

depot in one of the largest towns for about 100 miles on its route in Montana, but passed through and built a depot upon lands of its own, about three miles beyond, in order to build up a new town on its land and thereby enhance its value. Upon appeal to the supreme court of the United States it was held that the railway could do this, although some of the judges dissented and stated that such a power was despotic and destructive of public rights. Still—it is the law, made so by the court of last resort. It is well known that the interstate commerce law is systematically defied. This has been shown by a recent United States grand jury at Chicago. But the devices by which favoritism may be given to friends are so numerous and so subtle that no law can be passed which cannot be evaded by those whose power in government is so great.

Government ownership is the only remedy. The long struggle for railroad commissions served only to cause the companies to control a majority of the commissioners. They have been able to do this in nearly every state, and where they cannot do so, they can resort to the courts to stay the acts of the commissioners, as has been shown in the first part of this article.

California is a fair evidence of the supremacy of railway power over the constitution, which, in 1879, laid upon the railroad commissioners the absolute duty to fix railroad rates and fares in detail; but the commission has defied the law, and smiles at the Merchants' Traffic association, which urges it to proceed to perform the duty enjoined by law. The legislature has power to remove them from office. But they look to the railroad to prevent the election of a legislature that would stand by the public. An editorial from the Examiner, San Francisco, February, 1892, refers to this in language showing the subversion of the state by railroad power. The provision of the California state constitution is as follows:

"Said commissioners shall have the power, and it shall be their duty, to establish rates of charges for the transportation of passengers and freights by railroad or other transportation companies."

The editorial quotes this and proceeds to say:

"Nothing could be clearer than this; but a small thing like the organic law of the state cannot, in the light of experience, be expected to stand as a bar against the Southern Pacific having its own way when it wants it. Had we a railroad commission composed of men invincible to every influence save their sense of duty, the railroad company would defy it in earnest, and who can doubt what the result of the contest in the courts would be, should the conditions be the same as have hitherto prevailed? Our judges, state and federal, have already, in many a California case, taught us that there exists a principle higher than any law, organic or statutory, which will be applied by the bench when needed. That principle is that men who are influential enough to make and unmake judges can do as they please."

The very best minds of the nation have favored government ownership. Among political economists, Professor Richard T. Ely, of Johns Hopkins university; among business men, Pierre Lorrillard; and among farmers, General John Bidwell—are types of those who have carefully considered the question and pronounced for national ownership. The president of the Chi-

cago & Alton railroad, in his report for 1891, recommends it; and I am informed that Senator Leland Stanford has said in conversation that he was not prepared to oppose the claim that government management could give cheaper rates to the people.

It is to be remembered that vast millions would also be saved to the people by the practical destruction of coal and other combinations, which are practically identical with certain great railway syndicates, like the Reading, Lehigh Valley and Jersey Central combine, by which production is limited and prices enormously enhanced. The ownership by government of transportation lines includes also the express business, which would in many cases not exceed one-fourth the present cost. The Pacific mail steamship lines would resume their proper functions, and subsidies to prevent competition would cease. Many other advantages might be enumerated, such as the more speedy utilization of patents and improvements in transportation.

The roads in private hands have been productive of enormous destruction to life and limb. Last year the killed and wounded in the United States numbered 35,359. The following gives a comparison between certain countries:

|                    | Killed. | Wounded. |
|--------------------|---------|----------|
| United States..... | 6,234   | 29,025   |
| Great Britain..... | 1,076   | 4,721    |
| France.....        | 379     | 709      |
| Prussia.....       | 402     | 1,579    |

We have more railroads, but still the number killed in proportion to passengers carried one mile is as follows: In France, one to every 24 million; England, one to every 21 million; Germany, one to every 9 million; United States, one to every 2,800,000. This shows very reckless operation.

Government ownership would abolish an enormous and harassing litigation, now carried on to the death by the companies, regardless of right.

National operation would be of great value in the detection of certain crimes, and in preventing illicit transportation.

Some persons range their objection under the cheap phrase that "they are opposed to paternal government." But all government is of necessity of that nature. These persons when their house is on fire are not opposed to paternal government, by a thorough fire department. If their property is liable to be assailed they do not oppose a paternal efficient police force, or to keep down insurrection a large army and navy under national control. Oh, no! In order that no man or thief shall lay hand on one dollar of their acquisitions, or set foot on one acre of their land, they are desirous of paternal government; but if it is good to so protect them, can it be wrong and bad to institute national ownership of transportation in order to prevent private corporations from taking all the surplus of producers by the tribute levied to pay interest on stock watered many times? Men who so use this phrase are ignorant of the words.

The relation of strikes to the railway problem can not be omitted. The friction between enormous combinations of capital and its wage-workers becomes yearly greater; and of all strikes, those of railway employes are capable of becoming the most disastrous: and strikes of this nature, extending over vast regions, if not at some time over the entire nation at once, are liable to occur, when, as is certain to happen, the corporations pass to a certain few, if not to a single syndicate. What can be the result of such a state of affairs? If the corporations attempt to supply

this vast field with new men, and should succeed, very great demoralization must ensue, and human life and limb be at very greatly increased danger. But could a universal or very extended strike on the railways be so handled by the companies as to prevent for a time the loss of tens or hundreds of millions of dollars' worth of perishable products and the prostration of much business? These are serious matters to contemplate, and very properly to be considered in any discussion of government ownership, where such a thing will not occur. There is no instance of a strike in public service, and very obvious reasons.

Stock gambling is the cause of widespread business disasters; produces a feverish state of fluctuations, and is appalling in its moral consequences. The land is filled with wrecks of human beings, victims to its idle delusions. Male and female, rich and poor, all orders of people, are drunken at its intoxicating shrine. This harlot sits a queen in the Babylon of Wall street, holding up the golden cup full of abominations. Now, stock gambling rose to a great height just in proportion as the railroad stocks increased in volume, and eight-tenths of all stock gambling is in railroad stocks. While mining stock would leave a limited field for this evil, it can safely be claimed that with government ownership of railroads, by which all railroad stock would cease to exist, this evil would be so reduced as to effect a mighty reformation.

But this discussion is already lengthy. The independent and non-partisan press is practically a unit for government ownership. Upon the Pacific coast the Chronicle has repeatedly editorially advocated it. The Examiner has expressed itself as willing to adopt this demand, and it may be safely asserted that a great preponderance of the scientific and intellectual forces of the country, which have carefully examined the subject, are favorable to this solution. The Farmers' Alliance and all great bodies of industrial producers show strong majorities for it. The whole empire of experience and reason demand it. By this means we may save the nation from the blasting and withering railroad corruption, to which the gigantic interest of the private companies has brought us. No device or method can ever control railway rates or obtain justice while they are owned by corporations. National ownership is the only remedy. "Neither is there salvation in any other."

Railways and circulating currency are implements of industry. The government must own the former and supply and regulate the latter. If this is not done, and done speedily, the masses of the people will be ground to industrial ruin between the upper and nether millstone of these twin engines of modern civilization.

A Single-Taxer.

EDITOR ADVOCATE:—Permit me to thank you for taking up my letter to you referring to the single-tax. The comment you are pleased to make upon it and other similar letters is not without ground or justification in a general sense. The points that the Single Tax Courier raises and discusses I would in the main indorse. The aggressive attitude toward all reformers putting the single-tax in the foreground I regret knowing and feeling that I can not do any good. I am painfully aware that there are too many single-taxers who are unwilling

I Was Very Nervous

During the spring. My appetite was poor, my bowels in bad shape, I had no strength, could not sleep even when I was tired, and when I got up in the morning I felt more tired than if I had walked 20 miles. In fact, had no energy at all. I was urged to take Hood's Sarsaparilla, and can say what thousands have said before, that it worked wonders for me—gave me strength, appetite, vigor and energy for work. I feel now that life is worth living. I am so grateful to Hood's Sarsaparilla that I feel it my duty to write this voluntarily." EDWARD O. DONKERTY, Down, N. H.



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to enter into the spirit of any reform not laid down according to their specific plan. I am, you will find, not one of them. While I have, of course, studied the single-tax considerably and feel reasonably well acquainted with its various phases I have taken every possible pains to read and study everything that I could find against it,—have, in fact, learned more regarding the single tax by reading papers attacking it than I have in any other way. I wish to say that I have come to the conclusion that while the land question is undoubtedly the main and fundamental question of the present time, the single tax is not by any means the only method by which the land question can be lastingly and justly settled. As long as the overwhelming majority of people cling fondly and tenaciously to taxation, interest, profit and competition (to a greater or less extent) however, the single-tax scheme seems to me to be the route that we can get the most co-travelers over, and I feel confident that if it is ever inaugurated its effects will be such as to lead us all in the direction of just social conditions much more rapidly and surely than the single-taxers generally dream of. I am at present studying the great question of interest, believing that the single-taxers as a class are not all clear and logical on that important point. I am also a believer in the co-operative commonwealth advocated by the Twentieth Century which single taxers discard as too socialistic and try to be open to any reasonable, peaceful solution of the social problem. If not asking too much of you I should like to get a copy of your paper and would like to know whether or not you will give the single-tax or other reforms regular space in your columns.

Butte, Mont. J. F. BEGERT.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dread disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh, being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address, F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75 cents.

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