

ern themselves better than any outside authority can govern them. When people govern themselves they are interested in correcting their mistakes, for it never pays the people to make mistakes. But when people are governed from without they suffer from the mistakes of others, and those who make the mistakes do not always have an interest in correcting them.

Every village in the northern group of the Philippine islands has enough educated men to direct public sentiment, and every year increases the number of those who are intelligent. There are a thousand students in Manila above the bachelor's degree, and there are thousands that have already graduated, and half a million who are now pursuing their studies in the lower schools. Our occupation of the Philippine islands has had one good result—although that result might have been better secured in another way—viz., the increase in education among the people; and to this may be added a common language. But the more we educate the people the more insistent will they be in demanding self-government and independence; the more we train them in the English language the more united will they be among them in pressing their demands.

The Japanese government rests upon a limited suffrage, less than one-tenth of the adult males being able to vote; and yet behold the progress that Japan has made? We are satisfied that the legislative body to be established in the Philippines in the near future will prove that the Filipinos are competent to select worthy representatives, and that these representatives will be equal to the task of conducting the government.

A word in conclusion as to our commercial interest in the question. How can we extend our commerce in the Orient? Not by forcing our trade upon an unwilling people, but by implanting our ideas and making friends. Only as we teach the Orientals to imitate us can we hope to increase our trade with them. The first fruit of our colonial policy has been to depress rather than to encourage the industries of the Philippine islands; we have cut off the markets that they formerly had and have refused them access to our markets. If we would allow them to make the commercial arrangements most profitable to them, their increased prosperity would enable them to enlarge their trade with us.

The Orient is ripe for the establishment of governments patterned after the American plan. The Filipinos framed a republic like ours, and would be conducting it today but for us; the Japanese have a constitutional government which is becoming more and more democratic; the Chinese are preparing for a constitution, and the people of India are demanding representation in their government. By establishing a republic in the Philippines our government would at once make friends with all the progressive men of Asia. No tie is so strong as that which unites those who cherish the same ideals, and by this tie we could unite to us the hundreds of millions of the Orient. We could draw their students to our shores and send them back to carry tidings of our civilization. Policy and principle join in urging us to extend our influence westward by the same policy that has made the United States the foremost nation of the world.

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A GOOD DEFINITION

The St. Louis Globe-Democrat (standpater) in its issue of July 24 printed this somewhat remarkable editorial: "Tariff revisionists may be defined as persons who want something better than the best times the country has ever known."

That is not so bad, either. Is the Globe-Democrat really willing to stand upon that definition?

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NOT THE "INSTITUTIONS"

The Milwaukee Sentinel complains about the "talk about the so-called predatory rich" and protests against men "crying down our institutions."

Men who complain of the "predatory rich"—or, indeed, the predatory poor—are not "crying down our institutions." The protest is made in behalf of those institutions.

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GOOD FOR GLENN

Governor Glenn of North Carolina seems disposed to test the power of a federal judge to suspend a criminal law of the state. Good for Governor Glenn. The encroachments of the federal courts are at last beginning to attract attention.

Do They Favor Regulation?

For ten months the pro-railroad dailies have been endeavoring to make it appear that Mr. Bryan was forcing government ownership into the campaign. In his New York speech he said:

"I have already reached the conclusion that railroads partake so much of the nature of a monopoly that they must ultimately become public property and be managed by public officials in the interest of the whole community in accordance with the well defined theory that public ownership is necessary where competition is impossible. I do not know that the country is ready for this change; I do not know that a majority of my own party favor it, but I believe that an increasing number of the members of all parties see in public ownership the only sure remedy for discrimination between persons and places and for extortionate rates for the carrying of freight and passengers.

"Believing, however, that the operation of all the railroads by the federal government would so centralize the government as to almost obliterate state lines, I prefer to see only the trunk lines operated by the federal government and the local lines by the several state governments. Some have opposed this dual ownership as impracticable, but investigation in Europe has convinced me that it is entirely practicable. Nearly all the railroads of Germany are owned by the several states, the empire not even owning trunk lines, and yet the interstate traffic is in no wise obstructed. In traveling from Constantinople to Vienna one passes through Turkey, Bulgaria, Servia, Hungary and a part of Austria without a change of cars. And yet, each country owns and operates its own roads and different languages are spoken on the different divisions of the lines. Sweden and Norway each owns its railroads, but they have no trouble about interstate traffic, although their political relations are somewhat strained. The ownership and operation of the local lines by the several state governments is not only feasible but it suits itself to the conditions existing in the various states. In those states where the people are ripe for a change the local lines can be purchased or new lines be built at once, while private ownership can continue in those states in which the people still prefer private ownership. Some states have been more careful than others to prevent the watering of stock and in the acquiring of roads each state can act according to the situation which it has to meet.

"As to the right of the governments, federal and state, to own and operate railroads there can be no doubt. If we can deepen the water in the lakes and build connecting canals in order to cheapen railroad transportation during half of the year, we can build a railroad and cheapen rates the whole year; if we can spend several hundred millions on the Panama canal to lower transcontinental rates, we can build a railroad from New York to San Francisco to lower both transcontinental and local rates. The United States mail is increasing so rapidly that we shall soon be able to pay the interest on the cost of trunk lines out of the money which we now pay to railroads for carrying through mails. If any of you question the propriety of my mentioning this subject I beg to remind you that the president could not have secured the passage of the rate bill had he not appealed to the fear of the more radical remedy of government ownership and nothing will so restrain the railroad magnates from attempting to capture the interstate commerce commission as the same fear. The high-handed manner in which they have violated law and ignored authority, together with the corruption discovered in high places has done more to create sentiment in favor of public ownership than all the speeches and arguments of the opponents of private ownership."

Ten days later he said at Louisville, Kentucky:

"This statement of my views (Madison Square speech) has been assailed by some as an attempt to force these views upon the democratic party, and by some as an announcement of an intention to insist upon the incorporation of these views in the next democratic national platform.

"Let me answer these two charges. I have tried to make it clear that I expressed my own opinion and I have never sought to compel the acceptance of my opinion by any one else. Re-

serving the right to do my own thinking, I respect the right of every one else to do his thinking. I have too much respect for the rights of others to ask them to accept any views that I may entertain unless these views commend themselves to others and I have too much confidence in the independent thought in my own party to expect that any considerable number of democrats would acknowledge my right to do their thinking for them even if I were undemocratic enough to assert such a right.

"As to platforms, I have contended always that they should be made by the voters. I have, in my speeches and through my paper, insisted that the platform should be the expression of the wishes of the voters of the party and not be the arbitrary production of one man or a few leaders."

But in spite of his very plain language these papers have insisted upon misrepresenting his position and have persistently dodged the issue of regulation. Now that Mr. Bryan has pointed out that there is no disposition on the part of those who believe in government ownership to make it an issue in 1908 and that he does not believe it wise to inject the question into the campaign these papers insist that it is and must be an issue anyhow. But they will not be permitted to longer avoid the discussion of plans for effective regulation.

Do these editors believe in regulation or do they propose to leave the public helpless?

Here are three vital propositions connected with a present issue, namely, effective regulation:

First, the ascertaining of the value of all the railroads.

Second, the preventing of over-capitalization.

Third, the reduction of rates to a point where they will yield only a reasonable return upon the real value of the roads.

Let the railroad apologists meet these propositions. If the value of the roads should not be ascertained, why not? If watered stock should not be prevented, why not? If rates should not be reduced, why not? These papers have had lots of space for the discussion of government ownership, proposed as an ultimate solution. Will they now give a little space to the discussion of regulation—an immediate remedy?

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A WORK OF ART

Mr. Bryan has received from the Amsterdam Democratic club of New York a handsomely embossed set of resolutions and a certificate of election to honorary membership in the organization. As a work of art it possesses unusual merit, but more especially because of the kindly sentiments expressed in the resolutions will it be preserved and treasured by Mr. Bryan.

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TOO DIGNIFIED

Governor Cummings is a candidate for Senator Allison's seat and the senator's friends are wildly denouncing demagogues, agitators, etc. They will have to change their tactics. Dignity is not the only—or even most needed—senatorial virtue. The senate is too dignified now, it bows only to predatory wealth.

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GOVERNOR FOLK'S STATEMENT

Governor Folk is right in his reply to Justice Brewer's criticism, and he might have added that the question is not whether under reduced rates the railroads will make as much as they did under the old rates, but whether they will make enough to yield a reasonable return on present value of road.

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THE HOPKINS THOUGHT

Dr. Simms, a New York scientist, says people think with their toes. Maybe Senator Hopkins of Illinois entertained the same opinion when he expected the people to believe that the republican party will revise the tariff "after the presidential election."

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MERELY SKETCHING

It is greatly to be feared that a few gentlemen claiming to be democrats are merely putting up the plea in order that they may not be disturbed while they finish their sketches of the democratic fortifications.