



McNamaras on Trial

McNamara's Message. By telegram to appeal to reason...

The McNamara case opened at Los Angeles October 9th. The first few days were taken up with preliminaries...

According to the National Socialist press, a Burns detective recently remarked to some newspaper men...

The star witness of the prosecution, Ortie McManigal, is being groomed and coached. Almost daily in consultation with attorneys...

A pamphlet, advertising the Times and full of virulent attacks on organized labor, had been sent to every taxpayer in Los Angeles county...

The appeal is enabled through the memorial is not yet completed, to present the inscription which is to appear on a brass tablet...

Our Martyred Men. This Impelling Plea, read by the Los Angeles Times, stands here to perpetuate the names, the virtues and the memories of these honored dead...

A DOSE OF FACTS. There's a sure cure for that anticlerical feeling and the chance Socialism will effect in every community...

The Rose Door. House of Prostitution. By the author of 'The Rose Door'...

There's a sure cure for that anticlerical feeling and the chance Socialism will effect in every community...

The fourth fly grieved intensely over his sad misfortunes that had befallen his comrades...

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Deathless example to their countrymen: their bodies pulsate no more, but their souls are immortal.

Since the adoption of the recall in California there has been a marked change in the attitude of the court relative to the defense.

BACK TO THE LAND. He was going back to the land, but he didn't know it. I stood at the gate and watched them.

Now as this table shows the schedule begins with \$42.75 per mile per annum for 200 pounds average weight per day...

From recent speeches. The capitalist says there is nothing in Socialism—and there isn't, for him.

Some of these days in a national election, the republicans and democrats will have the campaign funds but the Socialists will have the votes.

Four Flies and Their Adventure. (With apologies to capitalism.) From the Wasp, Christiania, Norway.

The first one settled down upon a workman's lunch and commenced eating of a piece of sausage that graced the sandwich...

The second fly wandered toward a still better commissary, but sad to relate, came upon a quantity of flour.

The third fly sped through an unscrupled window into a workman's home and drank of a cup of milk that stood upon the table.

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Railroad Graft and the P. O. D.

Washington Correspondent of the APPEAL. Uncle Sam pays about fifty-five million dollars a year to the railroads for the transportation of the mails.

Also the postal officials help them along. During the weighing season they ship a great deal of postal supplies by mail.

Now, what are the facts? First, we will consider the value of the hauling of the mails. An act of congress, approved March 2, 1907, regulates the railway mail pay.

SCHEDULE OF RATES FOR RAILWAY MAIL PAY. Table with columns for weight, rate per mile, and total rate.

Now as this table shows the schedule begins with \$42.75 per mile per annum for 200 pounds average weight per day...

Prof. Henry C. Adams, formerly connected with the University of Michigan, and now statistician for the Interstate Commerce Commission...

Can there be anything plainer than these figures? The railroads charge the government more than twice as much as they charge to express companies...

Postmaster General Hitchcock estimates that it costs a little over nine cents to transport a pound of mail.

From 1878 to 1907 the weight of the mails have quadrupled and general freight rates have been lowered enormously.

Neither the United States Postal Service, nor the Standard Oil Company, at the head of which is the greatest magnate upon the earth...

Again one would suppose that the railroad companies would at least furnish clean and safe cars for the exorbitant rental.

It is apparent to every one that it is to the advantage of the railroads that the mail should be heavy during

the weighing season. If the railroads carry a hundred tons of extra mail during this season they would not only get paid for those 100 tons but also for 1,500 tons during the next four years...

An instance of the government's liberality to the railroads is in the case of the bridges crossing the Mississippi at St. Louis, which are owned by railway magnates.

Do you now wonder why the railroads believe in having well enough alone? The great article will deal with patronage and politics—the main business of the postmaster general.

THE tariff issue is to be the war cry again. Republicans will repeat the old threadbare falsehood that the high tariff protects labor.

Only American manufacturers have dared to tell this falsehood to their workmen. Why? Because until very recent years, American workmen were more ignorant of economic and social questions than their brothers in Germany or France.

That this claim is a mere sham is evident from the fact that they have proposed to discourage the immigration of cheap foreign labor.

While the products of our factories are highly protected, sometimes up to two hundred and three hundred per cent, the products of these products are not protected at all.

Free trade would mean that a great deal of our manufacturing would be done across the sea—particularly all the manufacturing that has not yet reached the trust stage.

There are whole communities built up on a tariff schedule on some manufactured commodity.

And since under our planless system

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of production no provision whatever is made for the displaced workers, the result would be widespread disaster and misery.

Therefore, I must say for the low tariff issue of the democrats that it is a dangerous issue as far as the working class is concerned.

And as consumers, the working class is not interested nearly as much as the democratic party and its politicians would like to have us believe.

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