

that you live in the city, but as you do, I see no help for you, for the saloon-keepers control the city, and I am in favor of local option." It is treason to God and humanity to advocate the policy of the state turning the helpless in the great cities over into the hands of the drunkard-makers, by local option. Ohio is a state. Every home in it is entitled to state protection.

To advocate local option is to make the state a nonentity. We said this when, in obedience to the demands of the liquor ring, the "Legislature" turned the Christian Sunday over into the hands of the saloon-keepers to be destroyed, and we say it now, when it is proposed to desert the workers in our great cities and turn their homes over to the vile elements.

When a state has passed a local option law workers should work for local prohibition under it, not as an end, but as a means to accomplish an end, and this is best done by making the fight for state and national prohibition. The drunkard-makers always follow and take possession of the camp abandoned by Prohibitionists as they advance. Where temperance men fought for license, drunkard-makers fought for free beer and whiskey; where temperance men fought for high license, drunkard-makers fought for low license; and when temperance men declared for state and national prohibition, the drunkard-makers and their allies shouted for high license. In this reform the greater takes with the less. In a state where a hot and bitter war is waged for state prohibition, more towns are carried for local prohibition than in states where the fight is allowed to degenerate into a selfish local fight. Where a state has not local option the worker is foolish indeed, who will petition or work for it. The idea that a traffic can be made right in one part, and wrong in another part of the state is absurd.

The system of restriction of the evils of the traffic by license has been thoroughly tried in nearly every state in the Union, and has everywhere proved itself utterly impracticable and defective. The only redeeming features of the system, are the prohibitory features it contains, and these are rendered useless by the state license or permission, granted to the few, in consideration of the few sharing their profits with the state. The state by an attempt to regulate and restrict admits that the traffic is one dangerous to the true interests of society. Of this fact society is thoroughly convinced, and the only sensible rule of state action is: If an institution is wholly evil the state should outlaw and destroy it; if an institution is productive of both good and evil results, it is the duty of