

would become necessary to enlarge our navy and man our transports with men who acknowledge allegiance to our flag.

Undoubtedly this consideration has some weight with President Roosevelt in influencing his action in favor of granting a subsidy to American shipping. But the importance of having American seamen available in the event of war with a foreign power would not obscure the mind to causes that deprive this country of a merchant marine, or lead us as a nation to precipitate action in any direction without first carefully weighing the effect thereof.

The steel trust and allied monopolies whose owners are revelling in the extortion and deluged with incomes that are building up swollen fortunes are now bending their efforts for the passage of a national law to subsidize shipping in order to divert attention from the true cause of the absence of American ships upon the sea, namely, the tariff on iron and steel. Is it not time, then, for the American people who are victimized in the most flagrant and shameful manner to give the subject the attention it deserves, both from the standpoint of domestic extortion as well as from the standpoint of a merchant marine and incidentally from the point of view of having American seamen for the nation to draw upon in the emergency of a war with a foreign power.

The writer is a thorough believer in the principles and policies of protection to home industry, and asserts that such are under certain conditions vital to the welfare of a nation. But we assert with equal force that such a policy is always a temporary expedient and is never to become a permanent institution of a country. Its true nature and purpose include its limitation, otherwise it is not protection at all, but something entirely foreign thereto.

The various phases of a protective policy, by means of tariffs and otherwise will be discussed in detail in these columns in future issues. But the point being urged at this time is that the present tariff schedules are a perversion of the protective principle and that the claims made for them are badly overworked, and that the time has arrived for a successful revolt against the robbery that is being perpetrated in the name of protection which we hold to have been good in its day, but the object of which has long since become an established fact through permanently changed conditions.

Yet the tariff question remains with us, transformed in a fetish which receives blind worship from a sufficient number of tradition bound voters to uphold the monstrosities it has begotten, in the name of protection. But when we contemplate the possible need of American seamen in the event of war with a foreign power, we are driven to inquire how provision may be made for the same. The inquiry points directly to the need of an American merchant marine as the means of supplying them. And investigation shows that our tariff and navigation laws are responsible for the absence of American ships from

the seas, and that nothing but a revival of American ship building can restore our merchant marine, or give any hope for an increase of American seamen. The tariff schedules on iron and steel are responsible for the condition we find ourselves in, which cannot be relieved through granting subsidies to ship owners or by any makeshift legislation, but which will gradually right itself when the tariff laws are corrected that now deprive the country of the advantages it naturally possesses of becoming first among ship building nations, and first as a maritime power.

**NEW YORK CENTRAL'S DIVIDEND**

(From the Hartford Courant.)

New York Central and Pennsylvania are each involved at the present time in gigantic development schemes. The Central has its "Grand Central" problem to solve, the absurd title having already become a jest. Its station is no longer central and years ago it ceased not only to be grand but even to be adequate. The Pennsylvania is carrying on almost as great an excavation as the Central, and besides has the audacious tunnel proposition to work out. Each has been steadily absorbing capital and will absorb a lot more.

It remains for the result to determine whether these dividend increases made when money is impratively needed, are fair distributions among the owners or are devices for persuading more money to come in by bolstering up credit. It is only fair to say that many conservative observers are confident that the country has actually outgrown its railroad facilities and that the companies are bound to go on year by year increasing their earnings and their profits. It is a queer situation, however, to be borrowing with the left hand and distributing with the right at the same time.

**BONAPARTE AND THE TARIFF**

(From the Brooklyn Eagle)

Among the combinations "in restraint of trade" with which this country is endowed, is one for the manufacture of armor plate. Its chief customer is the government of the United States. Purchases are made for the shelling of armored cruisers and battleships.

This armor plate trust is at its old trick of jumping prices. In this it is merely doing what other commercial corporations do under the protecting aegis of a high tariff. But in this case the victim is the government, not the people of the United States. And this is the protest filed against the wicked armor plate trust by the secretary of the navy, who seeks, for the government, authority to buy armor abroad whenever prices at home are held by him to be exorbitant:

"When citizens of the United States, enjoying the protection of its laws, who are engaged in the manufacture of articles of this character, refuse to manufacture them for the government unless it shall agree to pay for them an exorbitant and unreasonable price, they evidently defraud it of an opportunity to exercise its just constitutional powers and evade the ful-

fillment of their own duties as patriotic citizens. Therefore, whatever may be the general economic policy of the government, the markets of the world ought to be open to it in dealing with the situation thus created."

If the shade of the late Nelson Dingley is aware of mundane happenings, it must smile at the ingenious logic of the last sentence. The government must have the privilege of compelling the decent treatment which it denies to the individual citizen whom an abnormally high tariff robs! Government can stand being robbed better than the citizen can stand it. But evidently, it makes some difference whose ox is gored.

A merry Christmas to all,

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The boys that are taking a course at the Agricultural college of the state university are fitting themselves to enjoy the prosperity that is inseparable from intelligent effort on the farm. These boys will enjoy a great advantage over those who lack the training that such a school gives. There is no vocation in which intelligence counts for more than on the farm. Give the boys a chance.

The members of the incoming legislature must bear in mind that the state platforms of all parties were alike on the railroad question, and that instead of playing politics all are expected to enter into friendly emulation in the work of redeeming the pledges made to the people. There is no excuse for them to hold back or balk, they are not in doubt regarding the demands of the people. Let them all toe the mark.

The president and secretary of state are strenuous in their advocacy of the centralization of power in the national government. But the American people are not ready to concede that they are incapable of self government. Local self government is the bulwark of liberty. It is a precious boon that has been too dearly bought to be lightly parted with. The American people will take no backward step toward despotism. Russia has a centralized government, and its iron heel is upon the necks of the millions. The suggestions of the president and Secretary Root, that we turn our faces toward the system that prevails in Russia will meet with a cold reception on this side of the Atlantic.

It would be hard to find another man combining so much of good and bad as is found in President Roosevelt. Generally, the president's intentions are good and his judgment bad. His chief fault lies in the disproportion between his ambition and his intellectual endowments. If his intellectual endowments were equal to the opportunity that is afforded him he might easily make himself the greatest citizen of the world, and cause his name to become one of the most illustrious in the annals of time. But there seems to be no chance of his doing either, for the reason that he is lacking in both the size and the quality necessary. Secretary Root is the

president's superior intellectually, and the president feels his dependence upon his secretary of state. Root is one of the best specimens of the politician and lawyer who are content to work for corporations and special interests. Roosevelt and Root are apparently as unlike as two men can be, yet the president clings to and depends upon Root.

It is much to be regretted that a cloud of any kind should hang over the head of Senator Bailey of Texas. His record in congress is flawless. His work in the late session of the senate attracted the attention of the country to his great abilities as a lawyer and legislator. He rendered his country great service. He is one of the few men in public life that is intellectually great and strong. He is a careful and diligent student that never ventures upon subjects of legislation without first making thorough preparation. Let us hope that the present cloud will prove to be nothing more than a suspicion, and that the senator's future usefulness will be neither lost nor impaired.

The eyes of all Nebraskans will soon be centered upon the state legislature. The railroad lobby is now in Lincoln and is in perfect working order. The usual number of smooth fellows are quartered at the hotels for the season. They do not pretend to be lobbyists or the tools of lobbyists, but such they are. It is their business to know everybody and everything, and be jolly good fellows. They have a varied assortment of nets into which they expect to ensnare many members from the rural districts, after which they will vote them on the side of the corporations or expose them. The inexperienced member of the legislature should beware of the good fellow who takes so much interest in his welfare when he arrives in Lincoln.

**MRS BRADLEY HELD AS SLAYER**

**Coroner's Verdict That She Killed Former Senator Brown of Utah**

Washington—Mrs. Anna M. Bradley was held to the grand jury as the slayer of former Senator Arthur G. Brown of Utah, as a result of the coroner's inquest. The verdict of the coroner's jury declared that Mrs. Bradley had fired the fatal shot in the former senator's room at the Hotel Raleigh last Saturday. When the verdict was read Mrs. Bradley collapsed and for a time was in a serious condition. As soon as she was able to make the trip she was removed to the district jail. Detective Burling testified at the inquest that Mrs. Bradley had told him at the station house that she had fired the shot, that she was the mother of Brown's two children and of his refusal to marry her. Mrs. Adams, the mother of Maude Adams, the actress, who was a special friend of the former senator had said that she might have prevented the tragedy, if she had known in time, was not present at the inquest as was expected.

two years ago by making an attack on a bill to make a close season for the killing of squirrels. Yesterday can work on the cause of the death today. The cause of the explosion is much a mystery as ever.