

man who does not like smoke-polluted air has a right to be. "Personal liberty" may give a man a right to cultivate "art" in any way he sees fit, but it does not give him the right to make a public nuisance of himself or to post pictures in his windows or on the billboards to smite our eyes, and school our children in the ways of vice and crime, whether we like it or not. "Personal liberty" may give people the right to corrupt their own bodies and fool with their own health, but it does not give quack doctors the right to issue circulars and newspapers, to print advertisements full of base lies calculated to mislead the young and inexperienced into the notion that nature's laws can be violated with impunity. "Goo-goo" is a term of disrespect. When reformers have fight in them, the epithet will not often be slung at them. It is suitable only for people who are too "good" to live and too "holy" to fight.

* *

"PLAIN CITIZEN GUGGENHEIM."

Bryan's Commoner (Dem.), Jan. 11.—Mr. Guggenheim, the prospective Republican senator from Colorado, declares that "if he goes to the Senate he will not go to represent the smelting company or any other company or any interest." Mr. Guggenheim's attention is respectfully called to the passage in the Bible in which it is declared in plain language that no man can serve two masters. Mr. Guggenheim will prove no exception to the rule. He may not intend to represent the smelter and other corporations, but he is so accustomed to looking at the interests of the people through corporation spectacles that he will be quite sure that that which is good for the corporations will be good for the people. Of course he will expect to have demagogues find fault, and he will count as demagogues all who do not put corporate interests first. The people of Colorado will soon have a chance to see the difference between Plain Citizen Guggenheim industriously guarding the interests of predatory wealth, and Senator Patterson who conscientiously guarded the interests of the whole people. One of the objections to our present method of electing United States senators is that men like Mr. Guggenheim can secure a seat in that body by putting up some very respectable candidates for the legislature who will be tied by a secret promise to the capitalist who backs them. Plain Citizen Guggenheim will probably feel that the people of Colorado are opposed to the election of senators by direct vote, but his election will do more to convince the public of the necessity for this reform than anything that has happened recently. As a horrible example, Mr. Guggenheim may prove a useful member of the Senate; as a representative of the people of Colorado he will be a failure from the beginning.

+

Chicago Voter, Jan.—That there is nothing new under the sun, not even in the methods of office seekers and their managers, is shown in the story of Simon Guggenheim, who by this time next month will have been elected United States Senator from Colorado to succeed Thomas M. Patterson. The expectant Senator, sometimes disrespectfully referred to as the "smelter trust senator," but more often spoken of as the savior of his party, has for years devoted himself to the Republican legislative ticket in Colorado. During that time it is said that he has spent over \$1,000,000, but what is that to a man if it brings him that which his heart desires? And it seems that Mr. Guggenheim's patient waiting and judicious expenditures for the benefit of his party are to be fitly rewarded. But that which makes one ponder over the sameness of men and methods is a little side light given in a newspaper story on the methods employed by Richard Broad, his manager. This story records that "Mr. Broad is a great sportsman and it is said he often has made wagers that some candidate he wanted elected would not be elected, giving odds of several hundred to one. He

always lost such wagers, which were invariably in connection with the election of some member of the legislature."

IN CONGRESS

This report is an abstract of the Congressional Record, the official report of Congressional proceedings. It includes all matters of general interest, and closes with the last issue of the Record at hand upon going to press. Page references are to the pages of Vol. 41 of that publication.

Washington, Jan. 12, 1907.

Senate.

Discussion of the dismissal of Negro troops by the President was resumed on the 7th (p. 699), and on the 8th the employers' liability bill was the principal subject under discussion (p. 753) as it was on the 9th (p. 810) and 10th (p. 870), being passed on the latter day (p. 900). The legislative appropriation bill was under discussion on the 11th (p. 951). A bill on the shortage of railroad cars (p. 1,031) was under discussion on the 12th (p. 1,031), as was the question of the dismissal of Negro troops (p. 1,034). Adjournment was taken to the 14th.

+

House.

The Crumpacker bill for the prevention of abuses regarding fraud orders in the Postoffice Department was discussed on the 7th (p. 719), and passed (p. 724); and on the 8th (p. 768), 9th (p. 833) and 10th (p. 902) the army appropriation bill was under consideration. The work of the 11th was on private bills, and adjournment was taken to the 14th.

+

Record Notes.

Crumpacker bill for prevention of abuses regarding fraud orders in the Postoffice Department (p. 718). Speech of Senator Gearin of Oregon on the Japanese question (p. 741).

RELATED THINGS CONTRIBUTIONS AND REPRINT

COAL IN THE PHILIPPINES.

From the Filipino Students' Magazine for December, 1906.
Published at Berkeley, California.

Sufficient coal deposits have been found in the Philippines to supply these islands for one hundred years.—Newspaper Item.

+

The Philippines are full of coal;
Keep it dark;
Tell this secret to no soul;
Keep it dark;
Mum's the word, now don't forget it;
If you tell it, you'll regret it;
For John D., he will get it—
Keep it dark.

+ + +

FIFTY YEARS OF STATE RAILWAYS IN SWEDEN.

For The Public.

The Swedish state railways celebrated, last December, their fiftieth anniversary, and it is therefore of interest to note the following remarks in "Engineering," of London. "Engineering," by the

way, does not entertain municipal and state ownership ideas as a special hobby. It is too much in accord with the "interests" in Great Britain for that. But it is a fair engineering journal, willing to report the facts as they are, a thing which we can not say of some of the railway journals in this country, in regard to governmental ownership.

Says "Engineering":

It is hardly too much to say that all concerned in the development and management of Sweden's state railways are to be congratulated upon the admirable results which have been attained in every direction. The Swedish government has always displayed both great foresight and untiring energy in extending and perfecting the country's railway system, and Sweden has in many respects, in none more, perhaps, than as regards thoroughly comfortable railway carriages and a civil and obliging staff of railway servants, acted the part of a pioneer. The Swedish state railways have opened out, and are still opening out, vast portions of the country, thereby giving an immense impetus to the exploitation of their vast and varied natural resources; and viewed from the standpoint of the exchequer, the result must be looked upon as entirely satisfactory. . . . The section which pays the best is the Malmberget (Gellivara) to Lulea line, which for 1904 yielded 7.08 per cent; but both the West, the East, and the South main lines yielded very satisfactory revenues (6.68 per cent. to 5.05 per cent.).

So far "Engineering." And after fifty years of such results government ownership, according to the "experts" which the "interests" send to Europe, is still only in its experimental stage, and a comparative failure at that. It would sometimes be well if the "experts" went somewhere else than to Great Britain. England is not the whole of Europe by any means. In Europe it is considered a very small portion indeed. Things are done even in countries where English is not spoken. But perhaps the "experts" speak only English and therefore can not profit by going elsewhere.

ERIK OBERG.

WATER POWER FOR THE ELECTRIFICATION OF RAILROADS.

From *Railway Machinery* for January, 1907.

While electrification of railroads has been considered in many cases a matter of too great an expense to be seriously contemplated for the great trunk lines of the country on account of the cost of keeping the large power plants in operation, there are ample possibilities for the electrification of railroads in such countries where there is an abundance of water power.

The Scandinavian Peninsula, as is well known, is in this respect better provided than any other country in the world, Switzerland excepted, and the people of Sweden have for this reason been contemplating for some time the electrification of the main trunk lines of the government railroads. It is intended, if possible, to eliminate steam motive power entirely, or at least to eliminate it for passenger service.

As the state owns a large number of water falls and exerts a large control over the remaining ones, working upon the principle that these falls are natural gifts which belong only to the nation as a whole, the electrification can be carried out with far less expense than would otherwise be the case. Some of

the private railroads have already contracted for electrical equipment and installation of electric traction.

* * *

LETTER FROM NEPHEW JACKSON TO UNCLE JIM.

Some Lately Discovered Correspondence.

For The Public.

Dear Uncle Jim: In reply to your inquiry about the graft business, I would say that it is very probable that people in general are as good as they know how to be, and that a large part of the money spent for courts and judges and penitentiaries and police might better be used to run some schools that would teach the difference between right and wrong. Lots of folks in the high places as well as in the low, don't know the difference between stealing things and earning them. The glitter of the diamonds and the color of the gold blinds their eyes to the pains and aches of the poor lash-driven slave that dug the shining things from the earth, and people fall down and worship the possessor of wealth, ignorant of the vile wrong done to the producer. It is possible that ignorance is responsible for more crime than the saloons, though statistics to support this assertion are not as plentiful and available as those in regard to the saloon business.

I must confess that these ideas are not original with me, but my friend Dobbs, who is the real author of them, thinks seriously of getting up some statistics to prove their truth, and if he does they will be hard to controvert, for he is a lightning calculator and delights in multiplying millions by quadrillions, and playing football with the square root and quadratic equations.

To tell the truth about the matter, Dobbs was so enthusiastic at first that he compiled four full sheets of solemn looking figures and submitted them to me.

I could not presume to contradict them, because the five figures in the ignorance column taken from the nine figures in the crime column certainly left a balance that was fully as formidable as the balance of trade that our professors of economics and the rest of us fall down and worship.

So I admitted the truth of Dobbs's figures, and asked him where we are going to get the teachers for these schools of righteousness. It is a pretty certain thing that we can not get any from the Chicago City Council, for they are all tangled up over the meaning of the word "graft," and in such a condition of mind that they would be liable to accept a present from somebody that wanted a franchise, under the mistaken impression that such action embodies the genuine essence of the Golden Rule. If we want teachers of right and wrong we must look among people who are not so innocent as the members of the Common Council.

Dobbs thought we might make a text book out of the cyclopedia installments that President Roosevelt is sending to Congress; but on consideration we saw that the installments had not gotten very far down in the alphabet, and that it might be a long time before he got down as far as "stealing" and "ship subsidies," even if he went straight through the alphabet, and in the meantime people would go on stealing and voting for ship subsidies under the impression that it is the proper thing to do.