

that statute that could be made was that the judges were entitled to collect from the government the actual cost of travel and living, but under no circumstances more than \$10 a day. But these judges interpreted it to mean that they were to have \$10 a day whether the cost of travel and living was that much or not. They are simply a bunch of grafters, just like the rest of the federal office holding clan.

Centralizing Power

There was never greater nonsense talked on the floor of the house than John Sharp Williams' speech denouncing government ownership of railroads, because it would tend toward the centralization of government. The danger of centralization lies in government control of rates through a commission appointed by the president and that is what Williams favors. Federal supervision of rates will offer organized capital new inducements to seek to control the government by a few. When a commission appointed by the president fixes rates, the railroads will stand ready to contribute millions to elect a candidate whose appointees will be friendly to the railroads. To the thoughtful man, there lies more danger to the stability of the government and greater prospect of extortion in this scheme of railroad control, than any thing that now exists. This cry of "centralization" is like all the cries that have been used to deceive the people. Plutocracy generally goes before the people and denounces the thing that it wishes to accomplish. That is what it did when from every newspaper column and every rostrum went forth the cry, "One dollar as good as every other dollar." That was just the very thing that the money power did not want. They wanted two kinds of money. One kind that was really money and another kind that was to be issued by the banks that was not as "good" as the real money. There can be no better way devised to make a strong "centralized" government than to give to a few men the power to fix rates. There would be billions in it. It will not take the railroads long to "fix" a president so that he will appoint men to "fix" rates to suit the railroads. Then the "ten men of Wall street" will run things to suit themselves without further interference.

A Leisure Class

An Englishman in criticizing social functions that he was honored with while in this country says: "With all their refinement, I must say there were indications of a vulgar display of wealth, which is pardonable in a nation that has never had a leisure class. No matter what a man's wealth is over there, with very rare exceptions, he is engaged in business." That Englishman must not despair of us. We are getting on famously this winter in augmenting our leisure class. The report from every charity organization society gives us actual figures to base the statement upon, that we do have a very large leisure class. Besides those that sleep at the police stations there are a few hundred others, mostly in the south now, who are engaged in automobile racing. The leisure class is being recruited rapidly at both ends and if that Englishman will kindly visit us again in about ten years, it will be large enough to satisfy him.

The Same Results

Every thing in this country tends toward establishing European conditions. Twenty years ago, when the American landed in England he saw many things there that he had never encountered in this country. He noticed the beggars on the streets and the thousand little tricks they employed, such as pretending to sell shoe laces, draw pictures on the sidewalk, running after busses and turning hand-springs and other things of that sort to avoid the law against direct

begging. He saw old women made up as cripples, pretending to sell newspapers and every time he turned around in a hotel or restaurant there was some one standing near expecting a tip. He noticed the enormous number of hospitals and the constant appeals made to the public for contributions. He took a good deal of pride in telling Englishmen that there were no such conditions in America. But now we have them all. The plutocratic system of England followed in this country is producing exactly the same results here as there.

Southern Populists

Mr. John Sharp Williams announced in the house of representatives that "the time may come when all the country, except the south will be advocating government ownership of railroads. The south never will support that proposition, because it has the old-fashioned idea that the government should not become too strongly centralized."

It is evident that the southern populists who have so strenuously opposed fusion, understood the southern democracy much better than the northern members of the party. Mr. Williams is the democratic leader on the floor of the house and voices the settled policy of the southern democracy. With that kind of democracy the populist could never "fuse." It has not only declared the gold standard irrevocably established, but it will forever oppose the government ownership of railroads. There is nothing more thoroughly plutocratic than the southern democracy. Tom Watson knew perfectly well what he was doing when he repudiated it and fought it.

He Didn't Know

The rural editor is not much given to advertising his ignorance. If he don't know, he generally keeps quiet about it, until he can find out. Clark Perkins of the St. Paul Republican is an exception to the rule. He takes every occasion to tell the people that he don't know things. In an attack on The Independent he says:

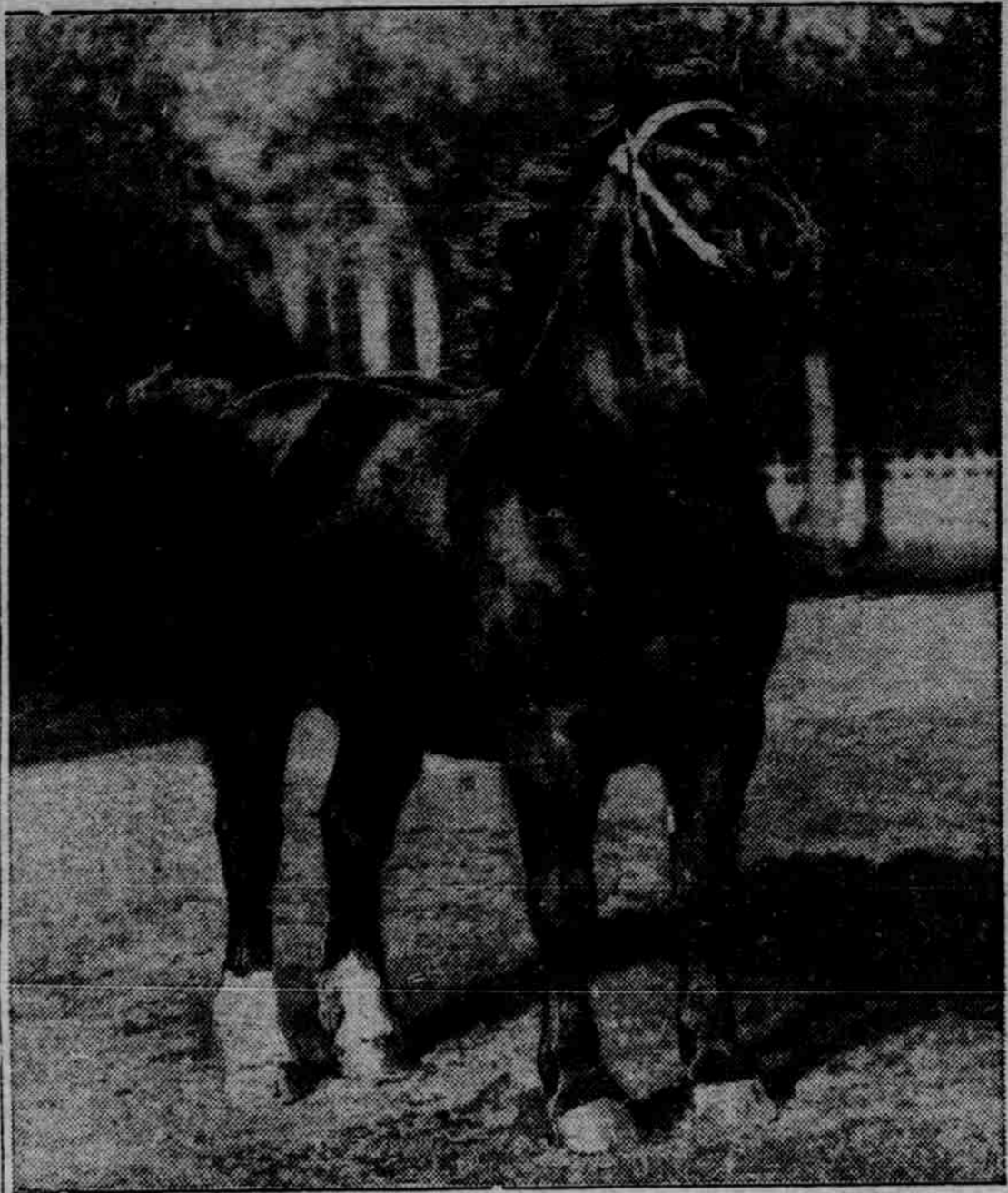
But the most ridiculous feature of the article is that it holds secret express rates responsible for the advantage enjoyed over the local retailer by the catalogue house. The fact is that all transportation charges are paid by the consumers, and if one of them ever secured any special concession from the express companies on account of patronizing catalogue houses, or for any other reason, we have never heard of it.

The rest of the article is evidence, incontrovertible, that there are several other things that Mr. Perkins never heard of and probably never will as long as he eldes for his information on what is published in the plutocratic press. At a meeting of a club a few nights ago where several of Lincoln's prominent business men were present, nearly every one of them acknowledged that he got secret rates and said that he had to have them to compete with others who got them. These were the big chaps. The little chaps don't get the secret rates. If Mr. Perkins had appeared in that crowd of business men and made the above statement, they probably would have recommended that he be tapped for the simples. That every big mail order house gets secret express rates far below the regular tariff, has long been known by every business man and every editor except Mr. Perkins.

Which is the Biggest Fool

According to decisions of the treasury department and the attorney general recently published, it is made a fixed fact that only American citizens are to pay the tariff tax. Formerly they told us that the foreigner paid the tax, but now it is declared that the foreigner is the only one that does not pay the tax. These decisions declare that wheat, wool and hides that are imported into this country and manufactured into a finished product, when exported will have a rebate paid

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of 99 per cent of the tax. The foreigner will get his clothes, his bread and his shoes at a cost less the tariff and the American will pay the tariff on every one of those things he buys. Rockefeller pays no tariff on the ship-leads of tin that he uses in exporting oil, but the poor woman who has a coal oil can, pays the full amount. That has been the case for a long time. But now the rebate has been applied by these decisions to wheat, wool and hides. When this matter was brought to the attention of a distinguished mullet head of Lincoln his only reply was, "That's all right." Going down the street a little further we saw a man being pushed out of a long as he relies for his information on all right. That's all right. I allers take 'er straight. Who can say which was the bigger fool?

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