

They from his marrow and his blood grew up,
And from the tear-drops that he shed in chains!"

A wind comes blowing softly o'er the graves,
And words are heard the garden's leaves among:
"The lovely blossoms, they are stolen flowers;
'Tis yonder, over yonder they belong!"

And stronger blows the wind across the graves,
And loud it roars, in wrath that naught can tame;
Words, awful words are in the garden heard:
"The pious, 'tis the pious are to blame!"

The toiler's grave clove suddenly apart;
The dead man thundered from his narrow cell:
"Not the flowers only, nay, but e'en the boards
That make his coffin, they are mine as well!"

"And not the coffin only, but the shroud
That wraps his limbs in linen smooth and fine,
It is not his—through me he gained it all,
Through my poor toil; the whole, the whole is
mine!"

Then through the air the dead man passed away
With cries: "You yet will pay for it!" he said;
And as he passed from sight he clenched his fist,
And shook it at the world, in menace dread.

In sudden terror from my dream I woke;
But still, in tones where grief and wrath combine,
Ring in my ears the words, "Nay, not alone
The flowers are stolen; all, yes, all is mine!"

ALICE STONE BLACKWELL.

ECHOES FROM OREGON.

Fred C. Denton in the Oregon Journal.

Any man moving among the people of Oregon is struck by the confidence they have in themselves to keep the political machines out of business. . . . The common citizen of Oregon has not yet spit on his hands to hit established graft a lick; he has only tapped in the wedge of the initiative.

In many parts of Oregon people are very "sore" on the local land monopolists. One of the largest in southwestern Oregon recently said that he was the worst hated man in that section. He further remarked that if some method was not devised to compel the use of idle land that the people would take it all away by pure confiscation, and that they would be justified in so doing. From some landless Socialist this would be treason and anarchy, but when delivered before a commercial body by an experienced and successful land-grabber it caused thinking men to think more.

BUSINESS.

Ellis O. Jones in Puck.

It has been definitely announced that business is the one thing above all else that must be protected at any hazard. All discussion of business

and the ramifications thereof must be carefully eschewed by the press and the pulpit. For the benefit of those who are not clear as to what topics a man may hold or express opinions upon, the following two lists have been compiled which, though necessarily incomplete, are fairly inclusive and typical. The first may only be discussed upon pain of being dubbed anarchistic, socialistic or some other istic popularly recognized as opprobrious. The second may be discussed by pulling babes and women's clubs without danger.

The following will injure business: Child labor, stock-watering, railroad rates, pure food, trades unions, cost of living, wages, trusts, tariff, graft, safety devices, hours of labor and bank regulations.

The following will not injure business: Spelling reform, Esperanto, art, lighthouses, light housekeeping, light fiction, baseball scores, cigars, the author of Shakespeare, the age of Ann, the inhabitants of Mars, the American girl, the civil war, the Passover, higher criticism, the size of the ark and the assailant of Billy Patterson.

HOW TO ABOLISH LAND MONOPOLY.

From an Address Delivered by W. L. Crosman, of Boston, at Crescent Park, R. I., July 18, 1908.

The cause of low wages and unemployed labor is land monopoly. Land is the source of our living and the source of all wealth, the field of employment for all labor. Because of man-made laws the benevolent intentions of the Creator have been violated and that natural element called land, which was created for the use and wants of all mankind, has been given over to private ownership. And in consequence we have a system of land monopoly which encourages land speculation and the holding out of use of valuable natural opportunities. And this is an obstacle in the way of the investment of capital and the employment of labor.

In order to abolish poverty and establish the equal right of all persons to the use of the earth and to "life, liberty and the pursuit of happiness," it is necessary to abolish landlordism and legalized special privileges. That can be done by adopting the principle advocated by Henry George in "Progress and Poverty," which would mean that the annual rent of all land would be taxed into the public treasury and all other taxes could then be abolished.

Land speculators would then have to use idle land by employing labor, sell for whatever price could be obtained, or abandon it to those who would put it to use. Unused land would then be open for the employment of labor, and no man who wished to be at work need be idle. Wages would rise to their natural level—the full earnings

of labor—for no man would then work for another for less than he could make by working for himself. Free or easy access to land in new countries accounts for high wages in such places, and the absence of poverty and unemployed laborers.

Laborers demand justice, not charity; equal rights for all, not special privileges for some. Only by the establishing of justice and freedom can involuntary poverty be abolished, and the first step in that direction should be the extension of home rule or local option to the system of taxation, and that would open the door for the adoption in communities, both large and small, of the principle called the single tax. The necessity for government and the value of land are both the result of population, and the revenue of ground rent from the one should be used to pay the cost of the other. This would be conforming social conditions to natural law, and as a result poverty would be abolished, as well as the greed, vice, crime and intemperance that spring from poverty and the dread of poverty.

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THE PUBLIC OWNERSHIP OF RAILROADS.

For The Public.

IX.

General Observations and Conclusions.

1. State Railways as Employers.

An important question in connection with the success attained by existing State railways is the condition of the employees. Of course the wages paid are not as high as the wages in the United States, but if State railway employment is compared with private employment in the same country, or in countries of similar conditions, it will be found that the employees of the public railway systems are as a rule better satisfied and a higher class of men, than can be found elsewhere. It is true that some countries, notably Italy and Rumania, have had troubles with their railway employees, but, while these cases are exceptions in regard to publicly owned railways, there are hardly any private roads anywhere, which have not, at some time or other, had troubles with employees who have been dissatisfied with their treatment. We have previously compared German State railways with English private railroads in certain respects. It may be profitable for us to complete our comparison by a reference to the manner in which each system handles its employees. Private monopoly in England has made itself subject to the same charge as American railroads, that of working the railway employees unreasonably long hours, although it must be admitted that such extreme cases as were brought forth in this country during the investigations connected with some of our most terrible railway accidents about a year ago, have not been heard of in

England. In Germany, however, the hours of duty are strictly limited. The working hours of 70 per cent of the locomotive and trainmen is less than 10 hours a day and does not exceed 11 hours, except in emergency cases, for any trainmen. In the State railway show the working time is limited to 9 hours.

On the Swedish State railways no general rules have been laid down as to the length of the working day. The principle of rendering the service of the train staff as easy as possible, is, however, applied as far as possible. With regard to Sunday labor, reductions have been made in connection with the freight traffic. Neither receiving nor delivering of freight takes place on that day, and a number of freight trains regularly run on week days are not run on Sundays. It is also the practice on all the government lines to provide for one Sunday off every third week for all employees, and they also have fifteen days' leave of absence yearly with full pay. The minimum compensation paid to the cheapest class of employees is \$318 a year, including compensation for clothing. The average minimum compensation on American roads is \$1.32 per day, or \$440 a year for 333 working days, this number being the number of working days on the Swedish State railroads for each employee. Considering the average cost of living, this comparison is most favorable to the publicly owned systems considered.

On all the larger publicly owned systems the employees are retired with a pension at a certain age, their employment is steady, and they need fear the future far less than the employees on many of our railroads, where the first pinch of depression in trade throws thousands out of employment.

2. Working Expenses.

It has been charged, and with very plausible reasons, that government administration of railroads would be a far more expensive business venture, considered merely as such, than results from private management. Few people, even the most ardent advocates of government ownership, would feel justified in arguing on this subject, unless supported by actual figures from practical results.

There are also a great many people who believe in government ownership in principle, and who would be willing to support its application in practice, if they were confident that the cost of administration would not be out of all proportion to the cost of private management. Of course it is true that logically the railways should be owned by the government, no matter what the cost of administration, because the railways to-day constitute our most important public highways, and we have outgrown the time of toll-roads, and highway franchises. We do not need, however, to argue this matter against any such odds as would