

## Mr. Bryan and the New York World

Nothing that Mr. Bryan has done has pleased the New York World. It is probable that nothing that he might do would please that paper. The World is anti-Bryan, and that is all there is to it. It opposes everything the democratic leader advocates and often misrepresents him. It goes the limit in trying to make out that he is the evil genius of the democratic party. But happily the democrats are not guided by the World. Its scolding of their chosen leader has no effect upon them beyond incurring their contempt of it.

When Mr. Bryan returned from his trip around the world his arch enemy was ready for him. His speech at Madison Square Garden was misrepresented and derided. Mr. Bryan said he believed that the ultimate solution of the railroad question was government ownership, but he did not express himself in favor of making government ownership an issue in the next presidential campaign. On this point Mr. Bryan said:

"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 sure remedy for discriminations between persons and places and for the extortionate rates for carrying of freight and passengers."

It was merely an expression of opinion that the people were coming to believe that the ultimate remedy for the railroad ills of this country was government ownership, not a demand on the democratic party to make it an issue. Mr. Bryan said he wished it understood that he was expressing his views as a private citizen, not as a candidate for office, and that he could not tell whether a democratic platform should advocate government ownership of railroads until he knew what the democratic voters thought upon the subject. He did not seek to compel the acceptance of his opinion by any one else. Yet the World insisted that Mr. Bryan had built the democratic platform for 1908 with government ownership as the paramount issue, and in spite of all evidence to the contrary it has continued to insist that such is the case.

In public addresses made subsequent to the Madison Square Garden address Mr. Bryan stated that it was not his purpose to insist upon making government ownership an issue in the coming presidential campaign. The World, however, stuck to its line of attack, which showed plainly that it was not disposed to be fair with him. It treats his recent statement that government ownership of rail-

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roads is not an immediate issue with derision. It does not agree with him even that government regulation of railroads should be given a fair test under the most favorable circumstances, though it has not found fault with Mr. Roosevelt for advocating such regulation.

When Mr. Roosevelt, in his Chautauqua address, two years ago last August, intimated that if the existing laws did not avail to correct the railroad evils the intervention of government ownership might ensue the World did not go at him hammer and tongs. The reason was that it was not after Mr. Roosevelt. Mr. Bryan was its game, and he had only to suggest that the ultimate solution of the railroad problem was government ownership to get a broadside from his ancient enemy. In his Chautauqua address Mr. Roosevelt said:

"I believe that all corporations engaged in interstate commerce should be under the supervision of the national government. I do not believe in taking steps hastily or rashly, and it may be that all that is necessary in the immediate future is to pass an interstate commerce bill conferring upon some branch of the executive action to remedy the abuses in connection with railway transportation. But in the end, and in my judgment at a time not very far off, we shall have to, or at least we will find that we ought to, take further action as regards all corporations doing interstate business. The enormous increase of interstate trade, resulting from the industrial development of the last quarter of a century, makes it proper that the federal government should, so far as may be necessary, to carry into effect the national policy, assume a degree of administrative control of these great corporations. \* \* \* When, as is now the case, many of the great corporations consistently strain the last resources of legal technicality to avoid obedience to a law for the reasonable regulation of their business; the only way effectively to meet this attitude on their part is to give the executive department of the government a more direct and therefore more efficient supervision and control of their management."

That was the voice of the president of the United States and the acknowledged leader of the dominant party in the union. There was surely as much socialism in Mr. Roosevelt's talk as in Mr. Bryan's. What prevented the World from sounding the alarm at that time instead of ignoring what the president said? It would probably be very difficult for the World to make an answer that would hold water. It was quick to cry out when Mr. Bryan brought up the subject, and it has been crying out ever since.

"There is no desire anywhere to make government ownership an issue in 1908," says Mr. Bryan. The World ought to rejoice, but it is apparently sorry because there is not the desire somewhere, and that Mr. Bryan is its champion. It seems to be angered by the clear statement of Mr. Bryan that government ownership is not to figure in the coming national battle for the presidency. What does the World want, anyway?

Mr. Bryan says that "regulation must be tried under the most favorable circumstances before the masses will be ready to try a more radical remedy." Mr. Roosevelt is undoubtedly ready to endorse this. The World is not. It might endorse such a statement from Mr. Roosevelt, but from Mr. Bryan never.

The World has had a great deal to say about the wickedness of the railroads, but when the leader of the democratic party has suggested ways

of putting a stop to that wickedness it has railed at him and called him a socialist. The World has never been fair with Mr. Bryan and evidently it does not intend to be fair with him in the future. Still, we believe that its animus is so plain that its opposition to the democratic national leader has no effect whatever upon the minds of voters. It claims to be democratic, but is not so classed by democrats. They do not consider it a safe guide. They have evidence that it is not a wise and successful leader.—Buffalo, N. Y., Times.

### MR. BRYAN ON THE ISSUES

Mr. Bryan's statement of the issues of the next campaign leaves such disingenuous critics as Henry Watterston without a foot to stand on. Mr. Watterston, together with some other very eminent gentlemen, has endeavored, persistently, of late, to place Mr. Bryan in a false light before southern democrats. With crocodile tears and much bemoaning they have regretted that he has become a "champion of centralization," an "enemy of states rights," and a tyrant master preparing to cram government ownership of railroads down the throat of the protesting democratic party the very next time it is in national convention assembled.

This persistent misrepresentation has not deceived intelligent men who have taken Mr. Bryan's opinions from his own pen and his own tongue rather than from his enemies. In the light of this latest concise and comprehensive statement, however, it will be interesting to see whether those who have belied him will have audacity enough to continue their campaign of distortion, or will be content to oppose Mr. Bryan because of his real opinions rather than on account of opinions they have kindly manufactured for him.

Mr. Bryan says, as he has said before, that "government ownership is not an immediate issue." It will become an issue only if regulation fails, and the test can not be made satisfactorily and conclusively prior to 1908. A large majority of the people hope for effective regulation, "and while they so hope will not consider ownership." Therefore, "to inject the government ownership question into the next campaign would simply give representatives of the railroads a chance to dodge the issue of regulation and deceive the public."

Since no reasonable man will contend that public ownership will not become an issue if regulation should fail after a full and fair trial, that disposes of this question.

As to the issue of centralization as against the rights of the states Mr. Bryan is equally specific, and in thorough accord with democratic doctrine as he has stated it many times before. The democratic party is firmly set against "legislation which will deprive the state of authority and centralize all regulation in congress." No happier statement of the democratic position could be made than this:

"The democratic party must meet the issue presented; it must resist the encroachments upon the authority of the states. It must insist upon the exercise of federal power for the regulation of interstate commerce, and it must insist upon the exercise of state authority for the power vested in the state. This question has grown in importance during the past year and its prominence will be increased if any attempt is made to impair state authority."

Mr. Bryan's outline of the course the democratic party should advocate to make regulation effective is equally satisfactory:

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 road.

The present republican administration is making no effort to proceed along any one of these lines, yet until they are all followed and enforced regulation can prove of little value to the people.

The corporation press and corporation agents in politics will continue, no doubt, to find fault and deplore and object. But the fact will remain that the position outlined and championed by Mr. Bryan meets with the hearty approval of the vast majority of the American people, democrats and republicans alike.—Omaha World-Herald.

### TEA OR COFFEE

Rear Admiral Lonknecker, retired, remarking recently on the subject of discontent among soldiers and sailors, said:

"Men are often discontented without reason, but oftener they have good ground for their grumbling, and it is because their officers are stupid or lazy that conditions do not improve."

"I remember once visiting a pompous, handsome, stupid army officer. During my visit a private approached the officer with a full cup and saucer in his hand.

"Well, Binks, my man," said the officer, in a condescending tone.

"Captain," said the private, saluting, "I'll ask ye to taste this here. I won't make no complaint. I'll just ask ye to taste this slop, and if ye don't say, by—"

"That will do, Binks," the captain interrupted, in his dignified way, for Binks was getting very angry; and he took the cup from the man, bent forward stiffly, and swallowed a couple of mouthfuls of the liquid.

"Then he looked at the private calmly.

"This is not bad," he said. "I can't taste anything wrong with this, Binks. By the way, what is it? Tea or coffee?"—New York Tribune.

### A NATURE FAKE

"The late Senator Morgan," said a resident of Selma, "was a keen nature student, and nature faking was as abhorrent to him as to the greatest personages in the land.

"I once saw Senator Morgan throw down a magazine with a sneer.

"Another nature fake!" he exclaimed. "Why, these things are as absurd as—as absurd as—"

"And then he laughed and said that it reminded him of an address that an absent-minded missionary once made.

"In China, dear friends," said the missionary, "human life is regarded as of but slight value. Indeed, if a wealthy Chinaman is condemned to death, he can easily hire another to die for him; and I believe many poor fellows get their living by acting as substitutes."—Ex.

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