

The Spectator

THE contemplated action looking to an order to force all trains to enter and leave the city through the Oregon Short Line depot, eliminating the Denver & Rio Grande, looks more and more like a well defined plan to benefit the upper part of the city to the detriment of the lower part.

It has been intimated that the proposed order is for the purpose of centralizing the traffic, and effecting a saving of men and money. If that is the real purpose, we have a suggestion which we believe would greatly assist in this, if followed.

With the government controlling both stations, it certainly cannot be the desire of the officials to stop using the D. & R. G. building entirely, so why not equalize matters by moving the present Short Line offices in the News building to the handsome station it is proposed to abandon. Aside from the economic feature, the officials of the road and employees would have a fine, large, sanitary building to work in, and besides, it is close enough to Pioneer park to make that pleasure spot available during the recesses in the long summer days, just as the Battery in New York is a haven of rest for the overworked in the financial district during the noon hour.

The station would be just the place for the Short Line offices, the government would make a great saving in rent, and the move might in a way compensate the holders of realty in that part of the city for the loss they will be obliged to sustain if the present move, which looks suspiciously political, is carried through.

The people everywhere have suffered from the incompetency of the railroad administration ever since the government took charge, and have done it willingly accepting the inconveniences, holdups and general changes as a war necessity, but in the future, here and elsewhere, if they are to be forced to suffer personal inconvenience, and material loss through the incompetency or connivance of a cluster of political bedfellows, somebody is going to have something to say which will probably be effective, if not pleasant.

THE outstanding feature in the closing arguments in the Holmes-Bransford case before Judge Harold M. Stephens was the disparity in the manner of presenting them by the various counsel, those of the old school handling themselves with dignity in keeping with the facts, and the others resorting to personalities and sarcasm seemingly unwarranted and unexpected except in a police court.

W. H. Dickson, Judge Marshall, and ex-Senator Rawlins, comported themselves in accordance with the traditions followed by them for years, but E. B. Critchlow and W. W. Ray resorted to an entirely different system which scarcely appealed to those who still have respect for the ethics of the profession.

THE coming of the holidays always heralds the advent of the smoke season which will depress us for the next three months. As usual something should be done, and nothing will be. Besides the filth, and the consequent insanitation, the prevalence of the smoke for several months each winter is a sad criterion on our vaunted civic pride, and not only drives many of our own people to California until it is over but causes what tourists arrive to leave as soon as convenient.

We believe that if our city and county officials would busy themselves sufficiently to investigate the best method to stop the nuisance, and then pass laws drastic enough to make the citizens help to eliminate the smoke, that it would not be long until our air would be as free as that of Pittsburg at least.

PRECEDING the meeting of the legislature, the Democrats are in a bitter battle with the Bamberger and anti-Bamberger factions at swords' points over the speakership of the house. J. E. Cardon is the choice of the cohorts of Simon, and C. C. Richards is the leader of the opposition, modestly advancing his own candidacy for the position.

It looks very much as though the feeling between the Bams and the anti-Bams will continue after the speaker has been chosen, and in that event the Democrats will make the same kind of a mess of the real business of the session as they may always be depended upon to do whenever they have had a taste of power.

In the meantime, it would be well for the members of the legislature to remember that they are all being very closely watched this year, and had better give a very good account of themselves and their acts, for they are going to be severely called to account if the occasion requires, and it will be a peculiar session if two opposing crowds of belligerent Democrats don't make a lot of good copy for the newspaper gang.

But there should be a certain amount of charity used by the newspaper men in handling the session. The members will be under such a strain as no previous Utah legislature has ever had to suffer. Think of a legislative session in which the Democrats are in the majority, with the state bone dry, and the price of boot rising daily.

It was not like that in the olden days.

MR. McADOO'S plea for a five-year extension of the period of government operation of the railroads, or, as an alternative, immediate restoration to private operation, is construed by many as presenting an issue upon which congress must act at once. There is no such necessity. The law provides for return to private operation within twenty-one months follow-

ing the signing of a treaty of peace. There is no occasion for either precipitate action or extended government operation. After careful deliberation congress should take such action as seems best for return of the railroads, but under no circumstances should there be an extension of the period of government control.

Mr. McAdoo has himself provided sufficient argument against extension. Extended control will mean increased government appropriations. Judging by the innovations he has already instituted, it will mean diminished service and increased rates. It will mean continued use of the railroads and their pay rolls as a factor in politics. Let us get the railroads out of politics, restore former efficiency, and provide a reasonable system of government regulation which will help but not hamper development.

It may be admitted that our system of government regulation was imperfect, but it was by no means a failure. If it had been a failure, government ownership or operation would also be failures, for government operators cannot have more knowledge and ability than the combined knowledge and ability of private owners and government regulators. Government operators would lack the initiative and energy displayed by private managers whose rewards depended solely upon success. It may also be admitted that government operation has not been without its benefits, but these have been improvements which could and should have been attained under private operation and would have been attained if not prevented by hampering regulations.

No language can be too severe in condemnation of the wrongful acts of corporation managers who have pilaged their stockholders or wrecked the institutions over which they had control. Deeds of such character should be made criminal by law, if not already so defined, and prison doors should swing open to receive and confine the culprit who is unfaithful to his trust.

But eradication of evils of this kind does not require government ownership. There is no need to stifle individual enterprise, ambition and energy in order to prevent repetition wrongful acts. Advocates of government ownership propose a remedy worse than the disease. In the misguided effort to cure evils in railroad finance, they would fasten upon the nation evils far more serious, far more insidious, more deeply affecting the welfare of present and future generations, striking at the very vitals of truly representative government.

Once established public ownership will continue until its destruction has been wrought. Once overthrown, individual enterprise will not be restored until public ownership has brought its own ruin. Legislation can easily destroy but it cannot build up. The

most it can do is to give opportunity and incentive for individual activity.

Mr. McAdoo's advocacy of a five-year extension of government operation means five years more of scrambling the railroads with resultant necessitated government ownership because of absolute impossibility of restoring the property. In substance, he is asking for government ownership, and it should be refused.

NEVADA, FAREWELL

By Tod Goodwin.

I REMEMBER, I remember,
The state where I was born,
That used to be so wringing wet
And now is so forlorn.
The pungent sagebrush that I knew;
Aroma of the pines;
That later on were mixed with brew,
And later still with wines.

From the famed old International,
To the good old Riverside;
From the sandy shores of Glenbrook,
Down to Carson—open wide,
From Pioche to Winnemucca
It was heaven,—just to think,
That it now is really arid,
And a man can't get a drink.

From Bob Preston's down to Drysdale's,
Clear from Elko to Barooch,
The prospector must wander
Without anything like hooch.
Shades of Palaces and Northerns,
And the gulch called Stingaree,
And the Idler and the Mohawk—
Still they call the country free.

I remember, down in Goldfield,
At the Montezuma when,
The gang would all foregather,
And we'd fill 'em up again.
Can you see them Bryanizing
In the Big Casino? Say!
Or count the tongues that hang a foot
Down old Moana way?

I remember, I remember,
The state where I was born,
Where now there is a sacrilege;
The kibosh on the corn.
Where first I saw the light of day,
I hoped my dying breath
Would go, but I can't have my way;
Who wants to choke to death?

"There was a good deal of baseball played in London last summer, and the doughboys often took English girls to see the games," said Earl Dunmore at a Washington reception. "I heard of a doughboy who said to a girl as they entered the ball grounds together: 'If there is anything you want explained, tell me. I guess a lot of things seem meaningless to you.' 'Everything seems meaningless,' said the girl, 'and some things seem idiotic.' 'What seems idiotic?' asked the doughboy. 'Well,' said the girl, 'why do you call the seats the stands?'"