

because of the fact that the money they solicit or have accepted is tainted money. The people of every state should demand that much independence for their universities. If a private university is subsidized with dishonest wealth those who wish to send their children to such an institution of learning should be free to do so, but the state universities should not be subsidized. If state universities are subsidized parents will not know to what universities they can safely send their children. If the chancellor of a state university, like the chairman of a campaign committee, can be permitted to accept tainted money the people cannot complain if free thought and free speech are shackled in our public institutions of higher learning. On the other hand, if by law the people forbid the acceptance of any money from individuals they will make the acceptance of tainted money impossible and can justly demand that state education be free from obligations to any individual, clique or class.

NOW IS THE ACCEPTED TIME

Those who seek better government and therefore happier days for Nebraska must not forget that the reform forces are fighting for relief from a corporation and railway tyranny that has become intolerable and almost maddening.

The reform forces are demanding a fairer system of taxation, lower freight and passenger rates, anti-pass legislation and the enforcement of the present anti-pass law, the enforcement of the maximum freight rate law and the destruction of the elevator trust and of the coal, lumber and other criminal combines. They are demanding the primary system and the absolutely essential initiative and referendum, the election of senators by direct vote of the people—in a word such laws as will restore to the people the sovereignty which has been filched from them by the allied powers of special privilege and discrimination.

By the election of the reform regents the people will go on record as opposing control of education by the money power. By the election of Judge Hastings they will take the first step toward making the supreme court of Nebraska a court free from corporation bias.

The people should resolve that now is the accepted time to open the battle all along the line. Delay is dangerous. A few years of indifference on the part of the people will make it impossible for them to rid the state of that insidious and nefarious power which has shackled justice and enthroned wrong.

FORAKER AS A RAILWAY CHAMPION

Senator Foraker, who holds a brief for the railways, declares that he will be pleased to discuss government rate regulation with all comers. Replying to a shipper who complained because his business had been ruined by rebates Senator Foraker had the hardihood to say that primarily railway freight rates are determined by competition. Did he mean that the ordinary rates are fixed by competition or did he refer to the rebated rates granted to favored shippers?

No one can question Senator Foraker's nerve. If unlimited presumption makes a statesman then Senator Foraker is a master of statecraft. When the old railway arguments are so dead that they will not be revived by a respectable disputant, this unterrified statesman reproduces them with the accuracy of a phonograph that has been at the mercy of a railway lobbyist.

The policy of American railway officials is to charge all that traffic will bear. Occasionally there is a brief rate war when competition becomes an element in rate-making, but such contests do not last long. They are speedily patched up by an agreement between the traffic officials and all the roads thereafter charge precisely the same rates. The only departures from the published tariffs are such rates as are granted to favored shippers, who receive rebates. Competition rarely determines what the ordinary rates shall be, but competition frequently determines what the size of the rebate shall be. A trust will advertise the fact that it has a large tonnage of freight to ship and then the various railways that can handle the business compete with each other to decide which can offer the largest rebate to the trust. In the case of ordinary shippers the only competition is that which results from the efforts of one railway to outdo another in efficiency of service.

Senator Foraker has also resuscitated the argument that the making of freight rates is a science which requires years of study for its proper understanding and that, therefore, no government commission can be entrusted with the rate-making power. Two or three years ago the reply to this argument was that the government would be able to secure the best talent if it decided to establish a rate-making federal commission. But along came President Stickney

of the Great Western road and testified before a congressional committee that the average business man could make rates as intelligently as a traffic official. He thought that the efforts of railway officials to surround rate-making with an atmosphere of mystery was worthy of dervishes and conjurers. President Stickney is apparently the most independent of all our railway presidents and he has made such statesmen as Foraker of Ohio look ridiculous.

STRENGTH OF THE RAILWAY LOBBY

"In the Nebraska legislature I could not win out against the railroads," said W. F. Thummel at the insurance hearing in New York. Then Mr. Thummel explained that the insurance lobby was trying to defeat the odious revenue bill which has at last begun to arouse the indignation of Nebraska taxpayers. Mr. Thummel explained to his inquisitors that the bill provided for a law that would lower the taxation of railway property while increasing the taxation on all other property. The people of Nebraska were told this plain truth by honest and patriotic fellow citizens when this bill was introduced into the legislature at the dictation of the railways, but evidently the people were skeptical, for they re-elected an administration pledged not to revoke the law.

Honest men told this plain truth two years ago and now it is being told by insurance lobbyists. But the people did not need to wait until "thieves fell out" to believe the truth. The operation of the law has at length convinced them that the bill was introduced as the result of a railway conspiracy. More than that, it was an act of revenge. It will be recalled that prior to the passage of the bill there had been much agitation to secure just taxation of railway property and various laws were suggested. This so angered the railway attorneys that they decided not only to defeat all good revenue bills, but to foist upon the people a law that would add extortionate taxation to extortionate railway tariffs. They succeeded in their purpose and now as they loll back in their leather chairs these same railway attorneys shake with laughter while they recount the clever trick they played upon the people.

To show that the bill operates in such a manner as to lower taxation on railway property and to raise it on all other property it is only necessary to call attention to the fact that the railway assessment was raised not quite \$1,000,000 this year while all other property was raised \$9,000,000. It can be supposed that under certain circumstances the increase of about \$10,000,000 might make it possible to fix a lower levy, which, however, might decrease railway taxation while increasing the taxation of all other property.

This can be illustrated by figures. Suppose, for example, that all railway property in the state were valued at \$100,000,000 and all other property at \$700,000,000 and that the levy were five mills. Then railway property would pay \$500,000 and all other property \$3,500,000. Now suppose that the valuation of railway property were raised \$1,000,000 and all other property \$9,000,000 and that the levy were lowered by a slight fraction to four and ninety five hundredths mills. Then the railways would pay only \$499,995 and all other property would pay \$3,500,955, so that while taxes on railway property would be decreased taxes on all other property would be increased. The difference in this case, of course, would be slight, but if the railways are permitted to retain their mastery of Nebraska politics it is conceivable that railway valuations may be reduced while the valuations of all other property are increased by leaps and bounds.

The first blow against railway czarism can be struck only by the election to the supreme bench of a man who is without corporation bias and whose decisions would not be dictated by corporation attorneys in star-chamber sessions.

PHARISAICAL FINANCIERS

Moderate language is almost impossible when describing the brazen impudence of the insurance officials who testified in New York before the investigating commission. Perhaps the climax of effrontery was reached when President McCall of the New York Life Insurance company, following the example of a certain Pharisee who went up into the temple to pray, thanked God that he had contributed the money of his company to defray the cost of the court. It is hard to believe, and yet it is reported with exactness of truth, that when he made this statement a number of people in the court room applauded.

Whenever our frenzied financiers, our "trustees," our bank wreckers and corporation magistrates are accused of any crime and other infamy they fold their cloaks about them and say, thank God that, at all events, they were not free.