

Total number of subscribers for week ending Jan. 22 342,613
Number of new subs for week ending January 22 14,717
Number of expiring subs for week ending January 22 11,094
Gain for week 3,623

Total Number of Subs for Week Ending 346,236
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J. A. WAYLAND
FRED D. WARREN
MANAGING EDITOR

This is Number 741
DEBS' DATES
Stuebenville, O., Grand Opera House, Sunday, Feb. 13, 8 p. m.
Youngstown, Ohio, Auditorium, Monday, Feb. 14, 8 p. m.
New Castle, Pa., Cascade Theater, Tuesday, Feb. 15, 8 p. m.
Rochester, Pa., Grand Opera House, Wednesday, Feb. 16, 8 p. m.
Uniontown, Pa., Grand Opera House, Thursday, Feb. 17, 8 p. m.
Greensburg, Pa., St. Clair Theater, Friday, Feb. 18, 8 p. m.
Allegheny, Pa., Carnegie Music Hall, Saturday, Feb. 19, 8 p. m.
For further dates see second column.

TREMENDOUS MEETINGS

At Akron Hundreds Are Turned Away From Debs Meetings For Lack of Room

The Debs meetings are in the matter of quality like the whisky described by the Kentucky philosopher: "Some brands, of course, are better than others, but all are good."
The Akron meeting was one of the superior brands. With a population of 50,000, the largest opera house in the city was jammed full, stage, boxes, galleries, pit and dome, every bit of standing room was taken, and five hundred people were turned away because they could not find standing space in the building.
Debs was at his best, and for two hours held the vast audience in the closest attention. Applause was frequent and decided, especially when reference was made to the corruption of the federal judiciary and the fight the Appeal is making for free press.
Much of the success of the Akron meeting is due to the two Preeveys, Margaret and Frank, though they were ably assisted in their persistent and systematic work by all the local comrades. Every point is, to the astonishment of the comrades residing there, unusually hard to work, but workers such as there are in Akron could go to any city in the United States and make a great success of a Debs meeting. To make things go, every Socialist in the local field must, as Isaac Walton said, "Keep busy—either pull, bail or cut bait."
Geo. D. BREWER.

A Sleuth After Debs.

Springfield, O.—The week closed here with a series of Socialist demonstrations such as the old Buckeye state has never before seen. The whole week has been marked with crowded and overflowing meetings, which have been the delight of Socialists. There has not been a single small meeting. In most places the largest houses were inadequate, thus making the rising tide of Socialism all over this state the one remarkable feature. Everywhere the comrades work together in perfect harmony and the locals are all strong, aggressive, and inspired with confidence in the future of the party and the ultimate triumph of the movement. There is nothing the matter with the Socialist party in Ohio, except an abounding vigor and enthusiasm which springs from the solidarity of its membership.
You will not be much surprised to learn that we have been followed by a government sleuth, ever since we struck Ashland, the home of Grosscup, where that judicial mercenary was given an unmerciful flaying before his former townsmen. What the object of this eavesdropping sneak is we are not advised, but we have a pretty good inkling of what his master expects of him. Several times we caught him in the act of edging up and placing his auditory receptacle at an angle that would admit of his overhearing our private conversations. He has been a regular attendant at our meetings and making note of what has been said of a radical nature and he is especially busy putting things down when the federal judiciary is attacked as a corporation tool. There is no doubt this sleuth is in the service of the postal department, and that he is expected to furnish testimony at some time in the future when it may be deemed necessary to renew the attack upon the Appeal and attempt to put it out of business. This sleuth is hearing nothing that we don't want the American people to know, and if he will report to his masters, as he doubtless will, the size of the audience and the frenzy of enthusiasm that greets every attack on the corporation-ridden courts, they may give him an extra bone, but they will hesitate before making another attack on Warren and the little old Appeal.
Geo. D. BREWER.

Debs in Ashland.

The meeting at the opera house at Ashland, Ohio, was an event. The entire community is discussing it. A strong Socialist local is to be organized and substantial results will follow. Ashland is the old home of Judge Grosscup. After the opera house had been rented for the meeting for \$30, the committee was offered \$150 to surrender the house, which was of course refused. There was a large audience, but at first it was unresponsive to anything but the funny story. It took Debs more than twenty minutes to pry open the reserve, but from then on the response was decisive. Debs stripped Grosscup of the last vestige of cuticle and held him naked before his former townsmen. For a moment the silence was profound; then the audience broke into rounds of applause. Debs said his only regret was that Grosscup was not present so that he could face him and make him answer to his former townsmen for his crimes. From then on the fiercer the attack on the judge, the wilder grew the applause. When he

THE TOOL'S GREATEST WORK.

The history of the development of man is largely written in the history of the development of the tools with which he produces what is necessary to satisfy his physical wants. At one time the tool was an individual tool, made and used by the individual. Production was an individual art; whether in the small work shop or on the farm, the workers worked by and for themselves. In this primitive fashion they were compelled to work early and late to produce enough to satisfy their own wants. Competition was then the natural order. There could have been no other. Every man could compete upon practically equal terms with each other. It was properly said, "competition was the life of trade." Then the simple tool was transformed and became a machine. The very character of the old tool marked it for individual ownership. The machine supplanted the hand tool and a very great change took place, the

MORE HUMAN SACRIFICES.

The charnel house at Cherry was opened on February 1st, and the bodies of the miners, who had been sealed in with the flames and fire damp to die that the coal might be saved, were brought to light. On the same day this last act of the terrible tragedy of Cherry was presented the curtain rose on a similar horror in Colorado. There was an explosion in the mines of the Colorado Fuel and Iron company, at Primeo, Colo., and nearly two hundred miners were imprisoned, probably to perish. Over fifty bodies have already been recovered. If anything further was needed to emphasize the utter disregard of human life in the struggle for profits, connecting so closely with the Cherry tragedy, supplies the lack. Within four months two hundred or more miners made victims through lack of protective devices, in the interest of profits! How far does this fall short of being murder for money, of a wholesale, systematic murder? The Colorado Fuel and Iron company is the same organization which so strongly fought the unions in the Colorado labor war. Its spirit is now clear in the slaughter of the workers, made certain by lack of proper precaution, lest the care of life should entail some expense. What are the workers for, anyhow, except to slave and die that the masters may revel and wallow in wealth and corruption? Surely you can see that the profit and wages system is degrading the workers to veritable slaves and making the masters callous and cruel. Surely you will arouse to the need of putting an end to the degrading conditions which it imposes.

NEW GROSSCUP GRAFT.

The Appeal recently printed a statement to the effect that John Maynard Harlan, relative of a supreme judge of the United States and an appointee of Federal Judge Grosscup to straighten out the tangle in the affairs of the defunct Union Traction company of Chicago, had received \$72,000 for his services. A recent dispatch from Chicago shows that a large additional bill has been brought in by Harlan, for his work. The dispatch says: "He received \$72,000, which he has drawn, up to a year ago, in monthly installments of \$2,000, and now he has filed with the court a bill for \$200,000, which is a supplemental charge. Mr. Harlan was appointed in December, 1905. He acted for practically three years, although it was two years ago that the Chicago Railways company took over the property on a reorganization plan, and practically all activity in the courts ceased shortly afterward." This man received \$84,000 a year for his services, almost double the salary of the supreme court position held by his relative, and three times the salary of the federal judge who appointed him to the place. Yet now he calls for \$200,000 more, when it appears he has done nothing in the premises for two years. Do you imagine he gets all of this, or is there a leak somewhere? It takes a great deal of money to lay by \$200,000 on a salary of \$7,500 a year, and Judge Grosscup has managed to do it. It would seem that he is still at his old tricks.

THE GOOD OF IT.

The Chicago American has become amusing, and almost lucid in its humor. It declares that it rejoices that the president has called for a raise of postal rates on radical periodicals and magazines. The reason for this gladness is a very good reason, as Hearst reasons go. It says the proposition has aroused the magazines of America as they have never been stirred before, and that in their fury they will say some things about the graft the railroads have had in the hauling of the mails that ought to have been said long ago. There is sober truth in this. The funny part of it is that Hearst naively declares the reason the magazines are being aroused is because their pocketbooks are likely to be touched. In other words, he presents an argument for economic determinism, in his most solemn manner, while telling us that Socialism is very b-a-a-d. He leaves also a gap for the flash of imagination, which is the essence of wit. He shows that the rapacity of the plutocrats in asking for more is leading to agitation, and (this is implied) it is all in the interest of Socialism. It is a great joke, but the laugh is on Hearst and the plutocrats.

THE TROUBLE WITH WEEKS.

Chairman Weeks of the postoffice committee to an Associated Press correspondent, says: "I am receiving 500 letters per day, charging that the government is paying exorbitant rates to railroads for carrying the mail. Is that so? The committee will remain in session indefinitely if it can find this out." The trouble with Banker Weeks is that he knows this already, but does not care to admit it. The committee will remain in session indefinitely in the vain hope that the dear people will forget. In this Mr. Weeks will be mistaken. When so vital an issue as an untrammelled press is at stake, the world-trammelled will remain on guard 'til the last vote is counted. Remember that, Mr. Weeks.

What strange logic the plutocrats use, saying that a man will have less incentive to work when he gets his full product than when he is robbed of over half of it!

From Capitalism's Citadel.

DEPARTMENT OF JUSTICE
WASHINGTON, D. C., Jan. 10, 1910.
Appeal to Reason, Girard, Kan.
Gentlemen—I have read your paper with a great deal of interest, chiefly through its coming to our files, and then privately on my own account. While at first disagreeing with you on almost every point, your logic and fearlessness in the face of tremendous odds has finally convinced me that you are right! Henceforward, I am with you heart and soul. Greatly to my regret, I cannot join the Socialist party, either openly or secretly, but I hope to be counted as a comrade from this time on.
I am in a position to know of any contemplated move against you, either directly or indirectly, and I will make it my business, until discovered and fired, to acquaint you with any assault that may be planned upon you from this department, or that may be referred to this department from any source whatsoever.
As this will go forward under an assumed name, for obvious reasons, I shall run no risk in sending. But as a favor to me, I earnestly desire that you destroy it—the original—as soon as copied in the handwriting of another person, and that you assure me in your next issue that this has been done. You are at liberty to spread it over your front page if you think it will do any good, either in heartening the rest of the good people who have long ago arrived at the point where I now stand, or in deterring action by those who should know better, and who are responsible for the course they have already planned against you, which has not yet developed sufficiently to acquaint you with.
Your articles on the venal and corrupt judges are splendid! While tearing down the filthy walls that has surrounded these hypocrites—and there are lots of judges and heaps of filthy walls to be torn down (or, which I presume you will reach in time—don't forget to show in comparison with a really just, upright, honest judge could and would want to do for the people, who after all is said and done, are these United States of America.
If you fail to hear from me, and things happen, you will know that I have been rendered powerless to speak; otherwise, should action be planned against you, you will be kept informed, and warned in time. Very respectfully, A. B. C.

TAFT has made another judge—a federal judge this time. He consulted the workers and appointed a man who was not strike you as likely to be the truth? Well, it isn't. He appointed George A. Carpenter, of Chicago, to be a helpmeet of the odorous Grosscup, and of course selected a man who was openly opposed by organized labor—a man who as circuit judge had sentenced three union carpenters to jail, without hearing, for contempt of court, growing out of an injunction during a strike in Chicago. But why should he do otherwise? What do you imagine a federal judge is for, if not to keep labor down and capitalism on its back? In Europe the king confers knighthood on his favorites with a slap of the sword. In America the president makes a federal judge out of a scoundrel by slapping the face of labor.

SOMETIMES the Appeal is accused of overstating the case. If you could see the reports of grafts, cruelties and injustices, the horrible examples, that are sent in asking that they be mentioned, you would see that the very opposite is true. The Appeal does not tell a tenth of the rottenness of the capitalist system. No doubt, at times, comrades who send in reports of cases of grave injustice done by the system, and then fail to see any reference to them in the Appeal, are disappointed. But we have to "make" each case—to present it so as to clinch the point. That is better than to show many cases half way—it has better effect. But the system is so unspicably rotten that it is utterly impossible to tell it all.

The religious and local papers that are printing Post's advertisement, "Don't Weep at the Ice House," are laying themselves open to the charge of being bribed by him to remain silent concerning his rotten domestic life. When Corey of the steel trust was securing a divorce from his faithful wife in order that he might marry an actress, papers were full of it; but the steel trust never advertises. At the same time the Corey scandal was in every paper Post was divorcing his wife under scandalous conditions, and the papers said nothing about it, they were carrying his advertisements! Will you permit your mouth to be closed to evil in this manner, Mr. Religious and Local Editor?

Destinations from the American army last year aggregated 4,093 or nearly five per cent of the entire army. The government is finding it necessary to carry advertisements of the glories of army and navy service in order to secure recruits for its capitalist murder mill, and even goes so far as to pollute the people's theater, the nickelodeon, in order to get its disgusting doctrine of barbarism preached. Leave the army and navy alone. Why should you murder your fellow worker in order to please the capitalists?

ENGLAND is figuring on building forty-eight more battleships, to be used in keeping the laboring classes in subjection. But it is all right. The workers of England voted to be kicked.

VICTIMS OF CAPITALISM.

(A Three Months Record.)
Miners dead at Cherry, Ill. 350
Miners killed at Primeo, Cal. 97
Dead in an American mine in Mexico 70
Total victims of profits in 3 months in American mines alone 517

"MARCHING ON TO WASHINGTON"



PEOPLE BELIEVE IN FREEDOM OF PRESS

Fact Is Shown by Letters Protesting Against Higher Second Class Mail Rates.—Protests Carry Weight.

BY LOUIS LUDLOW,
In Terre Haute, Ind., Daily Star.
WASHINGTON, Jan. 27.
That freedom of the press is still dear to the hearts of the American people is shown by an avalanche of protests against any increase in second-class mail rates. These protests are coming in letters from all over the United States. Every congressman is receiving stacks of them. The mail of Indiana members of the house has been made up largely during the last few days of criticism of the movement to require newspapers and periodicals to pay a higher rate of postage.
The protests are voiced by average citizens in the ordinary walks of life, which is a sufficient indication that they represent the thought of the masses of the people. Farmers, laboring men, professional men and business men are alike aroused to the danger that lurks in legislation that might have the effect to throw many publications on the financial rocks and tend toward concentrating the publication business in concerns that have the backing of great capitalistic interests.

The apprehension that exists among the people has found a responsive chord in congress. Replying to the protests of Tom, Dick and Harry from the ordinary walks of life, the congressmen are hastening to answer that their votes will be cast against any increase in second-class rates. If the movement to advance these rates ever had a chance of being successful in the house that time has passed. The voice of the people is the voice of the master when the people get aroused.
Indiana Delegation Opposed.
Among members of the Indiana delegation there never has been any sentiment in favor of placing additional burdens on the publication of daily and weekly newspapers and magazines. The plea that the increase of rates is necessary to wipe out the postal deficit has not made a bit with the Indiana congressmen, who believe that the railroad companies are receiving exorbitant pay for carrying the mails, and that the express companies are permitted to infringe upon the government's rights in handling mail below the first-class in a way that absorbs the profits which should go to wipe out the deficit. It would be an easy matter, the Indiana members think, to enact corrective legislation that would take care of the deficit without advancing second-class rates.
Nor do members of congress generally regard as a fantastic dream the talk of a combination of capitalistic interests reaching out to control the press of the country. While it is not susceptible of positive proof, of course, there is a growing and now somewhat general belief that it has a substantial foundation in fact.
"Public policy demands," said Representative W. A. Cullop, of Indiana, "that information should be made as cheap as possible. The effort now being made to raise second-class rates largely emanates from the trusts and other big corporations that do not want the light of publicity to shine in on their affairs. If it succeeds the little periodicals will be shut out and I fear the time will come when the avenues of publicity in this country will be controlled by a gigantic combination with some J. Pierpont Morgan at its head. The little home paper is one of the bulwarks of the republic, and any legislation that would put unnecessary burdens and restrictions on its publication and circulation would be essentially bad."

CONGRESSMAN SMITH'S BLUFF

An Appeal reader, Mr. John Z. Hughes, of Boone, Iowa, wrote to Congressman Smith, of California, who is a member of the post office committee, the following letter. Please read it and then read Smith's reply, wherein he refers to Mr. Hughes' letter as "insulting." These "servants of the people" seem mighty touchy when a commoner addresses them on the subject of pending legislation:
BOONE, IOWA, January 24, 1910.
Hon. S. C. Smith, Washington, D. C.
Dear Sir—I understand that you are on the House Committee on Postoffice and Post Roads and that President Taft recommends an increase of the postal rate on second class mail matter, that it is made on the specious plea of covering up the deficit in the postal revenue.

It is a well known fact that we are paying the railroads nine cents per pound for carrying this class of mail while they charge the express companies only one-half cent per pound. I do not see why this government can not make just as good contracts with the railroads as a private concern unless it is a fact as many contend that the railroads own or control the government.
It is a fact that the rate of postage in Canada on newspapers and magazines is one-half that the U. S. now charges. Who are we kidding? Canada is a country generally settled, with great distances between centers of population, with an average haul on every newspaper it carries twice as long as that in the U. S. It is because we have more graft in the U. S. than in other countries that we can not enjoy the same results? Or is it because the men we send to Washington to make our laws are more susceptible to the glitter of ill-gotten gold? These are pertinent questions that the people are entitled to know the answer to, and you are withholding an answer to. Yours very truly,
JOHN Z. HUGHES.

Another One of Smith's Bluffs.

Mr. Geo. Stanford, St. Louis, Mo.
Dear Sir—I am just in receipt of yours of the 25th, and note your statements that my colleagues and I believe the railroads carry the postal deficit by virtually receiving undue allowances for transporting the mails. I feel sure that you and your colleagues would not search for the facts without substantial facts on which to base it, and it seems to me nothing less than gross misapprehension that you lay these facts before the government in some way. Will you not bring them to the attention of either the committee, or the house, or the department, or the president—whichever is not particular who it is, so that the subject may be investigated. We are having hearings this week, with the publishers of the principal magazines as witnesses, and they have so stated before us, that they do not consider the present rate of railroad mail pay too high. If you have facts tending to show the contrary, we would be exceedingly glad to have them.
Sincerely,
Congressman from Eighth District of California.

"In the memory of the generation of senators and representatives now in office, there has never been a time when the people were writing so many letters about public affairs to the members of congress. THE PHENOMENON IS SET DOWN BY EVERYBODY AS SIGNIFICANT OF SOMETHING OF THE GRAVEST POLITICAL MOMENT, BUT NOBODY IS POSITIVE WHAT IT ALL MEANS."

This is the testimony of J. C. Welliver, the special Washington correspondent of the Chicago Tribune, to the effectiveness of the work of Appeal readers in congress. Never in the history of this nation has there been such a protest against unjust legislation. The Appeal Army, as usual, leads in this fight in defense of a free press. The net result is that you have forced congress to announce that it will raise rates only on the advertising sections of magazines and newspapers. This would let the Appeal out, as it carries no advertising, but we don't know when the paper trust will advance the price of white paper to a point that will force us to accept advertising. But aside from this purely selfish view there is another and broader one—the freedom of the press and the dissemination of information and knowledge. If the administration raises the rates on the advertising sections of magazines, in order to throw this business to the express companies, then later on the administration can and will raise the rates in order to do what Taft started to do this time—shut out of the mails the periodicals which circulate at low subscription rates among the working class.

Therefore, I urge you to read carefully what is said in this issue about the whole postage matter—particularly the speech of ex-Senator Pettigrew printed on another page and then write to the members of the postoffice committee and to the congressman from your district and state emphatically and plainly that you do not favor Mr. Taft's plan of increasing postage rates on the newspapers and magazines you read. This is an important matter—and if you love the Appeal, you'll do it. Here are the names of the postoffice committee:

The House Postoffice Committee.

- JOHN W. WEEKS, Banker, Republican
- JOHN J. GARDNER, Farmer, Republican
- N. D. SPENCER, Contractor, Republican
- W. H. STAFFORD, Lawyer, Republican
- G. F. HUFF, Banker, Republican
- J. S. CABOT, Captain, Republican
- S. C. CLARK, Lawyer, Republican
- F. A. MASON, Lawyer, Republican
- O. S. LOEWIS, Lawyer, Republican
- (Non-In-law to Geo. W. Fullman)
- CHRIS. TRACY, Contractor, Republican
- T. H. HANSEN, Contractor, Republican
- F. H. DODD, Lawyer, Republican
- VICTOR MORGAN, Publisher, Republican
- J. A. MOON, Lawyer, Democrat
- J. E. WISLEY, Lawyer, Democrat
- J. T. LOYD, Lawyer, Democrat
- JOHN H. SMALL, Lawyer, Democrat
- THOMAS D. BROWN, Democrat
- Wm. E. O'NEAL, Lawyer, Democrat

Address, Washington, D. C.

Mr. Payne Favors Increase.

E. C. Burlington, Geneva, N. Y.
Dear Sir—Yours of the 17th inst., in reference to raising the rate of postage on magazines recommended in the President's message, received. This is no new thing for me, and I have always voted for it. I have never been moved by the lobby sent to Washington in the interest of the magazines and newspapers. Won't you kindly look at the letter that inspired your letter to me and see if it is not the work of this lobby? If you will prove your assertion that the railroads are being overpaid for carrying the mail, I shall be very glad to endeavor to try to remedy it. On the other hand, one railroad, the New York, New Haven and Hartford, claims that they are paid \$200,000 less than it costs them to carry it, and propose to show their books. The rate to them for the next year will still be \$150,000 less and they claim that this will yield them \$350,000 less than it costs to carry it. I want to see the proofs. Now there is a whole lot of information about this mail business that no man is entirely able to comprehend. The newspapers and magazines claim first that the entire deficit was caused by the expense of carrying Government mail matter under the congressional franking privilege through the mails. The deficit is \$77,000,000. The entire cost for the free government and congressional mail has been investigated and found to be less than \$2,000,000. If every class of mail paid the Government just what it costs to carry it, you might have sent the letter to me for one cent instead of two by way of postage. Which would result in the greatest good to the greatest number, one cent postage or a subsidy as at present to the publisher of newspapers and magazines? But I have not the time to go into all the various phases of this question. Yours very truly,
SERRNO E. PAYNE,
Congressman from New York.

We got along without the federal courts before the war, and we can get along without them now. They came into existence when capitalism began to reach out for the wealth of the people, they have always existed solely to aid in the robbery and they might as well be abolished along with the system that they defend.

GROSSCUP, PROTECTOR OF CRIMINALS

AMONG the many transactions in Grosscup's judicial career, any one of which, according to reputable lawyers, is enough to warrant his impeachment, were his unlawful appropriation of court funds to his own private use, his withdrawal of \$40,000 from the Chicago Union Traction funds for use in the Graeme Stewart campaign, and his failure to sentence Benjamin B. Jones, teller in the defunct National bank of Illinois, who was convicted in Grosscup's court by a jury May 12, 1897, for embezzling \$19,800. Allusion to Grosscup's misappropriation of court and traction funds has been made in a former article, but these incidents, with the Jones affair, merit further elaboration.

BY GEORGE H. SHOAP,
Staff Correspondent Appeal to Reason.

THE information regarding the first mentioned transaction was obtained from Charles R. Pickard, who for years was Grosscup's confidential clerk. Grosscup was in the habit of drawing money from funds entrusted to the court to cover the cost of cases which were under consideration. Of course he had no business taking this money, which, as every lawyer knows, was a proceeding for which he was criminally liable, but Grosscup, feeling his power and importance as a federal judge, did not weigh the consequences of his act. He held an appointment for life and he knew the only way he could be removed from office was through impeachment by congress, a step so rarely taken as to amount almost to a prohibitive process.

"It was in the latter part of November, 1898, that Judge Grosscup came to me and asked me to loan him \$1,473.45," said Pickard. "I did not have that much on hand at the time, and so informed the judge. Thereupon he directed me to see if the office could accommodate him with the money. I asked MacMillan, the chief clerk, about the matter, and Judge Grosscup also spoke to MacMillan. MacMillan then came to me and asked me to write a check for \$1,473.45, payable to the order of Judge Grosscup. As I was in the habit of signing all the checks in the office, except for my own salary, I made the check to the order of Mr. MacMillan, so that it would not appear that I voluntarily loaned the funds of the court to the judge.

"The amount of the check was paid back to me I now remember, in the latter part of February, 1899, or early in March, of that year, and was paid by the personal check of Judge Grosscup, drawn on the First National Bank of Chicago, payable to the order of T. C.

MacMillan. The first check was dated November 30, 1898, and was drawn on the Chicago National bank, in which were kept the funds of the court. It was payable to the order of Thomas C. MacMillan, and was signed T. C. MacMillan, clerk by C. R. Pickard, deputy clerk.

"Judge Seaman's son was the clerk in the office, and at that time, had charge of the cash receipts. When Judge Grosscup's check, repaying the loan, was received by him he came to me and asked me how it should be entered on the cash book. I told him to enter it 'Received from Judge Grosscup,' putting down the date, which he did. The books in the office of the United States court, during that time, will show the whole transaction, as will the check stub-books, from which the check blanks were taken.

"The proceeds of this particular check went to W. J. Murphy, of Arizona, with whom Judge Grosscup had some private business dealings. If you could locate Mr. Murphy he will remember perfectly having received the money. He will tell an interesting story as to the nature of those business dealings."

Receiver Fetzer Mysteriously Resigns

CHICAGO was not altogether surprised when May 5, 1905, John C. Fetzer, one of the three Union Traction receivers, handed his resignation to Judge Grosscup, though much mystery attended the affair. Press representatives impudently Mr. Fetzer to state his reasons for resigning, but he refused to do so, directing them, instead, to Judge Grosscup, in whose hands had been placed the letter of resignation. The judge, when seen, would not talk about the matter. He simply said that he had accepted Mr. Fetzer's resignation, and was considering the appointment of his successor.

By way of parenthesis, as Josh Bil-

ings would say, an interesting rumor relative to Fetzer's never-appointed successor, went the round of the legal fraternity of Chicago in those days, echoes of which are occasionally heard even now. It is declared that Grosscup, through the ubiquitous Sampsell, offered the place to a very prominent Chicago attorney, who was told that all the services he need render would be to sign, as one of the traction receivers, the vouchers that would have to be cashed during the year. For this rare and very simple exercise the attorney was to receive a check for \$40,000, and an annual salary of \$18,000 per annum, naturally the attorney was curious as to what was to be done with the remaining \$12,000.

"Oh, the judge and I will take care of that," Sampsell is reported to have said.

This explanation on the part of Grosscup's protegee did not satisfy the attorney, who thought he divined something crooked about it, and he would not accept the appointment. No one was appointed to succeed Fetzer, and when James H. Echols, one of the other receivers, died, Mr. Echols' E. Sampsell alone remained as the surviving receiver to administer Union Traction in the name of Judge Grosscup. Whether he drew the combined salary of \$24,000 per annum, or whether he drew merely his own salary of \$18,000 until the expiration of the receivership, are matters which will never become public until the books of the Union Traction receivership are examined by experts who are not afraid to talk.

Many persons declare that Fetzer resigned because he was tired of Sampsell's policy of blocking every attempt to end the traction receivership. And, when Sampsell's name is mentioned, Grosscup is the man whose name is meant. The true explanation, however, is, according to reliable sources, Fetzer resigned rather than connect his name to a Grosscup transaction that was clearly criminal in its nature.

Under the caption, "No More Secrets in Traction," under which was the sub-head, "A \$40,000 Cat Jumps Out of the U. T. Bag," The Chicago Examiner, April 17, 1905, printed an editorial in which the methods pursued by the traction officials to secure the election of Graeme Stewart as mayor of Chicago in the spring of 1904 were unsparingly condemned. It was charged a check for \$40,000, money which was taken from Union Traction funds and used during the campaign, would have to come from the nickels that were paid as fares by

the people. Between the lines of the editorial it was insinuated that the responsibility of this check properly should be charged to Judge Grosscup, as he had charge of the receivership and no money could be withdrawn from the traction funds without his authorization.

Carter Harrison and Graeme Stewart were the principal mayoralty candidates in April, 1903. Harrison's platform was opposition to the extension of the traction franchises; Stewart was the traction candidate. In their eagerness to elect Stewart the traction magnates made out a check for \$40,000, which was cashed, with John M. Roach, president, and W. W. Gurley, chief counsel, of the Union Traction company, as endorers. This was before the appointment of John C. Fetzer as one of the receivers. When the time came for the signing of the voucher to repay this sum Mr. Fetzer balked. He did not think it right that money should be taken from the funds of a traction corporation and applied to the election of a mayoralty candidate, and he did not hesitate to so declare. It looked like a criminal transaction, and he did not want to get involved. Here Judge Grosscup is said to have interposed the power of his personality. Indirectly the judge gave Fetzer to understand:

"Sign the voucher, and I, as a federal judge, will stand between you and any possible prosecution."

"I am not going to place myself in a position where I will have to be protected by any one, even by a federal judge," Fetzer let Grosscup know by the same route.

Opinions About Grosscup.

Judge Grosscup is the biggest crook on the bench.—Charles H. Aldrich, former solicitor general of the United States.

In going after Grosscup you have certainly struck a rich lead.—Capt. W. P. Black, attorney famous for defending the Haymarket anarchists.

Judge Grosscup is as crooked as a dog's hind leg.—Margaret Haley, president of the Chicago Teachers' Federation.

I have a heavenly inspiration that Grosscup is a genuine scoundrel.—Louis Post, editor The Public.

For the sake of clients whom I may have to represent before Grosscup, I had rather not express myself about him.—W. E. Mason, former U. S. Senator.

No, not for mine; the Grosscup family is too well known in this country for me to risk appointing one of them to office.—Theodore Roosevelt, former president of the United States.

Grosscup is the biggest monte bank on the order of the day.—W. H. Taft, president of United States.

Following this indirect intercourse, and refusal on the part of Fetzer to sign the voucher, came the resignation of the millionaire receiver, the particulars of which Grosscup refused to disclose.

Grosscup Fails to Sentence.

A VERY old timer in Chicago remembers the failure of The National bank of Illinois in the summer of 1895. Still green in the memory of the old timers was the embezzlement of \$19,800 from the bank by Benjamin B. Jones, one of the tellers. It is also remembered that Jones was given a jury trial in Judge Grosscup's court, May 10, 1897, and was found guilty by the jury May 12, 1897. But it is impossible to find a single person anywhere who remembers that Grosscup ever imposed a sentence upon the convicted embezzler.

"I don't think Jones was ever sentenced by Judge Grosscup," said Henry R. Kent, then cashier of the bank, and now cashier of The Fort Dearborn National bank of Chicago. "In fact, I do not recall just what disposition was made of the case, though I am quite sure Jones never paid the penalty of his crime. He was found guilty by a jury; of that I am certain. Afterward he was granted a new trial by Judge Grosscup, and the last I remember about the case was that it was being continued."

The writer recently examined the records of the federal court in which the case was tried. The case was No. 2775, and the defendant, Benjamin B. Jones, was charged with violating section 3209 of the revised federal statutes by embezzling the funds of a national bank of the United States. The indictment, which was returned April 9, 1897, charged that Jones, teller in The National bank of Illinois, embezzled \$19,800 from the bank August 30, 1895.

May 10, 1897, the case was tried, and two days later Jones was found guilty by the jury. May 21, 1897, an order taking a motion for a new trial under advisement was entered. June 8th, of the same year, the motion was granted. An order for a continuance was entered November 9, 1897. At the request of the defendant another continuance was granted April 26, 1898. November 28, 1898, the case was again continued by order of Judge Grosscup. Finally, May 9, 1899, the case was nolle prossed, and Jones, who was under bond in the sum of \$10,000, was liberated.

A peculiar and significant circumstance connected with the various continuances is that no mention was

made in the Chicago press at the time they were made. When the case was nolle prossed not a Chicago paper seemed to have been cognizant of the fact. The writer went through the files of the daily papers in his efforts to ascertain what was done with Jones, but the final disposition of the matter was as effectually suppressed, as were a good many other things in Grosscup's court.

On account of the refusal of interested persons to divulge what they knew, positive information as to why Grosscup suspended sentence, has not been obtained. Grosscup's record as a Lothario at Ashland, Ohio, and his subsequent career as a despoiler of Union Traction funds, however, lend countenance to the story circulated that a pretty woman and a portion of the money stolen by Jones operated to influence the judge to set aside the verdict of the jury, and to thus "chrottle" the law.

Whether Grosscup got part of the \$19,800, as has been charged, or whether the woman Jones "kept" on the South Side in Chicago, with whom the judge was said to have been on intimate terms, had anything to do with the release of the embezzler, of course, must always remain more or less a subject of speculation. The fact remains, however, that a man convicted by a jury of embezzlement in a regular trial in Grosscup's court was never sentenced by the judge, who permitted the case to be continued year after year until interest in it ceased, and the only punishment meted out to the embezzler, according to the record of entry, May 9, 1899, was "case nolle prossed."

Small Graft of the Judge.

FOLLOWING an unsuccessful attempt to impeach Judge Swayne, of Florida, by the United States senate in the fall of 1904, who was charged with having made his expense account average \$10 per diem, the limit allowed, Judge Grosscup, May 12, 1905, announced from date his intention to charge \$10 per diem for expenses as he had been doing. Judge Swayne was accused of living at cheap boarding houses, while traveling about in the performances of his duties as a federal judge, at a cost of \$2 per diem, and putting in an expense account of \$10 per diem.

For years Judge Grosscup had lived at Highland park, in Lake county, Ill., where he now resides. It is only twenty-five miles from his residence to the federal building in Chicago, Cook county, and the round trip does not exceed \$1.50. Yet he had charged and secured \$10 per diem

for making this trip, making a profit by the transaction of \$8.50 per diem. Clerks in his office say that a stinger white man never lived than Grosscup, and that he never paid more than fifty cents for a meal. His savings, therefore, amounted to \$8 per day, which he religiously tucked away in his jeans.

Talk about small graft! Despite Grosscup's protestations of cutting out this graft in May, 1905, it is asserted with authority in many quarters that he continues to charge \$10 per diem every time he holds court in Chicago. It would be interesting, were it possible, to secure a look at the books containing his expense accounts on file with the department of justice at Washington City, but it is easier for a rich man to go through the eye of a needle than for a newspaper man to break into the records of the department of justice at the national capital!

Sober Thought on Federal Judiciary.

REFERRING to Grosscup's actions as a judge, The Chicago Examiner, February 26, 1905, editorially said:

"The public mind has been prepared for extraordinary official acts by Judge Grosscup. The natural query arises, 'How far will federal judges go in the protection of corporate interests, and the flouting of the people's interests?' The amazing feature, however, is that the federal court would hold its judicial office so lightly as to become a mere dispenser of corporate mandates."

The judiciary is giving the American people some sober thought just now. The growing assumption of power by certain judges and the open boast of corporate wealth that it can and does control members of the judiciary are not light matters. It may be humiliating to confess it, but the people are watching the judges as great as for watching other public officers.

Public sentiment can reach even judges, though some of them will affect to ignore it. And the price of public safety is eternal vigilance, treating judges as public servants, not autocrats.

Without mentioning names, but referring to Judge Grosscup, The Chicago Record-Herald, May 1, 1905, said:

"In such cases as this a variation of the recall might be valuable. The form should not be that which would permit the people to elect or reelect a judge, but rather that which would permit the people to impeach him directly before the highest judicial tribunal of the state or nation. He could then be tried on his merits, and a decision as to his fitness for the place could be made at the instigation of the people, but not at the instigation of the people collectively could possibly show in such a case."

The recall ever becomes an established institution it will only be when the people feel it is strongly felt. But it may be set down as sure that every federal judge who allows his office to be used as a trust fund for the benefit of the people, and a movement that will one day bring to recall or some similar agency into existence.

The Big Mail Graft

The following speech, delivered by Senator Pettigrew in the senate on February 28, 1897, contains much valuable information pertaining to the transportation of mail matter. I would suggest you read it carefully. This speech will furnish you valuable data and when you get bluffing letters like that written by Congressman Smith, of California, printed in this issue, you will have something to fire back at him:

From the Congressional Record of February 28, 1897.

The senate having under consideration the bill (H. B. 10289) making appropriation for the service of the postoffice department for the fiscal year ending June 30, 1898—

Senator Pettigrew said:

"The question of pay to the railroads for transporting the mails has received some attention and the committee have placed in the bill an amendment which provides for a committee composed of members of this body, and the house of representatives to investigate and report upon this whole question; and there certainly seems great necessity for it."

"After all, the railroad mail service is but an express service, for the average speed of the railway mail trains of this country is but 26 miles an hour, and the average distance the mail is carried is out 448 miles."

"Yet we are paying, according to the report of the postoffice department, 8 cents a pound for the transportation of mail matter, a much larger sum than the express companies charge for a like service, and they not only pay the railroads for the service, but pay their own officers and gain a profit besides, and in many instances a very large profit. In dealing with this matter the government of the United States has paid no attention, it seems to me, to the ordinary methods of business and in no instance for years has it pursued that course which any prudent business man would have pursued."

"We pay as much per pound today for carrying the mails upon the railroads in this country as we paid in 1878. What business man in the United States doing an express business for which he paid from twenty to thirty million dollars a year would have continued to have paid without any change or complaint the same price today that he paid in 1878? The cost of carrying the mail since 1878 has been reduced nearly one-half and yet no effort has been made on the part of the United States to secure any reduction whatever. Nineteen years have rolled by, the volume of mail has increased enormously, and yet nothing has been done. Today, the New York Central railroad between New York and Buffalo, receives from the government of the United States compensation sufficient to pay the interest on the cost of a double track railroad every year. The railroad company obtains interest at 5 per cent on a cost of \$60,000 a mile, and yet no effort is made to secure a reduction. The mails of the country would be carried at a profit to the government if we paid only what the service is worth for railroad transportation. This one reform would

wipe out the deficiency in postal revenue.

"Further than that, instead of decreasing the amount of mail that can be carried at a cent rate, it ought to be increased. It can be carried for that rate at a profit. Second-class mail matter in this country can be carried by the railroads of this country at a profit at one cent a pound, and yet we are paying 8 cents. I believe I can demonstrate that proposition to the satisfaction of every person within the sound of my voice; yet senators rise and talk about economy, and cut off an appropriation of \$10,000 for necessary surveys in the west, while year after year they have voted to pay millions upon millions more than it is worth for the railway mail service. I believe we can save eight or ten million dollars a year from this one item alone and then pay all the mail service is worth."

"In the report of the postmaster general for 1896 he makes this statement, calling the attention of congress and the people of the United States to this question, and yet nothing has been done about it."

"In the past twelve years no reduction of rates has taken place, though the freight rates upon all railroads have been steadily lowered."

"During this period the weight of the mails has largely increased. It is quite reasonable to say that the reduction in freight rates generally between 1878 and 1890 is not less than 30 per cent, and in many instances it is much more. The largest expenditure of the department is for transportation. The estimates just sent to the treasury for the next fiscal year cost \$22,610,128.31 for the railroad transportation alone."

"The bill carries \$29,000,000, and there is no reduction yet, although years have rolled away since that report was made."

"Finally, we have this bill, in which provision is made for investigating this subject, and I am making these remarks for the purpose of calling the attention of the senate and the house of representatives to the question, so that this provision shall remain in the bill if the bill becomes a law."

"Now, let us see what it is worth to perform this service. The report of Postmaster General Bissell in 1894, page 33, shows that the average price paid for carrying mail was 8 cents a pound. Mr. Wilson in his report of 1895, on page 31, makes the same statement. The report of the postmaster general for 1889, page 90, shows that the average haul of the postal matter was 485 miles. You can make money carrying it in wagons at the price paid. The freight rates into the Black Hills before the days of the railroads, a distance of 205 miles, was \$20 per ton. Yet we are paying \$180 per ton for carrying the mails a little more than twice that distance."

"True, we get a greater speed, but because we get the speed is no answer to the objection to this high rate unless the service is worth the price."

"Mr. President, the Texas, Pacific and Southern Pacific railroads carry caps, boots, cassimeres, and hardware from New Orleans to San Francisco for eight-tenths of a cent a pound, a distance of 1,500 miles, three times as far as the average distance the mail is carried. Yet we pay 8 cents a pound for carrying the mails, or more than ten times as much. That, however, is not express ser-

vice. But before I get through with this, but will show that freight rates are but a little larger than those charged for express service.

"The distance from New York to Boston in round numbers is about 250 miles. The Adams Express company carries 100 pounds for a cent a pound, and they carry the same amount from New York to Cleveland, a distance of five or six hundred miles, for a cent and three-quarters a pound."

"The weight of the mail between New York and Boston and New York and Cleveland is greater than the weight carried by the express company on any of its trains, and yet we pay 8 cents a pound."

"But here is a more interesting illustration. Milk is shipped by the railroads on the express train, on the passenger trains, to New York, a distance of 396 miles, and the cans returned for nothing, or one-sixth of a cent a pound, and cream returned for the whole distance."

"In an investigation had before the interstate commerce commission in 1896, Mr. Geo. R. Blanchard, representing the roads, testified that the distance could be extended to 4,000 miles with a uniform rate from every station, and that milk could be carried at a profit for one-sixth of a cent a pound over the whole distance and one-fourth of a cent a pound over the whole distance for cream; yet we pay 8 cents for 448 miles."

"Mr. Jos. H. Choate, who appeared for the railroads in one of those investigations, stated that a rate of one-half a cent a pound on 40-quart cans of cream, and at one-third of a cent a pound on 40-quart cans of milk, and half those rates on bottled cream, brought a profit of from two to three hundred per cent, and he insisted on continuing the transportation. The dairymen near New York objected, and made complaint because the railroads brought the cream 400 miles and the milk for 400 miles at the same price they charged for bringing it 50 or 60 miles. The railroad companies resisted a reduction of the rates for the long haul, which shows conclusively that they could do the business at a profit."

Mr. Hawley: "If the Senator will allow me to interrupt him a moment I will call his attention to the obvious fact that in the carrying of milk cases, which we are all no doubt entirely familiar, the railroad company puts them on the car, and then takes them off again at the proper point; whereas in the case of the mail service, the railroad has nothing to do with it, but the postoffice puts its innumerable packages in the cars and throws them out, and the railroad company has nothing to do but haul the car."

Mr. Pettigrew: "That is a very excellent suggestion and in accordance with the facts."

"I have just read from the report of the postmaster general for 1890, in which he states that at that time no reduction had been made in this rate since 1878, and I assert that no reduction has been made since 1890. But in addition to the payment for carrying the mail we allow \$3,600,000 as compensation for mail cars in this bill; and I assert that you can purchase new mail cars for every mail car now in the service for \$200,000 less than the amount we are to pay next year for the use of the mail cars now in the service, and that each year for the last twenty years we

have paid more for the use of postal cars than new cars would cost. The life of one of these cars is from twelve to twenty years; and, therefore, we have paid twenty times over the cost of new cars in the last twenty years."

Mr. Butler: "Mr. President—"

The presiding officer: "Does the senator from South Dakota yield to the senator from North Carolina?"

Mr. Pettigrew: "I yield to the senator."

Mr. Butler: "I inquire of the senator whether new cars could not be built for one-half of what we pay for the rent of them?"

Mr. Pettigrew: "No, not for one-half, but they can be built for five or six hundred thousand dollars less than what we are going to pay for the use of the cars for next fiscal year. We could buy them over and over again for what we pay for the use of them."

"Then we pay for carrying the mails in those cars eight cents a pound and we have continued this system for years. I trust it will come to an end; I trust that when we get the report of this commission that we may be able to correct these evils. The only wonder is that we have not done it long ago."

"The report of the postmaster general for 1894, page 35, is that it costs 8 cents per pound, and the figures up what is lost between what is received and what we pay for carrying the mail. This was Mr. Bissell's report. Mr. Wilson in his report for 1895, on page 31, makes the same statement."

"Oh, yes, the second assistant postmaster general came before the committee, and I should like to have every senator read his testimony. I will read an extract from it. I put to him this question:

Senator Pettigrew: "You told us something of your business before you went into the postoffice service?"

Mr. Nelson: "Yes."

Senator Pettigrew: "What was that?"

Mr. Nelson: "I was in the railroad service."

Senator Pettigrew: "What railroads?"

Mr. Nelson: "I was on the Northern Pacific and on the Erie, and the Cincinnati, Hamilton & Dayton for eight years."

Senator Pettigrew: "Which road did you leave as a time you went into the postoffice?"

Mr. Nelson: "The Cincinnati, Hamilton & Dayton."

Senator Pettigrew: "What is the full name of that road?"

Mr. Nelson: "The Cincinnati, Hamilton & Dayton."

Senator Pettigrew: "What was your position on that road?"

Mr. Nelson: "General superintendent of the road."

Senator Pettigrew: "Who was your predecessor in the postoffice service?"

Mr. Nelson: "Mr. J. L. Lowe, Bell, up Secretary of War, and a railroad man, too, was he not, or had he?"

Mr. Nelson: "He is now the general manager of the Central railroad of New Jersey."

"He resigned his position of general superintendent of a railroad to become second assistant postmaster general, at a salary of \$4,000 a year. I say we heard from the railroads when we heard from the second assistant postmaster general. No doubt when he goes out of office after the 14th of March he will enter again the railway service with a large salary. The general superintendents of railroads get all the way from ten to thirty and forty thousand dollars a year, and he resigned the position of general superintendent to take \$4,000 a year. Perhaps he did it for glory. I will refer to some other things he said, in answer to the senator from West Virginia."

"I asked him how far the average haul of the mail was, and he said a

thousand miles. He has studied this question and his testimony is valuable, is it not, Mr. President? Then he stands up and says the reports of the postmaster general are not correct, that we do not pay 8 cents a pound; and he did not know how much we paid, nor how far the haul was. The superintendent of the railway mail service, who was just beside him, corrected him, and said the average haul was not over half that distance. The official reports of the department show that the average haul is 448 miles. I suppose he had not had time to read the reports. He made second assistant postmaster general in the interest of the railroads, and knew what he was there for, and did not propose to do anything else."

"What more, Mr. President? As I said, this bill carries an item of \$3,600,000 for the use of postal cars. Let us see how the railroads have responded to this generosity on the part of the government; let us see how they have met these gifts; let us see how they have felt toward this government for its enormous contributions, which in the last fifteen years have amounted to millions upon millions of dollars."

"In the first place, they cheat every time they weigh the mails."

Mr. Wilson: "How often is the mail weighed?"

Mr. Pettigrew: "It is weighed once in four years, or oftener if they desire it."

Mr. Wilson: "Does the senator know whether there is or is not a reweighing?"

Mr. Pettigrew: "Last spring—I will read from the report of the postmaster general under the head of 'weighing the mails,' from the report of 1896, page 33:

"The department takes every precaution at its command to insure honest weighing of the railroad mails. But this has not prevented one or two attempts on the part of railroad officials to pack the mails during the weighing season. In the case of one of the more important lines the effort to do this was so clear—and the department secured through its inspectors such detailed and damaging evidence that I transmitted the papers to the attorney general, with the request for criminal prosecution. Existing statutes, however, are so defective that some changes in the criminal law are imperatively necessary to insure the conviction and adequate punishment of those who attempt or who perpetrate such frauds on the government."

"What are the facts? The Seaboard Air Line procured 16 tons of public documents, franked by some member of the house of representatives, and the senate. They can secure them without the connivance of all of the persons who frank them. They ship them back and forth to their station agents. They ship this franked matter during the weighing season to a station, and have their agents take out the packages from the bags, re-direct them, and mail them again. So they kept these 16 tons of franked matter going for thirty days. The department determined to have a reweighing. They had a reweighing for thirty days more, and then the railroad company secured an extra edition of a newspaper that weighed 5 tons, they shipped that back and forth along the line during the thirty days, and when the postmaster general complained, they asked him what he

was going to do about it. And Mr. McBea, the manager of the road, asked the postmaster general why the Seaboard Air Line had been singled out as a subject for criticism, for stuffing the mails during the reweighing period, when it was well known that all railroads practiced the same fraud upon the government. So it is the general practice. There is no doubt about it. Everybody knows it. We do not need to investigate the matter much to learn the fact."

A Mail Graft in St. Louis.

Kansas City Star.

The house committee on postoffice and post-roads has begun the investigation of an item of \$50,000 a year paid as toll for carrying mail over the Eads bridge at St. Louis. Originally all, or nearly all, of the mail crossing the Mississippi river at St. Louis went over the Eads bridge. Now many passenger trains have been diverted to the Merchants' bridge, owned by the same terminal company. On that bridge toll is paid at the pound rate so that it is now assessed that the terminal company is getting money twice for the same service. The committee is to ascertain if this is true and report as to whether the Eads bridge toll should not be cut off.

A Bit of Postal History.

Here is an item from the Kansas City Star that will show how the railroads once upon a time grafted on the government:

"Up to 1907 the government was overpaying the railroads for hauling the mails about five million dollars a year by the coarsest sort of stealing. In calculating the rate of pay the mails were weighed for seven days and then the total was divided by six instead of by seven to get the daily average. Even when this fraud was pointed out by Representative Murdock, the house taking its cue from its leaders, refused to correct the error although there was a deficit in the postoffice department. The grab was stopped by executive order by the postmaster general."

To Investigate Rates.

United States Senator Gore of Oklahoma has introduced a resolution providing that the committee on postoffice and post-roads be directed to ascertain and report to the senate the comparative cost in the United States of transporting publications designated as second-class mail matter by mail, express, and fast freight; the comparative rates paid by the United States government and by the express companies to the principal railroads in the United States for similar service in transporting publications designated as second-class mail matter; the comparative postal rates for transporting periodicals designated as second-class mail matter in the United States, in the Dominion of Canada and other foreign countries; the comparative rates paid to the leading railroad companies for transporting the several classes of mail by the government of the United States; Canada, Great Britain, France and Germany. The resolution is No. 157 Sixty-first Congress, Second Session. It is a safe bet that every railroad senator will vote against this resolution.

Government Deficits.

Deficit navy department, 1909	\$116,031,417
Deficit war department, 1909	123,978,929
Deficit postoffice department, 1909	17,000,000

Subscription Rates.

One year	50c
Six months	25c
Three months	12c
Clubs of four or over (40 weeks)	25c

Where the Trouble Lies.

The Chicago Tribune prints the following special telegram from Ottawa, Can., which confirms what the Appeal has been saying:

"Ottawa, Ont., Jan. 27.—In my opinion, the United States is paying too high a rate to the railroads for transporting mails," said a leading official of the Canadian postoffice department today in discussing the heavy deficit in the United States postal revenue.

"This is the consensus of opinion among the Canadian officials who have made a comparative study of the mail systems of the two countries. Canada closed its fiscal year with a surplus in its postal revenue of \$203,700, notwithstanding the fact that it gives a public letter a rate of two cents an ounce, a drop letter, a rate of one-cent one-fourth-cent a pound over the entire Dominion and free transportation of second-class matter over a radius of forty miles."

"The essential difference between the two countries is the basis of pay to the railroads," said an official. "Canada's successful administration of the postal service is due, I believe, to three main causes:

"First—Smaller pay to railroads for carrying mails.

"Second—More rigid economies in administration.

"Third—A stricter regulation of second-class matter."

"While the United States pays railroads on the basis of the weight of mails transported, Canada pays strictly on a mileage basis. This mileage rate has been kept rigidly down, and is the cause of continual protest on the part of railroads, but we consider it adequate compensation for the service they give. On the average it is about eight cents a mile, where cars carry mail clerks."

Canadian officials express the belief that the United States will have to inaugurate some plan of dealing with railroads which will greatly reduce the present basis of payment and give the government the means of holding to scientific and accurate figures the compensation allowed to transportation companies for handling mail matter."

An Open Steal.

Says the Kansas City Times editorially: "Up to 1907 the government was overpaying the railroads for hauling the mails about five million dollars a year by the coarsest sort of stealing. In calculating the rate of pay the mails were weighed for seven days, and then the total was divided by six instead of by seven to get the daily average. Even when this fraud was pointed out by Representative Murdock, the house, taking its cue from its leaders, refused to correct the error, although there was a deficit in the postoffice department."

Finds the Appeal Valuable.

Congressman Henry T. Rainey, representing the Illinois 20th district, and a member of the house committee on labor, writes to W. H. Hyde, New Canton, Ill., as follows: "I get almost every copy of the Appeal to Reason. I make many clippings from it of valuable material. I am familiar with the publication."

Railroad Men—Don't Pass Another Finance Bill Without Leaving a Few Appeals for the boys to read between stops. Improve every opportunity.

Be sure to make good use of the month-end. That's the time to talk with the fellow on the job with you.

This paper is paid for. If you didn't pay for it somebody else did. No bill of exchange will be sent to you.

NATIONAL PROTEST.

At the national convention of the United Mine Workers of America recently held at Indianapolis, the following resolutions were introduced by Adolph Germer, Charles P. Gildea and Duncan McDonald, extending encouragement to Fred D. Warren, managing editor of the Appeal to Reason, and protesting against the effort to suppress free speech:

"Whereas, the right to free press has been cherished as a sacred trust of this nation; and

"Whereas, in the case against Fred D. Warren, managing editor of the Appeal to Reason, the discrimination of the judiciary against the free press has placed in jeopardy this fundamental principle upon which this government is built; therefore we, the United Mine Workers of America, in the twenty-first annual convention assembled, express our sympathy in the brave and noble fight Fred D. Warren is waging against the suppression of a free press; and be it

"Resolved, That we ensure the action of the judiciary in their attempt to strangle to death one of the mighty weapons of the working class."

The Corrupt Federal Courts

Admires the Appeal.

One need not be a Socialist to admire the fearlessness of the Appeal to Reason, a Socialist newspaper in its fight against a corrupt federal judiciary. The Appeal is exposing the records of a number of federal judges, supporting its charges with documentary proof, and the exhibition is one to make the blood of any honest citizen boil. Thomas Jefferson prophesied that the United States courts would prove the "sappers and miners" of the liberties of this country. Jefferson's far-seeing vision was keen in this as in all things. Jefferson had much to do with the making of the constitution of the United States, and he resisted so far as lay in his power the efforts of the Hamilton school of political economists to shackle the liberties of the people. The constitution was a compromise, and the federal courts, with the judges appointed for life and in no way responsible to the people, constituted the victory won by the monarchists, the statesmen who did not believe that the people should have the unrestricted right of self government.

From the earliest days of the republic to the present time, from the lowest district federal bench to the supreme court of the United States the federal judiciary has been the stumbling block of progress, the menace of free government in this country. Gradually, step by step, the federal courts have usurped functions not endowed upon them by the constitution, until today it may be said with truth that the federal judiciary separates and distinct branches of government—the legislative, executive and judicial—are lumped into one—the federal courts. Congress may pass laws for the good of the people, and the United States supreme court may annul them. Some little pinhead federal court judge may hale any citizen into his court, charge him with contempt, act as prosecutor, judge and jury, and cast him into jail.

This doubtless is able, honest, conscientious men sitting on the federal court benches, but there are also scoundrels and grafters. And the people have no redress against dishonest federal judges. A vast number of them are simply the tools of the trusts and corporations. This is privately admitted by many honest lawyers who have to practice before them, but who dare not publicly voice their opinion because of the power the federal judges hold to ruin their practice and drive them from the profession.

We are glad the "Appeal to Reason" has instituted the splendid fight it is making against this festering sore on the body of the republic. We would be more glad if the honest, unsubsidized and unrighteous portion of the press of the democratic and republican parties would join hands in the work. It is time the halo of impeccability be torn from the federal courts and their iniquity exhibited to a long-suffering people.

Assist Law Violation.

Judge Phillips, in the United States circuit court at Kansas City, has decided that the Missouri, Kansas & Texas railway must accept liquor shipments into Kansas and Oklahoma, prohibition territory. This temporary victory for the brewers occasions no great surprise as the people have learned to expect very little from the United States circuit courts when questions affecting the liquor traffic are at issue. Thus it is that the courts of the nation are used as mediums through which to assist the liquor traffic to violate the laws of the states. Every man who helps to perpetuate such an administration of national affairs ought to hang his head in shame, if he has any decency or sense of shame about him.

Disgrace to the Bench.

There is a man named Peter Gross, a United States judge at Chicago, who is a disgrace to the bench and a reproach to the judicial ermine. If he is clean in an way, proven facts don't disclose it. He is an Ashland, Ohio, product, mentally well equipped, but morally close to the degenerate class, his position and opportunity in life considered. He's a convicted home wrecker, he's a petty railroad-pass grafter, he's a demagogue and at the same time a willing servant of all corporate interests as instanced by his reversal of Judge Landis' decision fining the Standard Oil company \$20,000,000. Yet this incarnated moral perversion sits on a United States court bench to disgrace it and bring reproach and suspicion upon it.

Purpose of the Postmark.

The case of the United States against Fred Warren, managing editor of the Appeal to Reason, has been again postponed and the place of hearing has been moved to St. Paul, Minn. All this for the purpose of trying to bankrupt the Appeal with costs. We predict that in-

ally the case will be thrown out of court after as much expense as possible has been made. How about "cheap and speedy justice" in the federal courts? Taft says that it is a disgrace to our civilization.

Against Life Tenure.

The Topeka (Kan.) Capital says editorially: "There is criticism of federal judges, and so much criticism, so much question of their independence and infallibility, that as a rule people are opposed to life tenure to these men and are further opposed to their appointment in the way they have grown to be appointed. Federal judges should not be chosen for life. They are human, at best, and subject to trial like other men. They should have trial terms, terms defined and permanent, to be reappointed or re-elected on probation, like other officials. This is the case with state courts, and they have the trust and confidence of the people."

Questions About Socialism

Capitalists Withdrawing. If all government offices were filled by Socialists and the capitalists should withdraw their money from circulation, how could the government be run?—H. G.

This is a speculative question, and there is little profit in speculating, either physically or metaphysically. But it is no money that runs things—it is people. If the government should take possession of the machinery of production and set the people to work, giving them labor credits in place of that which has been called money, the result would be just the same—the labor credits would accomplish the work and the withdrawal of the capitalists and the money with which they have been doing people and things would really cut but little ice. Indeed, in some respects, it would be the easiest possible solution of the problem.

Postal Savings Banks. Will you tell us something about postal savings banks? The banks here are getting up a petition against them, and we want to know if there will be a good thing for the common people.—Hambert, S. C.

If properly conducted the postal savings bank would be a most excellent thing for the common people. It would enable them to deposit their savings in small amounts, at any place, and in such a way that they would be perfectly safe. Properly conducted, the money paid into the various postoffices could be used in paying of the public indebtedness and at last in defraying the expenses of the government. But postal savings banks as proposed by the Taft committee are anything but that. Taft's idea is to reduce the money the government receives in certain big banks. This would mean only that the government act as a collecting agency to drum up business for the banks, and put your money where it would be available for the trust magnates to use it. Postal savings banks can be made either a great fiasco or a great blessing.

Socialist Fables

The Blood Sucker.

A Mosquito alighted on a working man's nose and soon was drinking his blood. The working man made wry faces but showed no disposition to swat him one.

"This mosquito is certainly very painful," he remarked to a friend who sat by him.

"Then why don't you brush him aside?"

"Impossible," replied the Workingman. "Don't you know they are telling us that to stop the blood suckers would break up the home?"

"And destroy religion," assented the other.

"It would be against human nature."

"And reduce all to a dead level of equality."

The Workingman groaned and thought of the beauty of patience. And just then another Mosquito alighted on his cheek.

H— OF A WORLD.

MEXICAN BANK FAILS.—The United States bank of Mexico City, together with several branch banks in other portions of Mexico, has closed its doors. The cause was extension of too large line of credit to the Mexican National Packing company, an American concern allied to the meat trust. Numerous small American firms are badly crippled by the failures.

AN ERROR OF \$600,000,000.—That the deficit in the post office department is not what it has been reported appears from a dispatch sent out from Washington which says: "An error of \$600,000,000 is charged by the Association of American Magazine publishers against the post office department in the latter's figures on the deficit in carrying second-class mail matter. This and other mistakes are alleged to be in the department's figures upon which basis it is proposed to raise the rate for carrying magazines and periodicals through the mails."

EVICTING THE DEAD.—The city council of Birmingham, Wash., has passed an ordinance providing that bodies of the dead that are buried in unpaid-for cemeteries shall be removed to whatever place the municipal park board may select. This discretion permits them to burn the bodies or dump them in the sea. The landlord has evidently determined that his clutches shall reach "beyond the bounds of time and change."

HORSE MEAT AT CHICAGO.—Two packing plants that kill horses for their flesh have been discovered in the suburbs of Chicago. The horse meat packers say they do not sell locally, but the police believe that the cheap restaurants and free lunch counters have been using horse meat for some time.

A SOFT COAL TESTER with a capital of \$100,000,000 has just been formed in Pennsylvania. The Cherry disaster was used as a means of forcing the merger, it being made to appear to small mine owners that enforced improvements would ruin them if they remained out of the trust.

UNITED TO EAT.—Dr. A. D. Melvin, chief of United States bureau of animal industry, has declared that half of the meat on the market is unfit to eat, and a large percentage is unspiced.

Editorials by Appeal Readers

Destroying Incentive.

Much has been said by the capitalist press about Socialism destroying incentive to achievement in art, science and invention; and, strangely enough, the most effective answer to this stock accusation which I have seen comes from that arch-enemy of Socialism, the Cincinnati Times-Star, owned by President Taft's "Brother Charlie." This paper carried a Christmas editorial on the tribulations of Miss Florence Pretz, the young art student of Kansas City, creator of "Billiken," the ugly little ivory-colored statuette whose cheerful and permanent grin is as enduring as it is familiar.

The editorial states that Miss Pretz who "is striving to secure a real art education, doesn't get a tenth of the income that the little god brings to the manufacturers" and adds: "Not being a good business woman, Miss Pretz let go of the big end of the royalties in an unguarded moment, and since then the stars has it, she has not been satisfied with a few cents profit, where the firm manufacturing the little god gets the same number of dollars."

After setting forth the plan of the quarter-million club of Spokane to insure the struggling and defrauded young woman a more cheerful Christmas than otherwise promised, by assessing each of its members who possess a "Billiken" and forwarding the fund to her, the writer indulges the following unconscious argument in favor of Socialism:

"This means of bringing Christmas cheer to the hard-working young artist has the virtue of novelty. But it is doubtful if she will TRY to create any more idols—think she has secured a penny from them that they will bring good fortune to their creator ahead of all the rest!"

Such an expression is entirely out of place in the editorial columns of a paper like the Times-Star. Following, as it does, frequent labored arguments on "destruction of incentive," it is wholly multifarious.

WALTER HURT.

Socialist Books Popular in Libraries.

Librarians in many cities have discovered that Socialist books command more attention than almost any other class of serious books. Every librarian likes to have a large demand for books other than fiction. It is one of the tests of a good public library whether it distributes a good percentage of books belonging to the "non-fiction" class. Perhaps this is why many of the best libraries in the country now make a feature of the latest books on Socialism.

The New York Times Saturday Review, the leading literary weekly in America, announced in a recent issue in the New York Public Library, with its many branches scattered all over the city, one of the three books of the "non-fiction" class most in demand was John Spargo's "The Substance of Socialism." This is Comrade Spargo's latest book, in which he writes of the "Moral Value of Class Consciousness" and makes a slashing reply to Mr. Roosevelt's attack on that "foul thing called class consciousness." He turns the tables on Mr. Roosevelt and accuses him of preaching a doctrine that is positively "revolting in its immorality."

A political party is in one sense a joint stock association in which those who contribute most direct the action and management of the concern. The large trusts and corporations are overwhelmingly the largest contributors to the capital strength of the democratic and republican parties, and have a corresponding voice in the management of these parties. If the capitalist politicians were to refuse to obey the commands of their masters (the capitalists) the capitalists would withdraw their support, and they would starve. So with the Socialist party. It is financed by the workers, who, through the initiative, referendum and recall, manage, and direct the party in their own interests. The capitalists know this, and this is why they hate Socialists and Socialism.

Party Ownership.

Another Taft appointee. This H. T. Gage whom Taft has just appointed minister to Portugal is the same individual, who, while Quentin worked at his ranch at Downey; also had been building houses and repairing for him, and who was exposed thoroughly by every paper in the state as a conscienceless grafter. The state prisoners were kept making expensive, furniture for his Downey mansion and even the freight bills were charged to the prison maintenance. It is fitting, of course, that graft and Taft should keep up their present close relations. Comrades in Portugal ought to be notified to watch this American grafter closely.

Keep Away from the Black Hills.

BEYING UP THE COAL.—A New York syndicate has just bought 40,000 acres of coal lands in Franklin and Jefferson counties, Illinois, at a cost of \$15,000,000.

THE GAME OF GRAFT.

PREPARING FOR WAR.—A lengthy dispatch from Washington to the Pittsburg (Pa.) Dispatch on Christmas day announces that Uncle Sam is preparing for war. General Crozier is quoted as saying that there is on hand arms and equipment to supply a million men, with reserve ammunition to the amount of 123,000,000 rounds. There is said to be a feverish haste in war preparations.

GIVING THE COAL AWAY.—A confidential bulletin issued by the Alaska Petroleum and Coal Co., a branch of the Standard, tells of government reports that the Bering river authorities has no equivalent among the ores now mined on the Pacific coast, and adds: "A bill to encourage the development of coal deposits in the territory of Alaska" became law May 28th. Mr. H. R. Harriman, secretary of the Alaska Petroleum and Coal company, represented our company in Washington, co-operating with the Hon. R. S. Ryan; they were largely instrumental in securing its passage. The president in securing the bill, the officials of the land office, a committee of the senate and house, showed great interest and assisted materially. The president presented the bill with which he signed the bill to Mr. Harriman. Instructions are being issued by the land office, that the act is most favorable to our interests."

Another Definition.

Socialism is that messenger of peace that has come to the world with her hands unstained by human blood—tuning anew the harpstrings of harmony—implanting within the breasts of the workers of the world hopes of a better day. Socialism is that star of hope that has arisen out of the destruction wrought by the black hand of capitalism. Socialism is that happy reminder of the principles of brotherhood and social democracy, bringing together the workers of the world, uniting them into a political party where "comrade" is the word that inspires hope—there pledged to bring about their own emancipation.

THE MONEY TRUST.

The press announces that J. Pierpont Morgan has perfected a money trust which will affect the entire world. "So close have become the leading financial interests in Wall street during the past three months," says a dispatch, "that almost absolute control of the country's financial affairs is now centralized in the hands of a few men who are acting in concert. A money trust has come into existence, with J. P. Morgan as its head—the most gigantic combination of capital in the world. There is no concrete, definite organization to this latest trust, no legal incorporation, no elected directors, no list of stockholders. To use a descriptive phrase of the financial world, it is simply a 'community of interest.'"

This is decidedly the most significant movement of the late revival in business. After the McKauley revival, trustifying on a big scale began, followed by expansion and world-interests. Under the Taft revival, while the old methods have not been entirely superceded, a new aspect of commercialism is taking shape before our eyes. That is independent action—action apart from the government. In other words, capitalism has grown greater than the state and is working independently of it, if not in defiance of it. The first manifestation was in the conquest of Mexico, which occurred before people were well aware it was in progress. Mexico is now owned and dominated by American capitalists, and Diaz is rubbing his eyes to find that he is being dictated to instead of being a dictator. The second manifestation along this line is the money trust organized entirely apart from the state, and hence independent of it.

A few years ago a book that was largely circulated in America was entitled "Seven Financial Conspiracies." It told how, on seven occasions, American capitalists had operated together for a short time in order to accomplish certain results, and the story stirred the nation. Now a permanent organization has been effected for such action as will accumulate fortunes rapidly and rob the people systematically. It is quite feasible, being no more than the organization of financial interests. Simpler than the average trust, it will exercise more power than all the other trusts in the world. Here is a list of things which it will be able to do, as presented by a financial writer:

Bundle Brigade.

It could call \$200,000,000 of loans overnight and ruin any adversary. It could reduce the value of such a degree as to cause extreme money stringency and great commercial distress. It could control the holdings of New York banks by demanding certification of checks for enormous amounts. It could deplete bank reserves in New York by causing shipments of cash to any part of the country. It could make the money rate of interest anywhere between five per cent to 100 per cent on all call loans. It could cripple financial operations of the government by refusing to purchase its bonds.

"Facts" Wanted in England.

Comrades—Having seen your book, viz., "Facts," so freely advertised in the Appeal to Reason which I have sent over here, and having a wish to procure same, I am writing to you to send me a copy of same. Seeing that I am debarred from obtaining one in the way you mention, I am writing to you to see if you can oblige. If you could have here during our elections you would have had some lively times owing to the fact that the only party in the land of labor in proletarian America. Some of them I was able to mail to the counter as well as the help of your little paper. I only wish we had your paper here. We have been able to send our labor representatives back to the commons from this place. We are writing you to see if you can help us. Hoping you will make a departure from your rule and send me a copy of "Facts," am, Yours sincerely,

How He Gets His Paper.

Dear Old Appeal! I just can't help from saying a few words in answer to letter received a few days ago. Yes, I know I am a little bit of a busy body, but I am an Appeal. I ought to know. I'm postmaster at this place. And I also know that I get my Appeal now regularly. Instead of finding it on the postoffice box, I find it on the sidewalk outside the postoffice door as heretofore. But I may be an unwise, uneducated, ignorant, and big-headed and most prejudiced set of republicans I ever saw. There are no democrats, no prohibitionists, no Socialists—all republicans. I have no objection to receiving your Appeal when I offer it to me. I can only abide my time, work carefully, live as I see fit, and watch them serenade under my nose.

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Agitation League.

With the subscription list forging ahead, every day's attack opening up and the whole country alive to the issue, the Agitation League is coming into its own. Much of this nation-wide awakening is due to the work of the league for the past year. Following letter is typical of scores coming to my desk:

Until March, 1909, I was editor of the Kingsley Echo published at Kingsley, Mich. Somebody sent me the Appeal during the Haywood trial. It was both a revelation and a workshoping family. After that trial I became a democrat. Then somebody else sent me the Appeal for a year. That finished me. I have remained the same ever since. I will gladly do what I can for the cause.—Levano E. Tripp, Ashton, Idaho.

This is a sample of the Agitation League's work. The League is supported by Appeal readers who contribute ten cents a week to cover actual cost of printing and mailing papers to non-Socialists. One dollar from you will send the Appeal to 200 people who need the light; 50 cents will put this paper into 100 homes. Contributions since last report are as follows:

Amount on hand last report.....\$127.14
Collected since last report.....125.55

Total amount on hand.....\$252.69
Name State Amt Name State Amt
M. Schuler, Ariz \$1.00 H. Scherler, Ia \$ 25
J. Sweeney, Ariz \$ 3.00 J. J. Grove, Minn 1.00
A. Gray, Ark 1.00 H. Spaulding, Mo 1.00
W. H. Smith, Ark 1.00 H. Smith, Mo 1.00
H. Wilson, Ark 1.00 W. Bowen, Mont 1.00
H. Moore, Cal 1.00 J. H. Bridges, Neb 2.00
E. Wilson, Cal 2.00 W. H. Halliwell, Neb 1.00
J. E. Greenwood, Cal 1.00 H. Hultine, N.D. 3.00
J. Calver, Cal 1.00 D. Peterson, N.D. 1.00
J. A. Baker, Cal 1.00 J. D. Baker, S.D. 1.00
S. C. Swallow, Cal 1.00 A. Goodwin, S.D. 1.00
E. K. Ketch, Cal 1.00 A. Hall, Tex 1.00
H. B. Smith, Cal 1.00 W. H. Halliwell, Tex 1.00
Reader, Ill 40¢ R. Daniels, Ill 1.00
A. Worner, Ill 20¢ J. A. Rife, Va 50
H. Ludvig, Ind 1.00 W. H. Halliwell, Va 1.00
H. C. McDaniel, Ind \$2.00 S. H. Haverstick, N.Y. 1.00
F. A. Zimmerman, Ind 1.00 J. Mowbray, N.J. 25
J. E. Greenwood, Ind 25¢ J. Kerney, N.D. 1.00
J. F. Fine, Cal 2.00 A. H. Peigan, O. 1.00
J. Conrad, Cal 1.00 J. J. Conroy, Ok 3.00
H. B. Smith, Cal 1.00 W. H. Halliwell, Ok 2.00
L. B. Platt, Fla 1.00 H. Oldfield, Ore 50
K. McCarry, Fla 1.00 H. Weber, Ore 2.00
H. B. Smith, Fla 1.00 W. H. Halliwell, Ore 1.00
L. Morrison, Ill 1.00 J. Omer, Ore 3.75
W. Prescott, Ill 1.00 H. Burnett, Pa 50
R. Coster, Ill 20¢ A. Huff, Pa 50
H. B. Smith, Ill 1.00 W. H. Halliwell, Pa 4.00
C. Brannon, Ky 1.00 J. M. Daniel, Tex 30
J. Moore, La 1.00 A. Comrade, Tex 1.00
J. F. Moore, La 1.00 W. Polan, Tex 1.00
J. F. Moore, La 1.00 W. Polan, Tex 1.00
B. Cook, Mich 2.00 Mrs. H. Ballinger, Wash 1.00
E. Higham, Mich 2.00 Wash 1.00
H. B. Smith, Mich 2.00 O. O. Field, Wash 5.00
Mrs. Shaw, Mo 20¢ R. Pfandrum, Wash 5.00
S. Dutcher, Mont 2.00 Wash 5.00
H. C. Fletcher, Neb 1.00 Wash 1.00
J. E. Greenwood, Neb 1.00 Wash 1.00
G. Kessler, Mont 2.00

THE APPEAL ARMY

"IT NEVER SLEEPS"

Tooth-a-dore Roosevelt.

The Bull Dog gave the twelve new ones brought in by Jane, Plainfield, Wis, a run for their money. Comrade Spangler, Beloit, Wis, says he is working for Socialism harder than Cook ever worked to find the north pole.

How's this for lusty? Comrade Smith, Pine Bluff, Ark, secured forty-one new subscribers. I think that's going some. Comrade McElstain, Big Flat, Ark, gets in with twelve and it is quite evident there will be something doing in that locality.

The broadside of the corrupt and treasonable judiciary is getting results," wrote Comrade Mosher, Hitchcock, Okla, sending in a list of seven.

Since Taft has jumped onto the mailing privileges of the Comrade, Comrade Metcalf, Clearfield, Pa, has gone to work and sends in his first list of fourteen.

Comrade Mrs. Banta, Bears, Okla, who is sixty years old, sends in a list of four. The Appeal more than any other paper and sends us her blessing.

"Pump up the gun and aim straight for here are four more grams of ammunition," writes Comrade Metcalf, Clearfield, Pa, sending in four new readers.

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John Leggett, Nuba, Ill, would like to hear from the parties who desired to hear from parties by that name last August. The notice appeared in the Appeal last August.

With enthusiasm that fired the whole Appeal bunch anew, and with twelve subscribers, Comrade Comrade Metcalf, Clearfield, Pa, entered the office and demanded a book of "Facts."

How, make way for Comrade Carnes, Comrade Carnes, who sends in a list of four, which he says is his first list, but adds the cheering postscript that we can count on him until the light is ended.

Comrade Kimball, San Francisco, Cal, sends in a list of four, and says he has an interest in the Appeal is to read your paper when you ride in the street cars or hold it so that people can tell what it is in your hands.

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the eye-ball should be. So let them alone! They are consuming themselves in the fire of their own corruption and ignorance, and will soon pass into oblivion. The "Little Old Appeal" is sure doing its work nobly in this part of Arkansas. May it live forever!—W. A. Talley, Beaudry, Ark.

Comrade Gayer, Woodland, Cal, has been busy writing letters at his congress about the postal business, but found time to write to the Appeal and enclose nine new subscribers and ask for three sub cards that he might have an Arsenal in plain success. He writes:

Here is how Comrade Sooter, Fortales, N. M., and two of his co-workers in New Mexico worked to secure a copy of the Appeal. All three of them wanted a copy of the Appeal, but found it was out of their hands until they had twelve subscribers between them, combined their lists and sent for a book for one of them and so on until all three of them were "in."

Comrade Clark, Myrtle, Conn, writes: "I am distributing twenty-five copies of the Appeal to my friends and neighbors for four weeks. I write their names on the paper and

