

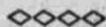
ence. And why and how? Because this one man and his few companions went to the few powerful individuals who controlled the railroads and conspired with them, and got them to carry their oil to market for, say \$1 a barrel, while everyone else was charged \$2 and more a barrel. Of course, this favoritism in freight rates enabled them to undersell by that much, and destroy all their rivals.

"Just think of a debate being got up, even by ministers of the gospel, whether money thus acquired is tainted! This same thing has been done in all our principal products. And let no one be under the delusion that it is to cease. You can't stop an evil by merely passing a law against it. Every week, even now, reveals a new case of this railroad favoritism and discrimination. Some have come to the conclusion that the government should take the railroads and run them, in order to end the abuse. For my part, I would not see the government do it. Private enterprise is too valuable to be eliminated from railroad building and management, if it can be avoided.

"My own view is that it is only necessary for the government to appoint the general freight agent of every railroad, for he could stop all rate favoritism at once. It would not be for his office to fix the schedule of rates, but only to see that everyone paid the schedule rate, no more and no less. The actual payments of rebates back to shippers is now seldom done, but favoritism is done in many ways. One way is to give favoritism in freight rates by billing goods at one-half their weight. Another way is by means of the private switches or tracks which connect many business places with the railroads. One of these little railroads a quarter of a mile long may get 25, or even 50, per cent of the freight money charged by the railroad it connects, and which carries the freight hundreds of thousands of miles. Private freight cars leased to the railroad at exorbitant rates are another means, and still another is the giving of large commissions to a go-between for getting the freight.

"This favoritism in freight rates is also used to defeat the national tariff by giving foreign goods a freight rate low enough to enable them to come in and be sold at a profit, in spite of the protective tariff. Goods are carried from England and Germany to Denver, for example, for a less rate than the same domestic goods have to pay from Chicago to Denver. This favoritism in freight rates and passenger rates is also a wrong to the railroad stockholders. There are roads now paying three or four per cent dividends which would be paying nearer ten per cent if the favoritism in freight rates was stopped.

"No wonder a growing number of people want the government to take the railroads."



STRANGE ADVISORS

A Chanute, Kansas reader of The Commoner writes: "I write you to request that you print in The Commoner a brief summary of President Roosevelt's cabinet appointments, commenting on each as to his former business affiliations and environment. My memory is not very good, but my recollection is that practically all his cabinet appointees, including the present cabinet, especially those who have directly to do with the enforcement of law against trusts, railroads, etc., are men who have been for years previous to their appointment engaged in and upon the pay role of trusts, railroads, etc., and that the same is very largely true of his appointees for district attorneys and judges. If he is as sincere in his desires to compel trusts, railroads, etc., to treat the people fairly as he seems to be upon the surface, and as many people believe him to be, he should cease appointing that class of men to office. I have read in The Commoner from time to time, comments upon individual appointees along this line, but it occurs to me that if a column or two in The Commoner was devoted to the subject as a whole, it would serve a good purpose for the enlightenment of the people."

Mr. Roosevelt has not been particularly fortunate, so far as an anti-monopoly program is concerned, in the selection of his official advisors. It will be remembered that Senator Culberson of Texas objected to Mr. Bonaparte's confirmation as attorney general because of a speech delivered several years ago at Chicago, wherein he plainly showed that he had no prejudices against the trust system. Elihu Root, secretary of state, was for years one of the most successful of the great corporation lawyers, and is believed to stand very close to some of the representatives of special interests. Mr. Straus, the secretary of commerce and labor, is identified with New York business interests, having been connected with a mercantile firm there. In

recent years most of his time has been spent in public office. Mr. Metcalf, secretary of the navy, was a California lawyer and a member of congress. He was not particularly noted for any strong, anti-monopoly tendency. Mr. Meyer, the postmaster general, has since 1900 held office in the diplomatic service. He is identified with the business interests of Boston, being a director in a large number of local corporations and banks. Mr. Garfield, the secretary of the interior, practiced law at Cleveland, Ohio. He it was who gave the beef trust the famous immunity bath. Mr. Taft, secretary of war, has held appointive office nearly all of his life. Until he entered the cabinet he owed his political preferment to the Foraker influence in Ohio. He has never been particularly demonstrative against the special interests. Mr. Cortelyou began his public life as a stenographer under the Cleveland administration and with the details of his rapid rise everyone is familiar.

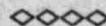
Mr. Roosevelt certainly is not greatly aided in his fight against monopoly by the fact that there is not a member of his cabinet from whom, judged by his record and early environment, the president could expect cordial sympathy and enthusiastic aid in a real fight against monopoly.



TAFT MUST SPEAK

The Sioux Falls, S. D., Press, a republican paper of the Roosevelt brand, appears not to be satisfied with Mr. Roosevelt's O. K. on the Taft boom. The Press says: "In view of the fact that Mr. Taft is Mr. Roosevelt's candidate for president in 1908, and in view of the fact that Mr. Roosevelt is making an effort to secure Taft's nomination, on the ground that he will carry out his (Roosevelt's) policies, it would be of great interest to the public to know what Mr. Taft's views are on those questions which have made Mr. Roosevelt popular. * * * On these questions Mr. Taft has been silent and there is a belief in some quarters that he is satisfactory to trusts and combinations, to railroads, and to the very rich, and that he really stands for nothing that the president is popularly supposed to stand for."

Why should there be any doubt concerning a public man's position upon the pressing questions of the day? When a man is urged for the presidency on the theory that he is an anti-monopolist, why should he hesitate to say something by way of reassuring the people whose support he seeks? It is evident that Mr. Taft will find it difficult in the year of 1908 to pose as the champion of anti-monopoly while leaving his followers in doubt as to his own views concerning questions pertaining to monopoly.



FORAKER NOT UNHAPPY

"Political sentiment is the same in Ohio as it is in Pennsylvania," says the Philadelphia Inquirer, republican, "and it finds expression in the endorsement of the policies of President Roosevelt. No candidate who does not recognize these policies and who can not be depended upon to carry them out can be nominated at the republican national convention. It is because Senator Foraker is regarded as representing the opposition to the principles for which President Roosevelt stands that he is having such a hard time in his own state."

But Senator Foraker is not having "such a hard time" in Ohio so far as his senatorial aspirations are concerned. He seems to be getting on very well and it is noticeable that Secretary Taft's friends show no disposition to interfere with Foraker's re-election to the senate.

What is there about republican reform pretensions that they permit the reformer to uphold the Roosevelt policies on the one hand and to acquiesce in the election to the senate of men who, like Foraker, according to the reformer's testimony, are "regarded as representing the opposition to the principles for which President Roosevelt stands?"



LICENSING INTERSTATE CORPORATIONS

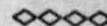
A few democrats have expressed alarm lest the exercise of the powers vested in congress to control interstate commerce may result in injustice to corporations organized under state laws. The license system advocated by Mr. Bryan is just now being vigorously attacked by these gentlemen. It may not be out of place to remind these that the license plan was endorsed in the democratic national convention of 1900 and that no fight was made upon it in the convention and no opposition was manifested by democrats during the campaign. The plank reads as follows:

"We pledge the democratic party to an unceasing warfare in nation, state and city against

private monopoly in every form. Existing laws against trusts must be enforced, and more stringent ones must be enacted providing for publicity as to the affairs of corporations engaged in interstate commerce, requiring all corporations to show, before doing business outside the state of their origin, that they have no water in their stock, and that they have not attempted, and are not attempting, to monopolize any branch of business or the production of any articles of merchandise, and the whole constitutional power of congress over interstate commerce, the mails and all modes of interstate communication shall be exercised by the enactment of comprehensive laws upon the subject of trusts."

Can it be that any who call themselves democrats are not willing to go as far now on the trust question as the party went in 1900?

Not only was the license system endorsed in the national platform but it was advocated by Mr. Bryan before any of the conventions were held which selected delegates to the national convention. The fact that Mr. Bryan was endorsed for the nomination by nearly every state and territory after he had advocated the license system in all parts of the union ought to be evidence that this system is not considered undemocratic by those who are in the habit of voting the democratic ticket.



WATCH THE FRONTIER

The Washington correspondent for the Chicago Tribune sends to his newspaper an interesting story to the effect that thousands of Japanese coolies are being smuggled into the United States over the frontiers of Canada and Mexico. The Tribune correspondent says: "At the time when the Japanese ambassador was protesting against the treatment of his fellow countrymen in San Francisco, and while the Japanese themselves at the Golden Gate were passing resolutions demanding protection from the authorities, other Japanese in defiance of law and the proclamation of the president were sneaking over the border by the scores, and by hundreds, and probably by thousands. It is a curious contradiction that after congress had passed an exclusion law intended to keep the Japanese out of the country, and after those already here had been made the victim of race prejudice in San Francisco, the little brown men should resort to such extraordinary means to get into a country where they are not wanted and where at best their lot is anything but a happy one. The frontier is like a sieve, and the Japanese are streaming in at every hole, now under one pretext, and now under another. They are coming secretly from Mexico and from Canada, and openly with forged papers through Seattle and San Francisco. The Japanese government is not to blame, but it is none the less true that while the Japanese ambassador here is calling the attention of President Roosevelt and Secretary Root to the treatment of his countrymen in San Francisco, others equally his countrymen are sneaking into the country in defiance of its laws, and in spite of the unfriendly attitude of the people upon whom they seem determined to precipitate themselves."

It will occur to a great many people that the welfare of American citizens is entitled to some consideration. Many have believed that the administration has exceeded the limit in catering to the whims of Japanese politicians. Accepting the Tribune's story as true, a little activity along the Canadian and Mexico frontiers would be decidedly appropriate.



ATTORNEY GENERAL BONAPARTE

When the name of Charles J. Bonaparte was presented to the senate as the president's nominee for attorney general, Senator Culberson, of Texas, raised objection to his confirmation and based his objection upon a speech made by Mr. Bonaparte at the Chicago anti-trust conference in 1899. In that speech he said, speaking of the tendency of combination: "I am not, however, prepared to say that this tendency is harmful; it has a good side and a bad side, and there is the less reason to make up our minds as to its merits, because, whatever we may think, we can not prevent it, except at the price of liberty and civilization." He concluded his speech with this language: "Emphatically no legislative action in regulation or restraint of combinations, whether by congress or state legislature, is desirable. Our public men (with I need not say, some honorable exceptions) are wholly unfit to deal with any such matters. The attempt will be highly demoralizing to all concerned, the practical results (except in the levy of blackmail) altogether nugatory." He also expressed himself in favor of the consolidation of the rail-