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## PRESS OPINIONS

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### Save the People's Heritage.

Milwaukee Journal (Rep.), Feb. 26.—There is sufficient reason that the American people rather than J. Pierpont Morgan, the Guggenheims and their associates should profit from the unearned increment of the coal fields of Alaska. The royalties therefrom should be paid into the Federal treasury. These lands belong to the public. They should be retained by the public. And the forests and other mineral lands of the public domain, not only in Alaska, but in every State and Territory where public lands remain, should be administered as a public trust and royalties derived from their exploitation. The stake is a rich one. The exploiting interests will not surrender the opportunity to seize it without a struggle.

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### Land Values Follow the Crowd.

Portland (Ore.) Labor Press (labor), February 10.—Inventor Edison is not coming through with his "mush" or cement houses for workers in New York. He is a great inventor, but he has not found any way to build houses on land without satisfying the land owner first. The tenement dweller pays a high rent for his rooms because it is near his work, and he can not pay car fare, lose time and live in the country. He can not buy one of Edison's "mush" houses because he must have a piece of land to put it on, and if any great number of the tenement workers surmounted the difficulties and cost of transportation and settled in any particular section 20 miles or more from the center of the city, land values would be there as fast as the workers, and poverty and want would crowd in to the "mush" houses and make tenements of them. A slum resident lives in the slums because he must, not because he likes to. When a slum resident gets steady employment, good wages and reasonable hours he moves out of the slum as far as he can. Car fare for a working family of five would cost a dollar a day anywhere within the belt of speculative holdings where a man could get a building lot for \$500. The slum worker hasn't always got a dollar in his clothes. He would have to almost sleep and eat in the cars to get any work done. Edison's mush and water houses are all right; but until he gets cheaper land the slummers will slum 24 hours a day.

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### The Profit of Privilege.

Milwaukee Journal (Dem.).—The year 1910 is to be a great year for the trusts. Take the steel trust, which has been singled out as one of the good trusts of governmental favor. For 1910 it is expected to show gross earnings of \$1,000,000,000 and net earnings of \$180,000,000 to \$200,000,000, wrested from the public to assure the "reasonable profit" guaranteed by law. For the last three months of 1909 the trust earned \$41,000,000 net, or enough money to provide a liberal depreciation account, to enlarge the plant, to increase the common dividend, and still have left a nest egg of \$15,000,000. The

year 1910 at this rate ought to show a steel surplus of \$75,000,000 to \$100,000,000. Other beneficent policies of the trust besides high prices for goods, watering stocks, inveigling the innocent investor and buying up competitors like the Tennessee Coal and Iron Co. for a song during the panic, include the smashing of the labor trust, so-called. The labor union has received its heaviest blow from the stiff open shop policy of the trust. Even steel competitors can bask in the shade of the trust and get the same prices for goods as the trust exacts from consumers. Of all the virtues of the steel trust, however, which the Rockefellers, Havemeyers and Duponts ought to emulate and profit by, the greatest is the habit of the steel trust of nestling up close to the administration, leaning up against the presidential bosom with cordial fraternity—Gary and his fellow magnates of steel have proven their worth. By frequent and diligent trips to the White House and with a congressional representation, some slight favors have been granted like a chance to buy up the steel industry of the south under the guise of "saving the situation," avoiding troublesome prosecution by the government and getting a liberal steel tariff. The deepest sympathy ought to be extended to the trusts which have not learned the steel trust lessons of the Profit of Privilege.

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## RELATED THINGS

### CONTRIBUTIONS AND REPRINT

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#### AGNOSTIC.

For The Public.

The Dawn doth beam not; we too slow advance,  
My Soul and I, upon the gloomy way;  
Beneath my feet the world is chasm-vent,  
With longings impotent and helpless doubt;  
The tortuous paths of thousand human creeds  
Bedaze and 'wilder me; "Canst choose, O Soul,  
The way?" I faintly cry; "Not I," faint answer  
comes,  
And grope we on. About me is  
The love-charged atmosphere of human joys.  
And in my ears the thundering din of griefs;  
I stretch my hand and grasp the helpful rod,  
Experience, and wander forward, groping still.

LEILA BOSWORTH WILSON.

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#### THE DERIVATION OF "TARIFF."

For The Public.

Tariffa was a port and stronghold of Saracen pirates on the Straits of Gibraltar. These pirates took and plundered ships and sold in Africa the men and the few women they captured and did not kill outright. This procedure diminished and threatened to destroy commerce altogether. The Tariff pirates found that they were killing the goose that laid the golden egg.

For this reason they and the Corsairs of Tunis

and Algiers entered into a composition with the Commercial Nations to allow their merchant ships to proceed into and through the Mediterranean Sea on the payment of a "tariff" for protection. The name of this composition with pirates came from the pirates of Tariffa. This tariff was paid by all of the Commercial Nations, including England, excepting only the United States. The port of Tariffa gradually silted up and is now only a fishing village. The tariff and pirate business was entirely transferred to African ports, mainly to Tunis and Algiers.

The United States determined to stop this tariff piracy and the gross and cruel wrongs inflicted on its seamen.

Among the most gallant and daring feats of the American navy was the conquest of these tariff pirate nests. Every American should read that story.

The American navy alone ended forever the pirate tariffs on the Mediterranean Sea.

Is it not strange that the Nation that alone ended this long continued tariff piracy and destroyed the pirates to end the tariff they imposed, should today have imposed a tariff that has created pirates to prey upon its own citizens?

It is a reproach to our intelligence and to our manhood and honor.

"Equal justice to all and special privilege to none" should be today, what it was once, the American motto.

ABBOT KINNEY.

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## RAILROAD REGULATION OF GOVERNMENT.

Should Congress Be Leased Out or Operated by the Owners?

Full Report of Recent Conference.

(Special to the New York Lamb.)

For The Public.

Washington, March 5, 1910.

Owing to the recent agitation among the free stockholders of the railroad combine of which we are citizens, in reference to the growing necessity for some regulation of the government, a special meeting of the Presidents of the various uncommonwealths was held in this city last night. During the first session a hot dispute took place. Your representative, disguised as Justice, and thus invisible to the naked eye, gained access to the conference hall, and is able to give herewith a full report of the meeting.

Mr. O. U. Money maker, President of the H. O. G. R. R. Co., acted as chairman, and after calling the assembly to order, expressed himself as in favor simply of railroad control of the government, without ownership. The great drawback to owning a government was, said Mr. Money maker,

the financial loss involved. It was impossible to squeeze much money from a Congress belonging entirely to one; one might as well start one's automobile with water from one's own engines. (Laughter and applause.)

Mr. I. Will Slay, of the Trans-pocketbookital, here interrupted Mr. Money maker to say that he had not understood that there was any question as to whether the railroads should or should not buy in the government. That, he thought, had been done long ago. The question at issue now was whether the government thus owned should be operated by the owners or leased to minor companies. For his part, he was in favor of leasing. A government was an expensive thing to manage. It was, perhaps, an easy enough matter to take a President around the country once in a while, but what if Presidents all became so large as to leave no room for ordinary passengers? Then the government would not under direct operation be so efficient. It would be harder to find men pledged to the good of the railroads, when a mere question of salary replaced the sentimental spur of billial devotion. Finally, what were they to do in case of a strike? Cannons, they had found, were of no avail. Think of the example a few insubordinate and undesirable Insurgents would be to their own engineers and firemen! "No, gentlemen," concluded Mr. Slay, "I advocate most earnestly the leasing of the government to some private company."

Mr. "Hi" Fare, the popular young president of the Intersnatchional, next took the floor. (As he facetiously remarked, taking things came easy to him.) Mr. Slay had urged, said Mr. Fare, that the government be leased for operation to a subordinate company. Where, outside of the railroads, could persons capable of this undertaking be found? Could the price paid for the leasing privilege ever compensate for the loss of money diverted out of the proper railroadiad channels, perhaps even devoted to some such foolish and criminal purpose as public improvements or anti-graft measures? In short, here was a condition approaching the foulest democracy; and before him he saw but one horrible destiny—the government would fall into the hands of the people! (Groans.)

Mr. I. Pay Nix, of the Robin Hood Line, here rose to say simply that, whatever might be the method on which the gentlemen assembled should decide, he wished to be put on record as in favor of a strongly centralized government and of territorial expansion, as the greater the necessity for legislators to come to Washington, and the longer the distance to be crossed in the journey, the better would be the business of the railroads. (Cheers.)

Mr. Money maker here announced in great agitation that further discussion was impossible. He had just received word that Lloyd-George was coming to America; and he was going home to hide his tax receipts. The meeting adjourned has-