. They take what the railroads are pleased to size them and never say a word time since there was an account 14, 903 eastern daily of a case where a par-tron of a road such and the load of the him exemplary damages becau read had been so frequently induced its published time table at the size tion where the man residest in the judges out in Nebrasha would shop that policy it would cost the reads at much in damages as it now does for high-priced lawyers and free passes.