

after. The charge to the tramways is 1.2 pence per unit. In other words, the price has been more than cut in half, and this has been done despite the fact that the price of coal, oil and every item of expense has decidedly increased since the city took control of the plant.

Liverpool has invested \$7,500,000 in her electrical plant. The profits for the year ended on an. 1, 1903, were in round figures \$500,000. After meeting all charges and setting aside a liberal amount for renewals and depreciation the electrical department made a contribution of \$60,000 to the tax fund. It also paid \$33,000 as its share of the taxes. The amount written off for bad debts was less than \$1,500.

At the present time it is likely that Liverpool's investment in its combined tramway and electrical plant will reach \$20,000,000. Liverpool is an example of what it is possible to accomplish in a short time. It is only seven years ago that the city essayed this stupendous experiment in public ownership. It is only fair to observe that the benefits derived from reduced rates and improved services far outweigh the direct money profits. As the interest charges decrease steadily year by year it is the settled policy of Liverpool to yet further decrease the price of tramway tickets and the rates fixed for light and power. This is rendered obligatory by a clause precluding the payment of more than a certain amount to the relief of taxes.

Liverpool is a rich and a great city, with broad, well paved streets, magnificent public buildings, beautiful parks and a progressive and enterprising administration. It is one of the world's most opulent property owners. Exclusive of its streets, parks and its interest in the miles of docks, it owns property which has a market price of between \$85,000,000 and \$90,000,000.

One may be born in a Liverpool municipal hospital, be educated and trained in its schools and colleges, may earn a living by working for it in a score of capacities; he may live in a house the rent of which goes to the city as his landlord; he may retire on a municipal pension, may die and be cremated at public expense, or his bones may rest in a municipal burial ground. All of this is possible despite the fact that no city in the United Kingdom offers a better field for individual effort, nor is there any community where private enterprise is surer of material rewards. The unacquisitive stranger never realizes that so many services are administered by the representatives of the taxpayers and in their behalf.

Liverpool has its "old city," the same as London, and that ancient corporation still has special privileges and derives vast profits from grants and estates which have been handed down for hundreds of years. But, like London, the nominal beneficiaries do not dare to appropriate to themselves more than a modest share of these tithes, and they are awaiting the inevitable time when the scepter of ownership will be taken from them.

REPUBLICAN PARTY RECORD

The Decent Members of the Party Are All Ashamed of It

Republican editors are not causing any surprise by opposing government ownership of railroads. When the thinking man comes to the conclusion that the so-called republican party is today the living exponent of monopoly, imperialism and capitalist anarchy, he will not wonder why the republican press of the country is fighting this vital measure. We find the so-called republican party overstocked with grafters, hoodlers and pie hunters—men who stand ready to rob the government and defy law and order.

Look at the land frauds in Oregon. Good republican ward heelers implicated in the scandal—another set of protectionists, gold standard idols and expansionists found guilty of accepting bribes.

Look at the political situation in Colorado. Another indication of anarchy practiced by republican so-called statesmen. A stain on the name of Colorado.

Consider the mormon question. It took one day to remove a democratic mormon from congress. Here is a republican apostle of the mormon church sitting in the national senate—showing his respect for the drones in the republican party and the republican party allowing the adherent of polygamy to sit in the august body—keeping the mormons in line for the expressed purpose of winning political victories in the west.

And we hear the great political manipulator, Tom Platt of New York, prate against negro riots in the south. Here is a partisan of the old schoc!! Condemns race war in the south but utters not a word on condemnation of lynching and race troubles in Ohio

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and Indiana. Another sample of republican statesmanship which makes the patriot feel like chopping down the so-called republican structure.

There is the Philippine problem confronting the mouthpieces of the administration. Here comes Senator Cullom of Illinois denouncing the small islands. That distinguished member of the United States senate declares that he wished those islands were under the sea—out of sight, where they belong.

long. So it appears that honest republicans are disgusted with the colonial policy for they assert that the d—n aslands will always be makers of international troubles.

And we call attention to the fact that the majority of republican politicians are opposed to Roosevelt's plan of regulating railroad rates. They have practically turned the president down—the only man having common sense in their party. By doing so, they have become opponents of the peo-

ple—selfish advocates of class legislation. No better illustration need be given than the one found in the republican fight in the short session of congress.

As we stated at the beginning, no one will wonder why the republican press is fighting government ownership of railroads. A political party that has no higher motive in view than hold out the political pail for spoils can be depended upon every time to misrepresent the people.