

The Peoples Pilot.

F. D. Craig, Editor.

RENSSELAER, IND

Direct legislation will purify our politics.

Boodle seems to be running this country.

Both of the old party machines are founded on pie.

The greatest trust in this country is the money trust.

Socialism is growing rapidly on the continent of Europe.

We would like to see a few farmers in Congress for a change.

American workingmen seem to have more brains than backbone.

Whoever opposes direct legislation opposes government by the people.

There were only thirteen candidates for United States senator in Illinois.

Improved methods of production demand a new system of distribution.

Any kind of a government promise is worth more than that of the old parties.

When farming becomes profitable every other legitimate business will flourish.

If the banks persist in speculating on credit, they should be required to furnish the credit.

Every Populist should attend the meeting of the Reform Press Association at Memphis, February 22.

The gold reserve is now more than \$140,000,000, but prosperity seems to have missed connection with it.

The declaration of independence seems to have no part in our government except on the 4th of July.

Managing a national campaign is no "infant industry," yet it requires a great deal of "boosting" to help it along.

It is reported that nearly half the people of Liverpool receive charitable relief. And this is in gold-standard England.

The annual product of gold is rapidly increasing, and the goldbugs may want it demonetized themselves within a few years.

When a man borrows money out of a bank he has to give security; why should not the bank give security when a man deposits money with it?

India is afflicted with what scientists call the bubonic plague. It is almost as fatal as the financial plague with which the United States is afflicted.

It seems that Hanna is trying to sidetrack the regular State Republican machine in Ohio to the end of placing himself in the United States Senate.

The Rothschilds, having cornered about all the gold on top of the earth, are now evidently trying to obtain possession of what silver there is in the earth.

It costs England more than \$100,000,000 annually to support her navy, but there are three or four trusts in the United States that cost the people a greater sum.

There is danger of the people being swindled even in a foreclosure of the mortgage on the Pacific roads. No bid should be considered for less than the full amount of the indebtedness.

The promises of politicians are a weak platform on which to build the hopes of the republic. Let us have the Referendum and Imperative Mandate. These will unmask the scheming politicians.

Our Revolutionary fathers said in the Declaration of Independence that a people have a right to "alter or abolish a government," but the plotters call that kind of doctrine anarchy. Who is right?

The Pacific railroads owe the government more than they are worth, and more than the managers intend to pay; therefore the government should foreclose its mortgage and bid them in, and operate them itself.

At last accounts Senator Wolcott, who was sent to Europe to go through the motion of trying to secure international bimetallism, had the Rothschilds by the ear. It is the wrong sow, senator. Rothschilds want their in 200-cent dollars and will never consent to anything else.

The Tennessee legislature wanted Tillman to put up a \$25,000 bond to contest the election in that state. They value the office pretty high, but that is not as extravagant a demand as the one the Arkansas legislature made on Norwood in 1888. They wanted him to put up \$40,000 to contest.

President Cleveland's jumping-jack, Mister Eckels, says it is only the "rotten banks that are failing." Why, of course, how could a sound one fail—but there are no sound ones, therefore only a part of the rotten ones are failing. Nothing is sound that is based on confidence and does most of its business on credit.

A LIVING TRUTH.

MAN IS THE TRUE STANDARD OF VALUE.

The Social and Industrial System Is to Be Measured, Not by the Wealth It Produces But by the Men It Produces."

Dr. Lyman Abbott has long been an advanced leader of thought in many lines. Whatever subject he touches he illuminates, for his mind is clear and free and his purpose is ever inspired by loftiest intent. That he has of late turned his attention to socio-economic problems is a promise that these pressing questions will be presented in such form as to command the respectful attention of all; that others, groping toward the light, will by him be pointed out the safe and sure way.

"Christianity and Social Problems" is the suggestive title of a new book just from his pen, and the noble character of the work and the high humanitarianism which runs through it all is seen in the extracts which appear below, to which we are indebted to the Literary Digest:

"The social and industrial system is to be measured, not by the wealth it produces, but by the men it produces; not by the abundance of the material things, but by the kind of men developed in the process. Man is the standard of value, not things. An industrial system, then, must produce good men and good women or tend to produce them. If it does not, it fails, measured by Christ's standard." Thus Dr. Abbott takes issue with the old political economy which declared itself concerned simply with wealth and with men simply as wealth-producers. That is to say, he holds, with a number of moderns, that economics, of necessity dealing with man as an intelligent and moral being, must be ethical. He asserts that the question whether the wage system is better than feudalism or slavery has been settled, but against the present industrial system as either final or true he makes these counts: (1) That it is not giving steady and permanent employment to all willing laborers. (2) That it also fails to give all those who are employed under it wages adequate for true livelihood. (3) That it is insufficiently educative in itself and fails to allow adequate leisure for educational processes. (4) That pure, good homes are in many instances impossible under present conditions.

"I believe," he declares, "that the system which divides society into two classes, capitalists and laborers, is but a temporary one, and that the industrial unrest of our time is the result of a blind struggle toward a democracy of wealth, in which the tool-users will also be the tool-owners; in which labor will hire capital, not capital labor; in which men, not money, will control in industry, as they now control in government. But the doctrines that labor is a commodity, and that capital is to buy in the cheapest market, is not even temporarily sound; it is economically false as it is ethically unjust.

"There is no such commodity as labor; it does not exist. When a workingman comes to the factory on a Monday morning he has nothing to sell; he is empty-handed; he has come in order to produce something by his exertion, and that something, when it is produced, is to be sold, and part of the proceeds of that sale will of right belong to him, because he has helped to produce it. And as there is no labor commodity to be sold, so there is no labor market in which to sell it. * * *

Both are fictions of political economy. The actual facts are as follows:

"Most commodities in our time—even agricultural commodities are gradually coming under these conditions—are produced by an organized body of workingmen, carrying on their work under the superintendence of a 'captain of industry,' and by the use of costly tools. This requires the co-operation of three classes—the tool-owner or capitalist, the superintendent or manager, and the tool-user or laborer.

The result is the joint product of their industry—for the tool itself is only a reservoir product of industry—and therefore belongs to them jointly.

It is the business of political economy to ascertain how values can be equitably divided between these partners in a common enterprise. This is the labor question in a sentence."

"Anything More, My Lord?"

In answering a correspondent, the New York World quotes from the census to show that 3,000 families own over \$12,000,000—over twelve thousand million dollars—of the wealth of the United States.

At such a time as this the world is not likely to be accused of assisting the democratic party. So, accepting its figures, let us see what they mean.

The total assessed value of all real and personal property in Nebraska under the census of 1890 was \$184,000,000; Missouri, \$887,000,000; Illinois, \$809,000,000; Kansas, \$347,000,000; Kentucky, \$547,000,000; Tennessee, \$382,000,000; Colorado, \$220,000,000; Texas, \$780,000,000; Alabama, \$258,000,000; Mississippi, \$166,000,000; Indiana, \$856,000,000, and California, \$1,101,000,000.

The combined assessed wealth, real and personal, of these 12 great states of the west and south, as shown by the census of 1890, foots up between \$6,000,000,000 and \$7,000,000,000, while the combined wealth of 3,000 plutocratic families foots up over \$12,000,000,000—nearly twice as much.—St. Louis Post-Dispatch.

We nominate Cleveland as one of the members of the McKinley cabinet—that is, if he is not too far behind with his fishing.

A gold standard is for the benefit of the few.

RAILROADS AND FINANCE.

Some Brief Remarks Suggested by Current Events.

It is asserted that railroads don't pay. This is one of the reasons given why the government should not engage in the railroad business. It is also urged as a reason why rates should not be reduced. Notwithstanding this, however, there seems to be a keen desire on the part of those who own the railroads to hold on to them.

Take the Pacific railroads for instance. They are covered with a first mortgage loan of \$60,000,000. In addition to this they owe the government \$120,000,000, making a total of \$180,000,000. No one pretends to believe that they cannot be duplicated for a less sum of money, yet the companies are anxious to retain them and promise that if the mortgage is not foreclosed, they will pay off this entire indebtedness.

President Cleveland informs us that he has the assurance of capitalists that in case of foreclosure, bids will be made to make the government safe on its investment. We very much doubt this. There is a possibility that in the foreclosure process there may be a dead African in the woodpile. Unless the government intends to make a bid to protect itself there is a chance for it to lose every dollar of its claim. In the interest of good business policy it should do this, and if it fails to do so there is room for suspicion of collusion and fraud.

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In the light of Mr. Cleveland's past transactions too much confidence should not be placed in the zeal he displays to the end of a settlement of the Pacific railroads' claim. It cannot be forgotten that the negotiation of the \$62,000,000 bond deal with the Morgan syndicate, through his former partner, left a cloud of suspicion on him that excited much comment at the time. Dispatches inform us that two syndicates have already been formed for the purpose of buying in the roads provided they are put up at public auction. How are we to know that Mr. Cleveland is not financially interested in these syndicates along with other government officials?

That would most certainly be a brilliant scheme, and some things begin to point to its consummation. It would be necessary to have two syndicates to bid against each other (ostensibly) to give the sale the appearance of being conducted legitimately. After all this may be just what the companies want. It was stated in this discussion of the Huntington bill that the terms were not as good as the Union Pacific Company had offered. It is possible that they were made purposely to secure its defeat, and to the end of settling the matter by foreclosure. No sane person believes that a syndicate of capitalists will bid more for the roads than they are worth, and they are not worth \$180,000,000. As the \$60,000,000, most of which is said to be held by the present owners of the road, take precedence to the government claim, it looks like Uncle Sam may be left out entirely, unless he exercises the wisdom of a business man and protects himself by putting in a bid.

There is, however, in the situation one ray of hope for the people. If the government secures possession of these roads it will prove the entering wedge against private or corporate ownership of the means of transportation.

It would be a step, and an important one towards the gradual acquirement of all the railroads, and government operation of the same. To prevent this it is possible that the railroad capitalists in the United States would even outbid the government in the sale of these roads. For this purpose they could afford to pay more than they are worth and they might possibly do so to defeat government ownership. But to compel them to do this it would be necessary for the government to bid the full amount of the railroad indebtedness. However it ends, the settlement of this question with the discussion incident to it, is likely to give greater prominence to the transportation problem during the next four years than it has ever had before, and will likely make it one of the principal issues of the next presidential campaign.

Delavan, Ill.

Home Market for Cheese.

It is often said that Canadians are not cheese eaters, says the Sussex (New Brunswick) Co-operative Farmer.

They are not as compared with the people of England and it seems to us for two very bad reasons and one good one.

To take the last first, the good reason

is the cheapness of meats and other foods, and this is not a reason that we are cheese-makers should really mind.

There is a reason, though, that calls for urgent attention, and that is the high retail price of cheese.

The other day we went to store to buy some

good cheese, cheese that was bought

from the factory at not more than 9 cents per pound, and what do you

imagine the retail price was? Why,

nothing less than 14 cents per pound.

This heavy margin, which is general

among grocers all over Canada, is one

bad reason why cheese is not popular

as a food among our people.

It is a gross injustice to the farmers of Canada, a bad habit of trade that should be broken as soon as possible, in the interest not only of the consumer and farmer, but even the storekeepers themselves.

A strong stricture on this course is that adopted by the grocers in England, who, although today they

might, and perhaps will before a great

while, oppose the system of govern-

ment postal money orders, as they take

the place of bank checks and ex-

change. The fight is on, and as Ben-

ton once said, "The bank is in the

field." It is the same issue of the banks

against the people, and the question

involved is whether the people shall

issue and control the currency and

business of the country, or whether

this power shall be delegated to the

banks.

W. S. MORGAN.

The recent sound money convention at Indianapolis is one of the straws which indicate the most prominent issue in the next campaign.

There was no talk in that convention of international bimetallism.

It regarded the gradual acquirement of all the railroads, and government operation of the same.

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RAILROADS AND FINANCE.

DAIRY AND POULTRY.

INTERESTING CHAPTERS FOR OUR RURAL READERS.