

RELATED THINGS CONTRIBUTIONS AND REPRINT

THE BLEATING OF THE LAMBS.

Dear Father abune, take tent tae Yer weans,
For sair they are greeting wi' hunger an' cauld;
maud doon Yer heid till I tell Ye oor grievance—
We're just Yer puir lammies put oot o' the fauld.

The big sheep and goats got a' the fresh fother—
I ken weel Ye laid doon enouch for us a';
But they struggled, an' buntit, an' foucht wi' each other,
An' grabbed till they left us just naething ava.

They've mair than enouch, but greed kens nae limit;
Some trample doon what they get for their pains;
And some strut aroon wi' the pride they take in it,
While others stand guard ower their ill-gotten gains.

We stood it until we grew desperate wi' hunger,
And stole frae their bundles a moothfu' or twa;
Then they wowed they wad thole wi' thieves there nae
langer.
And clubbed a'thegether and drove us awa'.

We tell't them that we were sae hungry and lonely,
And feart for the big wolf that prowls up an' doon;
But they bade us begone, the fauld was theirs only,
And they didna want us tae be hanging aroon.

O wull Ye no' tell them tae treat us mair fairly—
Tae gie us a corner in the bield o' the wa'?
O, bid them be honest and share up richt squarely
The bonny fresh fother Ye meent for us a'.

—C. Kyle Anderson, in *Scottish American*.

A FATAL OBJECTION.

Labor was wild. He found his work very hard, his head was swelled, and he didn't know his place, and he was unreasonable and violent; so they took him to the Social Reform Clinic, and considered his case.

When he was stripped, an iron collar appeared embedded in his neck, and Doctor Lord explained that many years ago, when Labor was a child of wandering habits, he had put the collar on him, and that it had never seemed to do him any harm. He said also that, anyhow, there was plenty of room for Labor outside of the collar.

Doctor Legis suggested compulsory arbitration to decide what was really Labor's place. Doctor Ate-ower said: "I think that to shorten his days would lengthen his life." Doctor Malitia said that his system needed stimulation. "Now," said he, "if we could get him into a fight, so he wouldn't think about his own condition—"

Doctor Boness said a share in the profits of exploiting would do Labor good.

Doctor Status said an old age pension would help Labor very much if he lived long enough, but that if he should die sooner, what he needed was an Association for the Reduction of Funeral Expenses.

"A law against sweating," said Doctor Statute. "And against drinking," said Doctor Prohib; "if he didn't drink he wouldn't sweat." "And against gambling and other excitements," added Doctor Nosey. "Not forgetting," said Doctor Vigllart, "a law against immorality (of the cheaper grades)."

"Why not remove the iron collar?" asked an or-
derly.

"My friends," said Doctor Conservita, "we have had many excellent suggestions here to-day from my learned colleagues; all of which we will try again, if the patient can be kept quiet; but we are not here to consider the revolutionary theory of this Radical"

So they discharged the orderly. Labor had another fit that night and cut Doctor Conservita's throat.

—Bolton Hall, in *Life*.

STATE AND MUNICIPAL OWNERSHIP IN SWEDEN.

II. THE TELEGRAPH SYSTEM.

For The Public.

The telegraph system of Sweden is operated in connection with the telephone system, but financially the two systems are independent of one another. Experience has proven that it is of advantage to conduct the various departments of public property as independent concerns; in fact, it may be properly said that each department stands in the same relation to the various other departments as would a private concern. Each is charged for services rendered, and each pays the same fees as would be required from any private person or firm. But it must be understood that at the same time the greatest possible cooperation exists between the various departments, which not only greatly reduces cost, but gives increased convenience to the public. Thus, for instance, in all smaller villages near the railroads, the postal service and the railroad service are always connected, so that one person at the same time fills the place of village postmaster and station master. He receives part of his compensation from the postal department, and part of it from the railroad department. Even in the case where the railroad is not operated by the government this arrangement has been successfully carried out to the satisfaction of all concerned.

The financial independence of each department mentioned above makes it possible to very closely estimate the paying qualities of each. It makes it possible to determine where improvements are necessary, and where rates can be still further reduced without impairing the departments' self-supporting qualities.

The public utilities owned or operated exclusively or partly by the national government are the telephone system, the telegraph system, the postal service (including parcel post and postal savings banks), the railroads (including express service), and such repair shops and factories as must necessarily be conducted in cooperation with the various departments above. But the government has never acquired any business that is of strictly private nature, nor has it ever established any state monopoly in any branch where competitive industry can be successfully left to itself.

The telegraph system, as well as all the other various departments, is conducted on the principle that it is to be not only self-supporting, but that within a certain number of years it is to pay for its construction. The Swedish government has given state ownership a fair trial, having operated telegraph lines for more than fifty years, and the venture has proven a complete success. The rates are low,

the service is all that could be expected, and there have always been surplus earnings every year for the last 45 years.

The money for the construction of public telegraph lines is advanced by the general state treasury, a certain time limit being prescribed, when the amount has to be all paid back with usual interest. Surplus earnings are either used in the construction of new lines or are turned over to the state treasury.

The main telegraph system of Sweden belonging to the government under the supervision of the telegraph department, is supplemented by a number of lines operated by the railways along the roads. Of course some of these lines are in fact also public property, in as much as all main railroads are public property. But as these lines are considered as an integral part of the railroad system, they are administered in connection with the railroad department. Private railroads also operate telegraph lines along their roads, all of which, however, are cooperating with the main system, owned by the state, and open to the public on the same conditions and at the same rates as the government's lines.

The length of the state owned cables (those only belonging to the telegraph department are here referred to) was at the beginning of the year 1900 not less than 5,500 miles; and the length of the wires was 16,500 miles. The length of all cables in the country was at the same time 9,000 miles; and of the wires, 28,500 miles.

The government constructed its first telegraph line in 1853, and in 1856 the administrative bureau, which takes care of and operates the public lines, was established. This bureau also regulates and has supervision over the lines which work in cooperation with the government's lines.

No complaints of any serious kind have ever been known to have been made against the public telegraph system, as owned and operated by the government; and the corruption that is often claimed would be the result of a system of government ownership is practically unknown to Sweden. But it must be remembered that the details have been worked out during a long period of years, and that publicity of results and accounts, contracts and agreements, to a great extent prevent and eliminate possibilities for corruption.

As to the rates charged, it must be remarked in the first place that rates are uniform all over the country, independent of distance, in the same manner as are postal rates in this country. The longest lines are about 1,000 miles, and the rate is \$0.0135 a word; however, a minimum rate is fixed at \$0.135 cents for all telegrams not exceeding ten words in length.

The financial outcome has, as mentioned before, always proven a success, and in 1899 the incomes exceeded the expenses by \$110,000.

The construction cost of the lines is, if anything, higher than in this country, the wire having to be imported, and the lines being constructed with extreme care. The operating expenses are naturally somewhat lower, the compensation paid to operators being less in proportion than here. This difference, however, by no means accounts for the difference in rates charged by private telegraph companies in the United States, and it could easily be admitted that the usual rates in this country could be cut in half

if the government owned and operated the lines, as it now does the postal service. Lower rates would also increase the amount of business, and thus make the proposition a still more favorable one. What other countries can do with success there ought to be no reason why the United States could not do, thereby decreasing instead of increasing the present corruption, and adding to the comfort and convenience of the citizens.

ERIK OBERG.

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HUMAN KINDNESS IN WRECKED SAN FRANCISCO.

Ashton Stevens in San Francisco Examiner. Reprinted Here From the Coast Seamen's Journal of April 25, 1906.

In the wreck of San Francisco the courage of her people found expression in kindness. The minds of the survivors are yet a little numb. The picture fails to reveal itself as a whole; it comes to us detached, broken; the perspective is all awry. We are so close to it that vision seems to have been reversed and we are miles and miles removed. San Francisco is fighting her way back to her budding in the yet steaming ruins of Lower South-of-Market street; the resonant music of hammer on nails is heard near the Ferry building; already, before the smoke has cleared, the stimulus of reconstruction is in the air.

And fragments of the picture come back to the survivors, the reconstructors. It is only natural that that they should be very personal. Each man has a story in his breast, a raw, incomplete narrative of terror. That is the splash of red on the canvas, and concerns not so much man as the elements. That was revealed in a single shock, and at best imperfectly understood, for the sedentary intellect of the twentieth century is hardly equipped to cope with anything so direct, so uncomplicated, so unsubtle, so brutal. This modern intellect has less difficulty grasping the kindness of man for man.

Human conduct was put to a terrible test, and survived it. Out of my own experience I recall only kindness. None was so hard put as not to help another, even though the help went no farther than a word. Let me be more specific.

When the ceiling came down on the top floor of the Occidental Hotel we fled, with barely enough clothes for panic modesty. Among the absent articles were one pair of shoes. I barefooted it up Bush street towards Grant avenue, for the overhead trolley and telegraph wires in Montgomery and Kearny streets were falling. Near Kearny street an all-night cabman stood at his horse's head. He hailed me. His eyes glazed with terror, he said: "Let me drive your wife and you somewhere. It won't cost you a cent. You know me—honest, too bad, it won't cost you a cent! Let me drive you somewhere. Let me drive you to the cemetery."

That was kindness, and it was kindness as unconscious of ghastliness as of humor.

At Grant avenue we were joined by a stranger, completely clad save for a collar. My bare feet troubled him more than they did me.

"Here!" he said. "Here's a shoe store. Break the window and take a pair. You can pay for them later—if there is any later."