

Big, Fat Man.

A big, fat man called Taft—they call him Bill in Cincinnati, and the president calls him Bill, sometimes—went down into North Carolina to teach political wisdom to the people south of Mason and Dixon's line.

Reports do not say whether the people in Dixie laughed right into Taft's big, broad face—it is probable that they didn't for the southern people are far famed for their courteousness. But it is reasonable to believe that they are laughing up their sleeves at the presumption of the aforesaid Taft, who went among the Carolinians as a special messenger of the "big stick" to tell them what all the people of the south ought to do to gain the eternal good will of the "big stick" and of all the big heads associated with it.

Taft told the people of Dixie that what they ought to do to manifest superior political wisdom is to "break up the solid south."

Great head! great wisdom for a secretary of war to blurt right into the teeth of southern Democracy "in time of peace."

Men like Ben Tillman—God bless 'em!—and Joe Blackburn, and Judge Tarvin, and Ed Carmack, and John Sharp Williams, and a host of others, who know more about the south and its needs and its politics by their life's work in Dixie than Taft would learn in 1000 years by looking across the Ohio river into Dixie from Walnut Hills or Mt. Auburn, or any other of Cincinnati's seven hills, will surely be grateful to Taft for coming right among them to tell them that they must "break up the solid south."

It never occurred to Taft, perhaps, that these southerners, and many more than those named, could retort with equal emphasis and greater stress of fact, that what is needed more than breaking up the solid south is to break up the "solid north" and the political idolatry of the "solid north," as displayed in the last three presidential campaigns in the temple of Baal and the joss house of Stand-Pat.

It would be a fitting rebuke to Taft if the people of Dixie should respond to Taft's clarion command to "break up the solid south" by politely telling him to "mind his own business" in the secretary of war's office, or the Philippines, or the Panama canal, or wherever it really is, and say also "it will be time to talk about breaking up the solid south when the people north of Mason and Dixon's line get enough political sense to break up the 'solid north.'"

Why did Taft tell them down in Dixie that they ought to break up the solid south? Before he went to Carolina to tell them that, he went to Sagamore Hill to submit his "speech" to Roosevelt. Did Taft tell the Carolinians to break up the solid south because Roosevelt wants them to do so, and will do it with his "big stick" if they don't do it with their ballots?

Did Taft tell them that it is because the "big stick" wants to beat out more electoral votes for himself south of Mason and Dixon's line in 1908 than he did in 1904? Or does Taft want the "solid south" broken up so he can get some of the fragments for himself in 1908—providing Roosevelt designates him as "their apparent" by using the "big stick" to belabor the next national convention into giving Taft the nomination? To a casual observer here in Ohio, who pretends to know no more about the south than Taft does, and who believes that the Tillmans and other brainy men of the south know what the south wants and needs politically and every other way, Taft's speech to the Carolinians reads like one word for the south and 16 words for Taft.

A very amusing part of Taft's speech in Carolina was his attempt to ridicule Mr. Bryan. He says "Mr. Bryan has been most emphatic and eloquent in his description and denunciation of trusts and abuses of corporations and wealth," etc., then says Mr. Bryan's "suggestions as to remedies for their prompt suppression have been very vague," which shows that Taft has not read The Commoner as much as he ought to read it. Taft would read The Commoner more he would see that Mr. Bryan has repeatedly called attention to the criminal clause of the Sherman antitrust law and

that Mr. Bryan has never proposed the "immunity bath" as a remedy. The "immunity bath" is the exclusive device of the "big stick" administration for punishing the trusts without hurting them, or putting any of the trust magnates in jail, or keeping trust funds out of the contribution box to be passed around by Chairman Cortelyou when it comes time to finance the next campaign.

A great deal more might be said on the subject of remedies, but it is sufficient to say here that Mr. Bryan has rendered some service in being "emphatic and eloquent" when Taft contented himself with being silent; that Bryan has proposed good remedies, while Taft hasn't proposed any, not even in his speech to the Carolinians.

Then Taft flings this sneer at Bryan—that "evils are to be suppressed by definite and practical measures—not by oratory or denunciation."

It isn't Bryan's fault that he is obliged to employ oratory and denunciation to trust abuses—it is the foolish habit of the "solid north" had in 1896 and 1900 in not putting Bryan where he could employ definite and practical remedies. For if Bryan had been elected president there would have been more deeds and less words than we have been favored with by the "big stick"; there would have been less flaring up and backing down than there has been since the "big stick" was given possession of the White House.

To bring the comparison nearer home and make it more direct, it is fair to compare Bryan's oratory with Taft's deeds. For many years before Taft entered the cabinet via the Philippines he was a judge in United States courts. He might begin his campaign for president by telling what he ever did while a judge on the bench to enforce the laws against trusts, or to enforce the criminal clause of the Sherman antitrust law, or what he did to keep the trusts from gobbling up all the valuable privileges in the Philippines while he was governor general there.

That would be better than trying to break up the "solid south" or sneering at Mr. Bryan.—Press.

Ohio State Fair.

The fifty-sixth annual Ohio State Fair and Industrial Exposition will be held in Columbus, September 3, 4, 5, 6, and 7, 1906 and prospects are most flattering for the grandest Exposition in its history. The assignments of exhibition space in all of the non-premium departments have been made and so numerous were the applications as to completely fill the mammoth buildings and the platted ground in the open devoted to operative exhibits, and it will be necessary to spread many of the exhibits over the spacious lawns.

In the competitive departments of the Fair the premiums list has been thoroughly revised, and many changes and additions made, the aggregate amount of premium money, being ten thousand dollars in excess of that offered at any previous exhibition. In the speed department the most liberal purses ever offered over a half mile course will be contended for, and already the managers have assurance that some of the fastest steppers campaigning this year will be ready for the bell.

The displays in the farm products department will be more numerous than heretofore, and the same is true of the manufacturing, merchandise, woman's and art departments. In the live stock departments the premium money and classifications have been so arranged as to induce a large and representative exhibit in each class while added interest has been created by the liberal premiums offered by the different registry associations.

The free feature attractions provided for the amusement and entertainment of visitors will consist of a program so varied in character as to please all classes while the return engagement of A. Roy Knabenshue, America's daring sky pilot, who created such a furore in the scientific world, by his successful airship flights at Columbus last year, will attract thousands of visitors to witness these practical demonstrations of aerial navigation.

With the low railway rates now in force in Ohio, and the many interurban lines centering in Columbus, all of which will grant special low excursion rates the expense of visiting the Fair is small, while the benefits derived from a close study and inspection of the exhibits are such that every citizen should plan to spend a day or more at this grand exhibition.

Culture Alone Is of Very Little Benefit

By JOSEPH G. CANNON, Speaker of the National House of Representatives

THE college man who receives his training without having to consider wherewithal he shall be subsisted is deprived of the benefit that comes under the primal law, "In the sweat of thy face shalt thou eat bread."

There are men of culture and inherited wealth who accomplish great things, but as a rule THEY ARE THE EXCEPTIONS, and when they are intrusted with power are useful and safe in the exercise of it only in so far as they receive education in the PRACTICAL conduct of PRACTICAL affairs.

More culture is of no benefit unless you have been strengthened by severe efforts in its acquisition. There is no way to learn how to make proper use of power except by studying in the great library of ACTUAL LIFE and by close contact with the mass of humanity engaged in the struggle for subsistence and advancement.

But all young men of ability, whether favored by fortune or not, owe it both to themselves and the nation to give attention to public affairs, to keep themselves in touch with things, to be in CONSTANT PREPARATION FOR PUBLIC LIFE if the opportunity or the necessity comes to them. They must if they are to hold their own in the republic. To play their part they must give attention to other things besides their own personal affairs, and they must see that the banker cannot selfishly devote himself wholly to his bank; that the manufacturer must give some attention to other things besides his factory; that the railroad president must interest himself in a few other things besides the problems of transportation.

I don't say that the people should give, give, give. It won't do for them to try to meet the situation merely by being charitable with their money. Giving only gratifies the giver and as a general rule PAUPERIZES THE PEOPLE WHO RECEIVE. The multimillionaire of today must give more than his money.

HE MUST GIVE SOME OF HIS TIME, HIS ATTENTION AND HIS THOUGHT TO OTHER AND MORE IMPORTANT THINGS THAN PERSONAL MONEY GETTING OR THE SPENDING OF IT IN A SPECTACULAR WAY.

I myself am acquainted with many men who, merely because of lucky location, though only of respectable ability, have sat at the gateways of commerce and by simply LEVYING TOLL have accumulated great fortunes. In all their lives they have never got into touch with public life; they know little about public questions and they give them no attention.

Sometimes, however, such men try to enter public life themselves. But then the people do not always acknowledge their fitness for public position. Sometimes they seek protection for their interests by improper methods instead of trying to contribute their share in building up a WISE PUBLIC SENTIMENT.

METHODS OF THE GRAFTERS

By FRANK MOSS of New York, Veteran Municipal Reformer

THIS country is not passing through a unique crisis. Other countries have passed through such conditions from time to time. PERHAPS MORE SERIOUS CONDITIONS were shown to exist in English life some years ago. I used to wonder how it was that New York police officers were able to do such things as they were guilty of and manage to survive a night in the face of the popular indignation. The time came when I was able to question the officers themselves as to why they were willing to follow vicious leaders and to accept dirty money. The answer I got was:

"Wouldn't I be a fool if I didn't? EVERYBODY ELSE IS GRAFTING."

That is the secret of police corruption. If I should speak of the life insurance trustees and officials who have been exposed I would do so with pity. THEY ARE CREATURES OF CIRCUMSTANCES. They have done only what they thought all others were doing.

Years ago the Third Avenue Railroad company was considered as solid as a rock. The money of widows and orphans was heavily invested in its stock. The time came when it was necessary to change the motive power employed. Before it could get the license to do so it was forced by the politicians to give the work it was about to have done to a POLITICAL CONTRACTOR. Otherwise it would have been refused the use of certain streets. I had cause to investigate the affair, and I found that the grafting was not chargeable to one party only. Both parties had perpetrated that injustice. Soon after the stock of the road began to decline in value. A widow came to me and asked if she should sell. I went to a man who was on the "inside" and asked him. He told me to advise her to "HOLD ON" to her stock.

Then came a time when every one was saying, "Sell your stock." Still my friend on the "inside" said, "Tell her to hold on to her stock."

Then the Metropolitan Railroad company issued a statement saying that it would not have the property of the Third Avenue line as a gift. The stock went to nothing. Then the Metropolitan bought it up. Where was the money of the widows and orphans? Immediately the value of the stock went back to its former high figure. THAT WAS HIGH FINANCE.

THE POLICE AND THE POLITICIANS SAW THIS COMPANY TAKING THE MONEY FROM THE POCKETS OF THE WIDOWS AND ORPHANS.

The Limitation of Wealth

By WILLIAM H. TIMLIN, Justice Elect to the Supreme Court of Wisconsin

IT will never do to inaugurate a socialistic regime with the idle dream of having a majority in numbers, but a minority in strength and skill, to hold down all others to a DEAD LEVEL of endeavor and reward.

One of the first things that we must give up is the notion that an individual or corporation has the right to get, hold or own AS MUCH money or property of the country as he or it can acquire. There should be a limitation written into the constitution of the United States, where the forces of repeal, which are sure to arise, CANNOT EASILY REACH IT, providing the maximum amount of money and property which can be held by any one person, natural or artificial. I grant there is SOME danger in this, but is there not some danger in the present conditions?

A rational code of laws governing relations of corporations or their servants, such as exists in England, France and Germany, and even in Russia, but, alas, does not exist in the United States, should be enacted.

THE POWER OF PETTY OFFICIALS TO GRANT VALUABLE FRANCHISES SHOULD BE TAKEN AWAY AND SUCH FRANCHISES SHOULD BE GRANTED UPON CONDEMNATION AND PAYMENT OF THEIR REASONABLE VALUE, AND BE SUBJECT TO REAPPRAISAL PERIODICALLY.

AT THE SEAT OF GOVERNMENT.

The Work of the Law Makers Analyzed
By One of the Master Minds in Congress.

Champ Clark's Letter

Stated Fight Most Bitter of the Session—Administration, Revenue, Ship Canal, Decline of Marine

[Special Washington Letter.] PRESIDENT ROOSEVELT has essayed many stunts, in some of which he succeeded and in some of which he failed. Just now he is attempting the impossible, seeking the unattainable, in trying to make people believe that he and Senator Beveridge and Mr. Speaker Cannon and the whole Republican machine were not whipped clear out of their boots by the Democrats and insurgent Republicans in the statehood fight. The president gave the pen with which he signed the Oklahoma statehood bill to Beveridge. What the Hoosier senator wants with it is a mystery. It seems to me that so often as he looks upon it he will recall his great defeat. If it had not been for the solid Democratic vote, aided by the insurgents, a bill would have been rammed through congress making one state out of Oklahoma and the Indian Territory and another state out of New Mexico. That was the measure, fathered by Beveridge and pressed with might and main both from the White House and from the speaker's chair. But the Democrats and Republican insurgents stood firm and made the good fight, triumphing in the end over the president, the speaker and other coadjutors. It was a bitter fight, bitter as gall—the most bitter of the session—and left scars which will not heal in a long time if ever. Words said and things done in that contest will rankle when many of the participants are in their graves. President Roosevelt might present Senator Beveridge with all the pens in America and then not convince the observant that those twain achieved a victory in the statehood matter.

That portion of the new state of Oklahoma now constituting the Indian Territory now comes in with a prohibition condition. It may be interesting to know that at least three other states were admitted on conditions—Missouri she would never enforce the constitutional provision against the settlement of free negroes or mulattoes in the state; Michigan on condition that she relinquish to Ohio all claims to a certain disputed strip of territory; Utah on condition that she prohibit polygamy within her borders. Texas came in with two privileges that no other state enjoyed—first, of retaining all her public land and, second, of dividing herself into five states whenever she gets ready, which she will never do. State pride is too strong. The Texas who would never accept such a proposition would run the risk of being mobbed. As a result of retaining her public lands Texas will some day have a public school fund equal to the combined school fund of all the rest of the states. She has pursued the wise policy of leasing them instead of selling them.

Lake Erie and Ohio River Ship Canal.

The prospects of Pittsburg, always bright, were greatly improved at the recent session of congress. One of the most important actions of that body at that session—perhaps the historic action of the future will rank it as the most important—was the granting of a charter for a ship canal from Lake Erie to Pittsburg. That it will when built make great changes, especially in the growth of Pittsburg, must be clear to the dullist intellect. It will also settle for all time to come the question of deep water in the Ohio from Pittsburg to Cairo. Most assuredly Pittsburg is to be most heartily congratulated upon her good luck. The canal is to be 103 miles long and is estimated to cost \$46,000,000. The chances are that it will cost more. It is to be built by private capital—not a dollar to come out of the national treasury. There was strenuous objection to it on the ground that it might ruin the water supply of several small cities and towns and of numerous manufacturing plants and there is much reason in the contention. There was also strenuous objection to granting a private corporation ownership of a ship canal, and there was much reason in that objection. But the desire to see such an important waterway established overcame, after thirteen years of struggle, the obvious objections and the great scheme is launched. It is said that it is already fully financed and that the actual digging will begin next April. Of course certain railroads also objected because they think it will injure their business. But the chances are that the commerce of Pittsburg will be so increased that the railroads will have more business than before.

The truth is that the American people are just beginning to wake up to the possibilities of increasing our wealth and commerce by building canals and improving our rivers. The Chicago drainage canal to the Mississippi is almost certain to develop into a ship canal from Chicago to the gulf. A canal across Florida from the gulf to the Atlantic will surely be built, also one across Maryland. These canals will bring vast changes with them in the shipping and manufacturing business. Ship canals are time savers in an eminent degree. No other species of transportation compares in cheapness with water transportation, and the time will come when there will be a ship canal built wherever sensible men believe it will pay.

Our Merchant Marine.

When Napoleon had signed the title deeds to the Louisiana territory he turned to Monroe and Livingston, saying, "I have given England a maritime rival." That was the chief pleasure derived by the mighty Corsican from that stupendous transaction in real estate, the most stupendous suggested among men since the devil took the Saviour to the top of a high mountain and offered him the dominion of the world to fall down and worship him. "I have given England a maritime rival!"—a proud boast against his inveterate foe and literally true till Republican greed and Republican maladministration drove the stary banner of the republic from the high seas and surrendered to foreign nations the rich empire of the ocean. "I have given England a maritime rival!" To his clear vision that was of much more worth than the \$15,000 which we paid him for alienating a domain the richest under heaven, vaster than that over which the mad Macedonian waved his all conquering banner or over which the Roman eagles flew when the Seven Hills City was in the plenitude of her imperial power. If political parties could be arraigned at the judgment bar of Almighty God, as individuals will be, to give an account of their deeds, one of the gravest sins for which the Republican party would have to answer would be the destruction of the American merchant marine, which under Democratic auspices was one of the glories of the republic.

When the Republicans came into power our merchant marine was second to England's only and was growing by leaps and bounds. Now it is only a reminiscence. When the Republicans seized the reins of government seventy-two and a fraction per cent of our imports and exports were carried in American ships, commanded by American officers, manned by American seamen, flying the American flag. Year by year under Republican policies our merchant marine has dwindled to the vanishing point until now less than 8 per cent of our exports and imports are carried in American bottoms. Under Democrats our sails whitened every sea and the stars and stripes floated proudly in every harbor, notifying all the nations of the earth that here in the western hemisphere was a great and progressive commercial country. In 1903, after four decades of Republican supremacy, of all the multitude of vessels which passed through the Suez canal not one bore the American flag at her masthead except one merchant-of-war. To this complexion has it come at last that when two or three years ago congress, voicing the generosity of our people, voted a large sum of money to buy American food products to send to the starving East Indians we could not find American vessels in which to ship them, but were compelled, to our humiliation, to hire English shipping.

This great and burning shame was brought upon us by reason of unwise and unjust laws placed upon our statute books by Republicans. At the bar of history and of posterity they cannot escape condemnation for this monstrous crime against American progress and American prosperity.

The Remedy.

Having placed our merchant marine in the process of ultimate extinction by extortionate tariff taxes, they come now and propose to cure the evil they have done by voting an enormous ship subsidy which will necessitate another tax upon every man, woman and child betwixt the two oceans. This new tax is to be levied, I suppose, on the principle that the hair of the dog is good for the bite. But because the word "subsidy" has come to have a sinister meaning to American ears the proponents of this measure now seek to allay public fears and to sugar coat this bitter pill by giving it the more mellifluous name of "subvention." Shakespeare says:

What's in a name? That which we call a rose by any other name would smell as sweet. So in this case "subvention" smells as rank as "subsidy." Whichever word is used, it's a bold proposition to tax all the people for the benefit of a special interest.

Every patriotic person desires to see our merchant marine rehabilitated. Let us inquire briefly then as to how it was brought to its present woful plight and how to rescue it.

The first cause of its decline is our antiquated, unjust and unwise system of navigation laws, which prevent Americans practically from buying foreign built ships and sailing them under the American flag and which make a seafaring life repulsive to the youth of our land.

Secondly, the exorbitant rates of the Dingley bill enable our manufacturers to sell American structural steel and iron used in construction of ships so much lower to foreign shipbuilders than they sell to our own shipbuilders that our shipbuilders cannot compete successfully with foreign shipbuilders. There is no sort of sense in any man denying that this is done, for the proof is positive and overwhelming.

Therefore the remedy is clear. Modify the navigation laws so that Americans can on reasonable conditions buy foreign ships, place them on the American register and fly the American flag; modify them so that American boys will once more take to the sea, and modify the tariff schedules so that American manufacturers can no longer put American shipbuilders at a great disadvantage by selling structural steel

and from lower to foreign shipbuilders than to American shipbuilders.

Jefferson's Idea. In addition to these, if these should fail to resurrect our merchant marine, discriminatory tariff duties in their favor by providing that the tariff on imports in American bottoms shall be 10 or 15 per cent lower than the full Dingley rates, which shall be levied on imports in foreign bottoms. This is the old Jefferson practice which made our merchant marine one of the glories of the republic. What that policy accomplished once it can accomplish again and that, too, without costing the taxpayers of America a red cent. Why not do it? Why not? That the ship subsidy or ship subvention bill cannot be rammed through congress seems to be reasonably certain. Some such bill has been before six Republican congresses. Sometimes it has passed the senate, sometimes the house, but never house and senate in the same congress. In this congress General Grosvenor, chairman, has not been able to even secure a report from his committee. Indeed it is whispered that Mr. Speaker Cannon does not intend that it shall be reported or passed. If that is true the jig is up with that scheme right now, for it's an exceedingly cold day when your Uncle Joseph does not have his way with the house. Envious persons make hold to say that he packed the committee against General Grosvenor's pet measure. At any rate, the general hasn't been able to make Republicans on the committee toe the mark and vote to report the bill. Assuming that it is dead, why cannot and why will not the Republicans join the Democrats in the measures suggested above and resurrect our merchant marine speedily? Everybody wants it done, and surely the American people will not permit the greed of the tariff barons to stand forever in the way of a work so beneficial.

The Kentucky Senatorial Fight.

July 4 Governor J. C. W. Beckham of Kentucky opened his campaign for the United States senate in "Sweet Owen" county. It is said that when General John C. Breckinridge was making his great fight for congress against Governor Bob Letcher he received every vote cast in the county and was elected by a narrow margin. So grateful was he for the loyalty of Owen that having a son born to him shortly after he named him Owen County Breckinridge—a most unusual performance. Owen is still Democratic by 2,500 majority, and if the ambitious young governor was seeking a Democratic stronghold in which to launch his boom he could not have selected a better place. He has played in great luck from the beginning of his career, but he is pitted against Senator James Bennett McCreery, the most skillful politician in the state.

Presidential Haymakers.

Republican presidential candidates are permitting no grass to grow under their pedal extremities. Secretary of the Treasury Leslie M. Shaw is speaking here, there and everywhere. Mr. Vice President Charles Warren Fairbanks recently swung around the circle down south. They are surely hustling and no mistake. In the meantime Mr. Secretary of State Elihu Root hopes to make some presidential hay by his trip to South America, and Senator Joseph Benson Foraker will spend the vacation rounding up the anti-Roosevelt Republicans.

Probable Leaders.

Nobody can ever complain that July 4, 1906, was not duly celebrated. President Roosevelt, at Oyster Bay, and William Jennings Bryan, in London, to say nothing of smaller statesmen, delivered speeches worthy of the occasion. Each of those illustrious patriots appears to have greatly pleased his audience, and their speeches were read by millions with eagerness. There is a growing belief among the masses, without regard to political affiliations, that these two will be the opposing candidates for the presidency in 1908. Consequently every word they utter is closely scanned by all who take even a passing interest in public affairs. Judging from current comment heard on the trains, in hotels, by the wayside—in fact, everywhere—the only thing that will prevent President Roosevelt from being renominated will be his positive and absolute refusal to accept, and everything now points toward Bryan as the Democratic standard bearer. Of course any one of a score of things may intervene to change the situation radically. I am giving it as the people now see it.

The sad news came to us that the multitudinous creditors of coloriferous Santo Domingo, both American and foreign, are becoming exceedingly anxious to clamp their itching palms on to the Santo Domingo money now in a New York bank, placed there for safe keeping and ultimate distribution by President Roosevelt's agents, who are running his end of the modus vivendi which he entered into with the bandit president, Carlos Morales, now a fugitive from his country for his country's good. In the case of getting at these moneys hope deferred maketh the heart sick.

An unusually large number of representatives in congress who were voters of renomination and re-election voluntarily go out of public life March 4, 1907, to improve their condition. The cost of living in Washington cuts up their incomes, their business at home goes to smash and they are weary of it. So they retire while it is yet day.

Champ Clark