

Table listing names and amounts, organized by district (Road District No. 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) and various offices (Surveys Office, Assessor's Office, County Court and Commissioners, Court House, Recorder's Office, Treasurer's Office, Gopher Bounty, Clerk's Office, Recorder's Office, Auditor's Office, Stock Inspector, County Court and Commissioners, Gopher Bounty, Assessor's Office, Circuit Court, Justice Court, State vs. E. Graham, State vs. Toy Hong, State vs. Upton, State vs. Wild, Miscellaneous, Coroner Account, Public vs. Private Ownership).

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Public vs. Private Ownership. stock, thus making their millions by a transaction as dishonest and ten thousand times more harmful than any for which the worst thief is now confined in state prison. Poverty, insanity and suicide have followed by manipulators and stock gamblers. The American people today are paying hundreds of thousands of dollars every year in rates and fares on stock which is as fraudulent as any counterfeit bill. An American public life has been corrupted until we have almost ceased to have confidence in the honesty of anybody. Many of our business men have been caused to forfeit public confidence, and thoughtful men made to fear for the existence of the republic itself by reason of the unequal distribution of wealth and power through the private operation of our railroads and other public service corporations. In Germany where the government owns nearly all the public utilities, we have been wonderful progress in nearly every direction. Switzerland was the most corrupt country in Europe when in desperation she adopted the initiative and referendum, and through this means the people acquired the railroads and other public service corporations. Since then Switzerland is acknowledged to be the purest republic the world ever saw. The more shame to America, which had a better start. Through its vice president—see Fillette, the Postal Progress League compares the telephone monopoly's management of the parcel post by the government, and asserts that private ownership has proved its superiority over public ownership of public utilities. Now, every well informed man knows that had the United States government, instead of the Bell telephone monopoly, been operating the telephones, the Atlantic coast would have been talking to the Pacific coast long ago. Compare the government enterprises in this very parcel post matter. The express companies, established for half a century and earning dividends anywhere except in the larger cities and towns. The national government, within three years after its entry upon the parcel post business, is carrying express packages to the remotest villages and hamlets, where no express companies, however large and prosperous, would think of delivering a package. Who built the Panama canal? The national government. Who failed to build it? Private enterprises. Who built the first great railway that opened up the western plains and reached the Pacific? The national government. Who built our great canals? The national and state governments. What money built nearly all our railroads? The money appropriated by cities, states and towns. Everybody knowing the history of our railroads knows that they have rarely benefited the men who built them. The investor rarely received any advantage from his investment. The public money which enabled the construction of these railroads was stolen by fraudulent reorganizations, out of which have been built up the great fortunes which threaten this republic today. The process of building a railroad and working it is fully illustrated by the men who have studied the history of these enterprises. Cities, counties and townships appropriate money to pay the cost of constructing the road. Unscrupulous men get into its management, deliberately run the road so badly that it shows a loss, the stocks which represent the money that built the road begin to fall, and these dishonest manipulators and speculators quietly buy the stock at bargain prices. When they have thus stolen the road, they begin to run it more efficiently and to pour water into the

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