

The Commoner.

WILLIAM J. BRYAN, EDITOR AND PUBLISHER.

Vol. 5, No. 5.

Lincoln, Nebraska, February 17, 1905.

Whole Number 213

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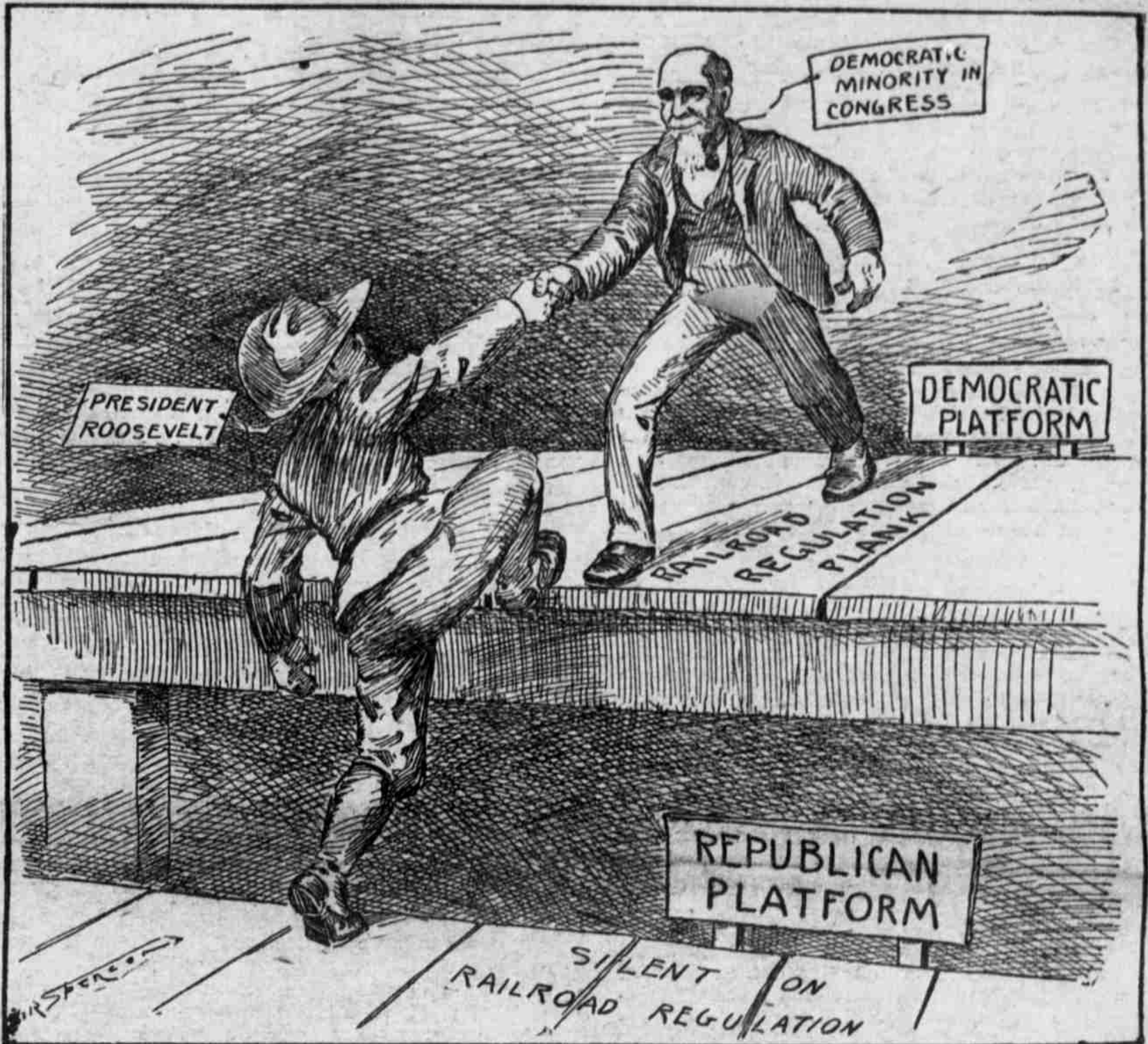
Misrepresentatives

Six democrats—Goulden, Harrison, Rider and Scudder of New York, McDermott of New Jersey and Shull of Pennsylvania—voted against the rate bill, and by so doing forfeited any claim that they might have previously had to democratic respect or support. A democrat who will refuse to vote for a railroad regulation bill which even a majority of the republicans were constrained to support may find some excuse for calling himself a democrat, but democrats can surely find no excuse for calling him to legislative service while there is likelihood of a conflict between the people and the corporations.

A democrat who acts with the railroads and against the people in such a crisis is a heavy load for the party to carry. No matter how conscientious he may be his bias in favor of the corporations makes his connection with the party in an official capacity a detriment to the party. The party must rid itself of such mis-representatives if it would win the confidence of the public.

Time for Mediation

It is time for the leading nations to join together in proffering their good offices for the settlement of the war in the east. There must be mediation some time, why not now? Russia can not hope to retake Port Arthur in years, if at all, and Japan will find war more expensive and more hazardous the farther her army marches inland. There has been killing enough on both sides to satisfy that absurd sense of honor which requires bloodshed. There never was a time when the Christian nations were under a more imperative duty to throw their influence on the side of peace, and the United States can well afford to take the lead because our relations with both Russia and Japan are such as to relieve us of any suspicion of selfish interest. And when peace is restored our nation should take the initiative in promoting a system of arbitration so comprehensive that all differences will be submitted to the arbitration court, reserving to each nation the right to refuse to accept the finding if it believes that it affects its honor or integrity. Such a system would make war a remote possibility.



A HELPING HAND

MR. ROOSEVELT ON DEMOCRATIC GROUND

Referring to President Roosevelt's railroad policy the New York Sun asks: "Who is the borrower?" and adds: "In this lightning change comedy of politics, has Mr. Bryan flopped to Mr. Roosevelt for has Mr. Roosevelt flopped to Mr. Bryan? Have the democrats become republicans or the republicans become democrats?"

The democratic party, in the parlance of the street, is "doing business at the old stand." In his demand for an enlargement of the powers of the interstate commerce commission and reform in the matter of freight rates and rebates, Mr. Roosevelt is on democratic territory. In his proposed reform he is receiving support and encouragement from democrats everywhere, not because he has discovered a new reform, not because democrats have abandoned their principles or that republican doctrines have become more acceptable to them, but rather because Mr. Roosevelt has taken up a reform which was long ago and repeatedly suggested by the democratic party.

Not long ago the Missouri legislature, the lower house of which is republican, adopted a joint resolution requesting the Missouri delegation in congress to support the president's recommendations on the matter of rate regulating legislation.

Ten of Missouri's members of the lower house, replying to the president's resolution, sent the following telegram:

"We are in receipt of a copy of a joint resolution passed by the legislature, asking us to support the recommendations of the president to regulate freight rates. As democrats, it affords us pleasure to comply with this request, and we can support such legislation the more zealously, since the president's message is simply a reiteration of the declaration in the last three national democratic platforms, as well as the frequent utterances of Mr. Bryan."

Many republican newspapers whose editors appear to be ignorant of the facts are actually congratulating themselves that the democrats who support Mr. Roosevelt in his railroad policy, have, in the language of the New York Sun, "become republicans." Perhaps many of these editors do not know that while the last three republican national platforms have been wholly silent on this question and while republican candidates, republican orators, and republican organs have habitually dodged it, the last three democratic national platforms have explicitly declared in favor of the reform, while democratic candidates, democratic