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Lines Worth Preserving

NEVER SAY FAIL.

We remember to have committed the following lines to memory a number of years ago, but have not since seen them in print until recently we found them in a volume of selections bearing the title of "Heart Throbs."—Editor News-Letter.

Keep pushing—'tis wiser than sitting aside
And dreaming and sighing and waiting the tide.
In life's earnest battle they only prevail
Who daily march onward and never say fail!

With an eye ever open, a tongue that's not dumb,
And a heart that will never to sorrow succumb—
You'll battle and conquer, though thousands assail;
How strong and how mighty—who never say fail!

The spirit of angels is active, I know,
As higher and higher in glory they go;
Methinks on bright pinions from heaven they sail
To cheer and encourage—who never say fail!

Ahead, then, keep pushing, and elbow your way,
Unheeding the envious and asses that bray;
All obstacles vanish, all enemies quail,
In the might of their wisdom who never say fail!

In the life's rosy morning, in manhood's firm
pride,
Let this be your motto, your footsteps to guide;
In storm and in sunshine, whatever assail,
We'll onward and conquer and never say fail!

Our Outlook

PROFESSOR STARR AS A WAR FAN.

It is deplorable that fight talk is maintained among educated and influential people. Just when many of the best spirits that dwell in human form are trying by all sorts of means to bring about international peace methods, others, equally influential, but not equally wise, keep up the old spirit of bombast or challenge—the "we don't want to fight but, by jingo, if we do" style of talk.

But even worse than that is the suggestive word to a militant people that it could lick any nation in the world. It reminds us of the boys who used to come to us when we were youngsters and tell us that we could easily lick the bigger fellow and then go to said bigger fellow and dare him to hit us.

Now, we do not say that Professor Starr has carried out the whole of this method of stirring up a fight. Professor Starr is a man of acute observation and great knowledge, but for that very reason his hint to the Japanese that they could beat the United States in war is dangerous. The question is not whether the danger is greater to the former or the latter. The real danger is

against public peace and against that quiet, calm, commercial and political amity that ought to be encouraged between nations.

GREAT WARSHIPS AS PEACE AGENTS.

And now comes another piece of news. The smoking debris of the war flame has been fanned by the United States building the Dreadnought in order that we may be credited with the ownership of the biggest warship in the world. The spirit of rivalry touches the pride of England and that country sets to work to build a ship which is to be 50 per cent greater than the Dreadnought.

And so this braggadocio policy leads us on from one extravagance to another, and every such step tending not to the settlement of any question of superior forces, but simply to keep alive the war spirit. Indeed, that is the whole tendency of an army and navy; it is the very business of the soldier. What are the uses of great armaments without an occasional war? Military and naval men can achieve distinction only by war, and every new military instrument or warship is a challenge—not to peace—but to war. Shakespeare has interpreted the thought of the soldier in "Measure for Measure." "There's not a soldier of us all that * * * doth relish the petition that prays for peace."

THE STANDARD OIL FINE.

The tendency just now is to jump onto John D. Rockefeller. As the head of the great Standard Oil Company he comes in for the heaviest end of the big stick and everybody is trying to take a whack at him. Nor is there any need to waste sympathy or to offer condolences to the company or the men at the head of it. They have been proven guilty of a crime against the laws of the country, which were framed for the very purpose of preventing such rich corporations from securing rebates in transportation which discriminated against other merchants and enriched themselves at the expense of the public. The offense of which they were convicted on 1,462 counts was that they had secured a rate of six cents and seven and one-half cents a hundred for the transportation of their goods, when the regular rates were eighteen and nineteen and one-half cents, or two-thirds more.

Judge Landis very clearly pointed out the grounds upon which the law is based which forbids such discrimination. He said "that the railway company is a public functionary and is enabled to construct and operate a railroad only by its exercise of the power of eminent domain, which is a sovereign power of government. Thus, by condemnation proceedings, such a corporation may take real property of the individual citizen, even his homestead, against his will and protest. The theory upon which the government authorizes this to be done is that it is necessary for the public welfare, and nothing can possibly be more plain than that property thus acquired must be used for the benefit of the public; not part of the public, but all of the public. Under the doctrine insisted upon by the defendant, the railway company might give the Standard Oil Company a low transportation rate and by contract obligate itself to withhold the same rate from the man the taking of whose property by condemnation rendered possible the construction of the road. A more abhorrent heresy could not be conceived. There is no more reason

for the claim of natural right to private contract for the exercise by a railway company of the public power with which it is endowed than there would be for the claim of similar right to private contract with the collector of customs or tax assessor for a secret valuation of property."

PLUNDER OF MILLIONS.

Like all good law, this is taking high moral ground. No true citizen has any right to quarrel with it and its value as expressing the action of a high court of the United States is incalculable.

As already said, there is not the slightest excuse for any words of sympathy for the convicted company. It has collected many millions from the people of the United States, and the simple fact of its enormous dividends, so-called earnings, is proof enough of a long-continued course of systematic robbery.

With an original investment of \$75,000,000, this colossal company has paid in twenty-five years dividends to the amount of \$551,992,904, and its net earnings are declared to be at least \$790,000,000, or a yearly sum of \$31,600,000. The figures are simply staggering!

There is an added testimony to this gigantic monopolistic steal. A report of the commission of corporations has been submitted to President Roosevelt in which it is shown that the claim made on behalf of the Standard Oil Company that "it has reduced the price of oil and that only such a company could have furnished oil at the prices that have prevailed" is entirely without foundation in fact. Mr. Commissioner Smith, who is responsible for the report, says: "If the few and small independent concerns that now exist, harassed and restricted as they are by the aggressive price cutting of the Standard, by its unfair competitive methods, and until recently by a widespread system of railroad discrimination heavily handicapping all of its competitors, nevertheless can and do sell oil profitably for less than the Standard charges, it inevitably follows that had the industry followed the normal course of development and had no great combination arisen to exercise substantial control herein, prices to the consumer would have been much less than they actually are or have been."

ANOTHER ASPECT OF THE CASE.

But the moral question involved is not to be limited to the Standard Oil Company. One big sinner must not be made the scapegoat for many. If that company is guilty of taking a rebate the railway company is particeps criminis in the same transaction.

Discrimination of "public functionaries," like a railway company, is constantly sought and secured by thousands of people who are loud in declaiming against the convicted company. What are the numerous railway passes given to legislators and other persons of influence but so many "rebates" in their favor against the public? What are the deadheads of the electric telegraph companies and others, which deadheads give absolutely nothing for the so-called favors granted them? What, indeed, are even the half-fare permits of clergymen but "rebates" against the spirit, if not the very letter, of the law?

The question once fairly put suggests a score of others, and the moral indignation which turns upon the Standard Oil Company ought to reflect back upon the whole of that large army of grafters who especially feed upon any and every business that comes under Judge Landis' definition of a company that "is a public functionary" with "the power of eminent domain."