

North Shore News-Letter.

PUBLISHED EVERY SATURDAY AT GLENCOE, ILLINOIS.

H. P. DAVIDSON, Prop.

PHONE 92

Entered at the Post Office Highland Park 2nd Class matter.

SUBSCRIPTION, \$1.50 A YEAR, 5c PER COPY.

SATURDAY, SEPT. 10 1910

Checks received for subscription are at once credited, and the date changed on the printed label within a week or two.

EDITORIALS

Communication

It has never been my practice to publicly champion any political candidate other than follow the duty of every citizen, namely: to cast my vote. I feel, however, that in view of the number of candidates in the field for nomination for Congress in the Tenth District, possible the opinion of one who has been a frequent visitor at Washington in the last few years may be of interest if not value to some voters who have no means of knowing the true facts.

Mr. Engelhard and Mr. De Lang are, for all the writer knows, both excellent men; but it would seem that the principal new plank in their platform is that "we need a change". This is a quite surprising point to emphasize, as it is so absolutely contrary to the customs in every other walk in life.

The phase of the question, however, which should be of special interest to the voter is the fact that Congressman George Edmund Foss; the present Congressman and candidate for re-election, can always be found at Washington during the session carefully watching every bit of legislation which is brought up. He is never too busy to courteously and thoughtfully consider any matter which is placed before him by one of his constituents, and if such matter seems worthy, gives it not only prompt but intelligent attention.

During the sixteen years that he has represented the district, he has acquired a fund of information that is invaluable to the private citizen who goes to Washington on some special mission, and who naturally looks to his Congressman for advice. Mr Foss' attitude seems to be the same towards all regardless whether it be the wealthy representative of a great commercial industry or the humble appeal of a widowed mother who desires the War Department to release her son and probably only support from his enlistment, and is in marked contrast to the attitude the writer has seen many other public officers take after they once secure their election.

The fact that he has been chairman of the Naval one of the most important committees, is an evidence of the esteem in which he is held by his colleagues; and his stand on all progressive legislation is a matter of open record as is the effect of his influence clearly shown by the appropriations, public buildings, harbor improvements, etc., running into the millions of dollars which he has secured for his district; and it would seem to the writer that even should the other candidates for this nomination have the most excellent qualifications, it would be many years before either one of them could possibly be as efficient a representative of the district as is Mr. Foss even did the voters not consider the fact that we owe him our support.

R. P. DAVIDSON,

REGULATIONS OF EXPRESS RATES

The recent action of the Illinois Railroad Commission, in determining to regulate the charges of express companies, is the proper exercise of undoubted authority. Their action is commendable and important. Pity it has been so long delayed to the injury of the people who require the service. It is well the public should understand just what sort of relation these express organizations have to them and to the railroads. The express companies have no lines of transportation of their own. They have no rights on the lines of rail they use beyond what the railroads can give them. They are barnacles on the railroad systems of the country. Something worse than barnacles; leeches—blood-suckers—like the fast freight lines which so long took the cream of the freight business of the railroads to the profit of inside organizations rather than that of the stockholders. It is safe to say that the whole relation of the express companies to the railroads has always been more or less tainted by arrangements under which the rights and interests of railroad stockholders were subordinated to the interests of directors and others in control of the roads.

The railroad is a semi-public corporation—not only in the sense that it is a common carrier, chartered for the public accommodation, but also in the fact that it is endowed with the sovereign prerogative of "eminent domain"; and in the power thus granted to take private property for its purposes, it is doubly bound to a faithful discharge of its public obligations. A majority of the railroad mileage in this country shares the enjoyment of munificent gifts of public land, thus adding a moral obligation to the legal one to deal justly by the people who are to be served.

It is at least questionable whether a railroad company has a right to farm out the transportation facilities where with the public has invested it. It is not questionable that if it does so it is responsible for the lessee, who must submit to all regulation to which the railroad is liable. It is the duty of the railroad company to do this business; its first duty is to carry every description of commercial commodity which anybody wants to ship, and carry it at such speed, according to its character, as the public accommodation requires.

The sleeping car barnacle is another instance of the same kind of abuse; of which it will be sufficient to say that while the barnacle corporations grow so enormously rich they cannot find ways of concealing their profits, the relation is one of positive loss to the railroad stockholders.

"I had not supposed there was any question of the power of Congress to include express companies in the interstate commerce legislation and to deal with them just as railroads are dealt with."

This is what an eminent lawyer, who is a member of the Committee on Interstate Commerce of the U. S. House of Representatives, wrote a year ago to the writer of this, in answer to an inquiry. It might be asked, then why does not the Inter-State Commerce Commission do it? In the same letter the gentleman said:

"The existing inter-state commerce law, while it does not cover telephone

and telegraph companies, does in terms include express companies as railroads or common carriers. The act, however, is probably defective in not going further and making specific requirements adapted peculiarly to express companies."

He also added some explanations touching amendatory legislation in preparation in the Committee.

It seems to us the railroad companies are the responsible common carriers upon whom the regulation of rates for every thing carried on their rails should fall. If it be held admissible for them to sublet their facilities they should still be held responsible for the lessees, to whom they turn over their transportation facilities held under public franchises. If they were thus regulated by the States and likewise by a commission under authority of Congress, then the people of the United States would come into their own and get decent treatment. Such regulation is due all over the country; and it ought not to be possible for the lobbyists at Washington, in or out of Senate or House, at any times past, to defeat legislation to this end.

MARVELOUS RESCUE OF LIVES.

No more remarkable demonstration of the marvels of the wireless telegraph was ever furnished than in the rescue of thirty-two sailors of the British freight steamer West Point, which while en route from Glasgow to Charleston, S. C. was burned to the water's edge in mid-ocean last Sunday.

When the men aboard the burning vessel realized that there was nothing to do but to shift for the open sea, they manned two boats and dividing into parties of equal size struck out. The Leyland Line steamer, Devonia, bound for Boston, picked up one of the boats last Friday morning. The moment the men clambered aboard the wireless was set busy telling all who could hear with the wonderful Marconi instruments to look out for the remaining little boatful of the West Point's sailors.

More than a dozen steamships were thus warned to be on the lookout and the warning did its good work. Captain Pinkham and the other sailors of the West Point were picked up by the Cunard liner Mauretania, bound of New York for Liverpool, at midnight on Friday. They are now being sped toward Liverpool.

NEAR DEATH IN OPEN BOATS.

By both parties of the rescued men there is told a tale of terrifying hardship aboard the open boats. For several days of their almost homeless drifting about on the waters they were without food or fresh water. Captain Pinkham through relayed messages tells of a grueling five days aboard the little craft, with his men in utter despair and virtually without drink or nourishment for three days before they were rescued.

Neither the Devonia nor the Mauretania has yet reached port. Both are still far out to sea. Aboard each of them is a group of the rescued sailors, both parties of whom know of the safety of the other, although neither ship has touched port. The message announcing the safety of the second rescued group, that of Captain Pinkham, was relayed across nearly two thirds of the Atlantic ocean and messages have been flashed several times over this enormous distance.

The Mauretania jumped its first wireless into the steamer Deutchland and far out to sea, and the Deutchland sent the cheering words whizzing into the wireless station at Cape Race, N. F., which in turn, returned the compliment and sent back word to Captain Pinkham that all was well with his other men.

TELLS STORY OF RESCUE

Captain Trant, of the steamer

Devonia, in a wireless dispatch today described the hardships endured by the sixteen men of the steamer West Point, picked up by him far at sea last Friday morning. He also tells of a sea-wide search by wireless for the missing boat containing Captain Pinkham and fifteen men, during which he communicated with a dozen or more steamers, put them on the lookout for the shipwrecked men and at last had the satisfaction to hear from the steamer Mauretania that they were saved.

"The men had a very hard time during the five days in the small boat," Captain Trant says of those rescued by his ship. "The first two days were moderate. After that they met with tremendous seas and a heavy gale, with continual rain. They were pulling for seven hours in heavy seas in order to keep the boat's head on. During this time they were all wet through. On Thursday the weather moderated and they got into the westward track about 2 on Friday morning.

"At this time they were feeling in a very exhausted condition. They sighted the Devonia about 8 o'clock on Friday morning. Great excitement was caused among passengers who have taken up collections for the shipwrecked men.

"We have been in constant communication with steamers by wireless," Captain Trant continues, "asking them to keep a good lookout for the missing boat. Also passed word through to Cape Race to report the matter. Received replies by wireless from Kronprinz, Haverford, Mauretania, Pretoria, New Amsterdam, Pallaza, Ivernia, Tuetonic, La Lorraine, a Wilson liner, Pennsylvania, all promising to keep a good lookout.

"This morning Sept. 4, we received word from the Mauretania via Cape Race, and Deutchland that it had picked up the captain's boat from the West Point and that all was well.

THE LAW OF COMPENSATION.

Nothing ever happens. There is back of every result a cause—a law. About some of these laws we know but little. The law of compensation is, that you pay for what you get. This law is not new. It is as old as time itself. It is expressed in the words: "Whatsoever a man soweth that shall he also reap." This is a rule that applies to all walks of life.

It is the law of compensation that makes one's act as good as another's. You can have money, as much as you are willing to pay for. You pay for it through economy, thrift, persistence, time, concentration of effort, sometimes, though not necessary in any instance, by meanness, cruelty, dishonesty; sometimes the price is so high that when you obtain the money you find that you have exchanged for honor, truth, generosity, hope, love, loss of friends—even your soul.

Money is an asset that has merit in it; helpful and wholesome if obtained through honest effort, valueless and detrimental purchased through unscrupulous means. Money is a great blessing when rightly obtained and properly expended. But its acquisition must be paid for somehow, even when it comes through inheritance. Then the price is the death of someone. The price of earning it must be paid for somehow. The money-rich pay for all they have. Do not envy them. The law of compensation deals justly with all.

The main thing to learn is that everything is a cause of what is to be or a consequence of what has been. Trust the law of compensation for it is as true as gravitation itself. That you are not getting all you want is an illusion. True, you may not be getting all you lightly

think you should have. An inventory of yourself will tell you quickly that you are getting all you pay for. You may always know what you really want by taking stock of what you have. Do not sit down and idly bemoan your lot. Do not abuse others for having what you have imagined that you really want.

Do not think that you are being unfairly treated. Nature knows no partialities—is no respecter of persons. Would you have something for nothing? You cannot, for the law of compensation says that you get all you pay for. It is the law the optimists follow. It forms the ground plan for a successful life. Build on it.

AMERICAN PRODIGALITY.

We Americans get so in the habit of boasting of our greatness that we utterly fail to see that we do other great things not to our credit.

We waste more wealth than any other nation. It is not enough to boast that we have it to spare. What means the "bread line" forming in our cities? What means this great and unaccountable increase in the cost of procuring and maintaining a home?

It means that either to the control of necessities by great corporations or to the waste of our natural resources we must look for the cause of the trouble.

The American farmer has been wasteful with natural fertility. This is seen in all the older farming districts. It is gradually being seen in the newer sections of the West. We've been robbing the soil as though it held inexhaustible supplies of nitrogen, phosphoric acid and other necessary elements.

The average farmer wastes enough about the fence corners and by careless methods to keep a German or Dane in good circumstances. The American cook wastes enough food to keep a French family well fed.

We once had a wealth of native timber with which to build our homes and machinery. It has melted away like the snow before a spring wind. The lumber tariff has been a great factor in hastening this desolation. We are going to pay a big price for this senseless waste of natural resources before we are done with the problem of living. We aggravate the difficulty by allowing monopolies to put their hands on our throats so that we cannot right our wrongs until we pay big tribute into their coffers. The lumber supply and the standing forests are largely in their clutches. The fertilizer supply is being cornered by a great foreign corporation with stool pigeons in our country. We are forbidden the importation of many of the necessities of life because of high tariffs that only tend to fatten the octopus and hasten the destruction of native supplies.

Richester.—A reward of \$500 has been offered by the underwriters for the arrest and conviction of the person who started the fire that destroyed the store of E. M. Farmer & Son last February.

Mattoon.—The body of C. E. Brook, a farm hand, was found lying near the Illinois Central tracks in this city. It is not known how he met his death, but his injuries indicate that he was struck by a train.

East St. Louis.—Charles Biehl, a painting contractor, fell 80 feet to the ground while at work on the fire escape of the Broadway theater, receiving injuries from which he died in a few hours.

Chillicothe.—Joseph Smith, twenty-four years old, of Hoboken, N. J., was run over and killed by a fast train on the Santa Fe railway. His body was frightfully mangled.