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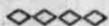
MERELY "TO GET IN ON"

The St. Louis Republic recently said: "If Secretary Taft's dream is ever to become a reality he must forswear republicanism and go over to that party which, as a whole, is already in favor of revision." The Republic said this in commenting upon Mr. Taft's declaration that he was in favor of tariff revision whenever the republican party "as a whole" shall favor.

Replying to the Republic the St. Louis Globe-Democrat (republican) says: "If the democratic party could be trusted to think and act as a whole on anything at all, its prospect of restoration would be brighter than it is. But there can be no doubt that it comes much nearer wanting tariff revision 'as a whole' than the republican party does, or ever will."

The Globe-Democrat also says "all tariff revision is now associated in the public mind with the democratic party" and that "even such an authority as Secretary Taft can not force the republican party" into disputing with the democratic party the possession of that reform—although of course the Globe-Democrat does not call it "reform."

According, then, to the Globe-Democrat Mr. Taft's tariff revision declaration is merely the old time republican plan of "holding the word of promise to the ear to break it to the hope."



"ULTIMATELY"

Referring to Mr. Taft's speech at Columbus the Milwaukee Sentinel says: "His pointed declaration against government ownership of railroads should apprise Mr. Bryan of the futility of his own recent efforts to discard that issue and keep it out of the coming campaign should he be nominated."

But in that same speech Mr. Taft himself said that if a remedy is not provided for present day evils "then we may certainly expect that the movement toward government ownership will become a formidable one that can not be stayed."



PROGRESS

The Sioux City (Iowa) Journal makes this blunt confession: "It must be admitted that Mr. Bryan's word 'predatory' has been appropriated."

Well, if the republican leaders have progressed so far as to admit that it is stealing then all around congratulations are in order.

A HAVEN OF REFUGE



WHAT MR. ROOSEVELT'S LATEST-ANNOUNCED POLICY MEANS

President Urges Centralization

The president has at last disclosed his scheme for centralization at which he has hinted in former speeches. In his Provincetown, Mass., address, he proposes the national incorporation of railroads and other corporations engaged in interstate commerce. He says:

"Most large corporations do a business that is not confined to any one state. Experience has shown that the effort to control these corporations by mere state action can not produce wholesome results. In most cases such effort fails to correct the real abuses of which the corporation is or may be guilty; while in other cases the effort is apt to cause either hardship to the corporation itself, or else hardship to neighboring states which have not tried to grapple with the problem in the same manner; and, of course, we must be as scrupulous to safeguard the rights of the corporations as to exact from them in return a full measure of justice to the public.

"I believe in a national incorporation law for corporations engaged in interstate business. I believe, furthermore, that the need for action is most pressing as regards those corporations which, because they are common carriers, exercise a quasi public function; and which can be completely controlled, in all respects, by the federal government, by the exercise of the power

conferred under the interstate commerce clause, and, if necessary, under the post-road clause, of the constitution.

"During the last few years we have taken marked strides in advance along the road of proper regulation of these railroad corporations, but we must not stop in the work. The national government should exercise over them a similar supervision and control to that which it exercises over national banks. We can do this only by proceeding farther along the lines marked out by the recent national legislation."

Here is the secret—it is out at last! The states are annoying the corporations and the corporations demand federal protection from state legislation. The president thinks that action "is most pressing as regards those corporations which, because they are common carriers exercise a quasi public function." The states have been enacting two-cent fare laws and laws reducing freight rates and the railroad manager's demand that they shall be relieved from further fear of such legislation. The president's Hamiltonian ideas make him an easy victim and he yields to the entreaties of the railroads.

If it was the public he sought to protect he would recommend federal remedies which would not interfere with state remedies—but it