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T. H. TIBBLES, Editor. C. Q. DEFRANCE, Associate Editor. F. D. EAGER, Business Manager.

The greatest "calamity howlers" anywhere on earth just at present are President Roosevelt and the interstate commerce commission.

Whenever you see a man with a pass, spot him. A political pauper who rides around at the expense of the people who do pay their way, is not the sort of a man to do business with. ********

The plan to adopt a railroad rate fixing bill, by the house with a whoop and a yell and send it over to the senate to be permanently deposited in a pigeon-hole, is about the most transparent political trick ever attempted by a set of corrupt politicians.

********* "Government by injunction" has troubled the beef trust very much although it has been extended over it for more than a year. It is a different thing and works like chain lightning when it gets the control of an organized wage-worker.

The reason why so many of the political bosses and plutocratic papers favor a restriction of the suffrage, is that when they get suffrage limited they will not have to buy so many votes to carry an election. But as the supply of voters Gecreased the price might rise. That is the law in economics and why would it not apply to politics?

A first-class specimen of John Bull hypocrisy was given to the world last week. The whole English press was berating the czar for refusing to receive in person a petition of the workn.en and zemstvos for a representative government. When exactly the same proposition was made to Lord Curzon by the people of India, he acted precisely as did the czar and refused on exactly the same grounds, namely, that "the people were not prepared for selfgovernment." The English press has no condemnation for Lord Curzon.

********* "Uncle Joe" Cannon, speaker of the house, who has been exploited by the papers as a common old farmer, turns out to be one of the worst snobs in Washington. He has a devil wagon of the true man-killing type, and "carries on" in other ways after the genuine plutocratic style. The president gave a dinner party the other night to which the speaker was invited. When Cannon found out that the arrangements were such that the justices of the supreme court-would outrank him, he wrote a note to the presfeent declining to attend, saying he would not be outranked by any person at that dinner except the president posited in the public treasury and onehimself. That is the kind of an old half of its directory should be apsnob the speaker of the house of con- pointed by the public. ress is.

Roosevelt's Socialism

In trying to avoid the government ownership of natural monopolies such as railroads and things of that character. Roosevelt is driven into socialism. If the principle of the government ownership of monopolies is discarded, there is no other landing place than socialism. In his speech in Philadelphia the other day, President Roosevelt said:

.The great development of industrialism means that there must be an increase in the supervision exercised by the government over business enter-

That statement is straight, undefiled Marxian socialism and will be so recognized by any socialist. In fact, a socialist brought that statement to the notice of the editor of The Independent with the claim that economic force was driving this nation to socialism in an irresistible manner. That socialist was in high spirits over the fact that the president of the United States was forced "by the economic environment, that is, the prevailing mode of production," to adopt one of the fundamental principles of social-

The position taken by the president, The Independent utterly repudiates. It declares that any supervision exercised by the government over any private business enterprises whatever, further than now provided in the already established laws which protect property and enforce contracts, is usurpation and trespass upon the rights of sovereign citizens. The government has no right to tell any man what he shall charge for goods or services. When it does that, it enters on a course that saps the very foundations of liberty. It is socialism in its fundamental form.

That doctrine is more destructive than the thing that it proposes to supersede, as ruinous as that has been. The policy that has been followed heretofore was to delegate to private parties part of the sovereignty of government. Now instead of withdrawing that delegated power of eminent domain, it proposes that the government enter fields of private affairs and direct the business of private individuals. That is socialism.

What the populists propose is that the government resume its rightful authority, forbid the delegation to individuals of the power to tax, through the control of the highways and means of communication. Those are government functions, and private individuals can not exercise them without delegated authority from the government. Let the government own the railroads and all other natural monopolies where competition is impossible, and there will be no need of this presidential socialism.

The private ownership of railroads, telegraphs and telephones under socalled government control, can not be distinguished from the socialist idea of "state" control under socialism, where all sorts of business is directed and controlled by the "state." The principle is exactly the same.

The people's party would leave every man to conduct his private business, whether alone, in co-partnerships on corporative capacity, as he pleased as long as he conformed to the laws preserving property rights, did not deceive, or obtain money or property by false pretenses, or do any of the other things now prohibited by law. That policy is the concensus of the wisdom of the ages. Let every one be freefree to conduct his own business as long as he does not trespass on the equal rights of others.

The Great What Is It

If a railroad is private property the with it in any way different from any other private property.

If a railroad is "quasi" public or semi-public property, then one-half of its bonds and stocks should be de-

If a railroad is "quasi" public or out what is going to be done.

then the government should have full control of it and manage it as all other government property is managed.

It is not possible for a railroad to be public and private property at the same time.

There are court decisions that say railroads are public property and are managed by the stockholders as agents of the government.

There are decisions that say that railroads are quasi-public property.

The railroads under the political management of the capitalists and congress have become "The Great What Is It" of the new world. The question was long ago settled in the old world. *********

Railroads in Congress

The very same question raised by The Independent concerning whether railroads are private property, public property, or both private and public propety at the same time, was raised the moment that the rate regulation bill was opened for discussion in the house of representatives last Tuesday. Mr. McCall of Massachusetts declared that the regulation of rates was "incompatible with the fundamental principles of private property." Mr. Mc-Call is right. If the railroads are private property the government has no more right to fix their charges than it has to fix the price for which a farmer shall sell his wheat. The courts are bound to so hold. It would be a dangerous thing for the courts to hold that the government could come in and regulate the use and fix the income of private property. That would be paternalism such as no government-not even that of the czar-ever attempted. Can the government set aside a certain amount of private property and say that it will regulate that and fix the income for that, and not from all private property? Will the government undertake to regulate, manage and control all privace property? That is socialism, and right towards that goes this demand for regulation of the income of railroads while they are in private hands.

One thing to do, is for the government to acquire the railroads, make them government property and manage and direct them for the good of the public, and the other thing to do is for the government to stop this paternalism and let private property alone, subject only to the general laws enforcing honest dealing.

The Morton Family

The interstate commerce commission having asked the attorney general to begin proceedings against the Santa Fe for giving rebates that amounted to over \$400,000 to the Colorado Fuel and Iron company, has caused a good many inquiries to be made about Paul Morton who is now a member of Roosevelt's cabinet but was the traffic manager of the Santa Fe when the rebates were given. It appears that Paul Morton was also a stockholder in the Colorado Fuel and Iron-company at the time he gave the rebates to that company and from which he personally benefited. It appears to be as flagrant

a case as could well be imagined. Paul Morton is a son of J. Sterling Morton who was a member of Cleveland's cabinet. J. Sterling Morton had four sons, Joy, born in 1855; Paul born in 1857; Mark, born in 1858, and Carl, born in 1865. Carl died Jan. 7 1891. Joy is an officer or engaged in some way by the salt trust. Mark is in various business enterprises and Paul is the "reformed traffic manager" upon whom Roosevelt relies for expert advice concerning how to congovernment has no right to interfere trol the railroads. The elder Morton was always a railroad man and accumulated his fortune by his connection with them.

> ********* If any man wants to know what congress is going to do about the tariff, let him go and ask Aldrich. If Aldrich won't tell, then no one can find

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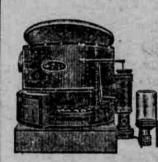
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