

Plainly a Surrender of Railroad Reform

Associated Press dispatches say that an agreement with respect to the railroad rate bill has been reached by republican senators, and that President Roosevelt called to the White House thirty-six newspaper correspondents and stated, in effect, that the agreement met with his approval.

The battle for railroad legislation has been fought around the proposition that it was all important that the rates as fixed by the commission go into effect immediately and remain in effect until final decision by the supreme court. The railroad bill as it came from the house did not cover this proposition to the entire satisfaction of the friends of railroad legislation. Several plans were offered for meeting the situation. Many senators insisted that there be explicit provision for court review. It has all along been plain that the enemies of railroad legislation desired either to so frame the bill as to cause the supreme court to declare it unconstitutional, or to give to inferior courts the authority for suspending the rates fixed by the commission, thus putting the shipper to endless litigation and postponing relief.

Senator Bailey proposed an amendment which, while it was at first met with sneers, has come to be generally accepted as covering the case very snugly and being, also, directly in line with constitutional requirement. Senator Bailey's amendment explicitly denied to inferior federal courts the power to suspend a rate after it was fixed by the commission. So ably has Senator Bailey defended his position that it is now generally recognized as the correct one although the uncompromising opponents of rate legislation yet deny it.

The agreement reached by the republican senators and approved by President Roosevelt calls for two amendments. The one is that where in the bill as it came from the house it was provided that the rate fixed by the commission shall remain in force "unless set aside or suspended by a court of competent jurisdiction" these words are added: "In a suit brought against the commission." The Associated Press says "this has the effect merely to recognize the right of the carrier to bring a suit against the interstate commerce commission."

The bill as it came from the house also provides that suit may be brought in any district "where the defendant carrier has its principal operating offices." The agreement reached by the republicans proposes to add these words "and jurisdiction to hear and determine such suits is hereby conferred on such courts" (circuit courts).

The Associated Press dispatches say that this agreement was evolved by Senator Allison of Iowa, and Senator Long of Kansas. It is admitted in these dispatches that at the national capital republican senators are charged with hav-

ing surrendered to the enemies of railroad rate legislation, but we are told that in their defense they are pointing to Senator Long's speech on the bill, in which speech Senator Long said: "I do not object to an amendment authorizing suit to be brought against the commission and conferring jurisdiction on the United States courts sitting in equity to hear and determine any such suits."

The Associated Press dispatches say that the agreement does not take into consideration the several pending amendments providing for non-suspension of the order of the interstate commerce commission, and that while it is known that several of the majority senators believe with Senator Bailey that such an amendment would be constitutional, the Associated Press says: "The agreement on the court review feature, it is said, precludes beyond the remotest possibility the adoption of a non-suspension provision." These dispatches also say that the agreement is entirely satisfactory to Senator Aldrich, and his immediate associates.

It must be plain to intelligent men that this agreement is practically a surrender to the opponents of rate legislation. It concedes away what Mr. Roosevelt and all other advocates of railroad legislation have insisted is a vital point. The very men who have insisted that it was beyond the power of congress to determine the privileges of courts, the very men who sneered at Senator Bailey's complete arguments in behalf of a non-suspension provision have now agreed that the bill shall be amended so as to explicitly confer jurisdiction upon the courts, thus admitting the very point which they have all along denied. And the very republican senators who have all along claimed that it was important to prevent delay and to avoid suspension of the orders of the commission have accepted an amendment which, as must be clear to every one, paves the way for delay in the determination of the case and, practically, for the destruction of all hope of material relief under the legislation now to be enacted.

We are told that this amendment was evolved by Senator Allison of Iowa, and Senator Long of Kansas. Senator Allison's position on this question, as on almost every other delicate public question, has been a mystery to many people. He has not been counted among the friends of railroad legislation, while it has not been six months since the people of Kansas were calling upon Senator Long to take his stand in behalf of railroad legislation. His position, so far as the public is concerned, was unknown until he appeared on the floor of the senate as the champion of the agreement made several weeks ago at the White House, and as the sponsor for Mr. Roosevelt's railroad reform. But even then the public did not seem to be impressed with Senator Long's seriousness in the matter of this reform.

And so we have this situation:
Senators Allison and Long, two men gener-

ally believed to be indifferent or actually hostile to railroad legislation, evolve the plan upon which the republican advocates and the republican opponents of rate legislation may meet.

According to the Associated Press this plan precludes "beyond the remotest possibility the adoption of a non-suspension provision."

Mr. Roosevelt, who has all along insisted that it is important the rate go into effect immediately and remain in effect, and who has given many warnings against delays through the processes of the courts, approves this amendment.

The Associated Press dispatches say "Senators Aldrich and Crane, the leaders in the movement seeking for an amendment providing for a broad court review, express themselves as favoring the amendment."

What does this indicate?

Does any one imagine that Mr. Aldrich and other representatives of special interests have made any surrender?

Does any one doubt that the surrender is upon the part of those republicans who have all along professed to be deeply concerned in this proposed reform?

The Associated Press dispatches say:

"Whether the conservatives or the radicals have won a victory is a question that is not disturbing either faction. The agreement, in a measure, is regarded as political. It is believed that now practically the entire republican strength of the senate will be cast for the bill, whereas under the long continued estrangement it was conceded that it would require minority endorsement to pass the bill, and the democratic party would be in position to take full credit for it."

Many people have suspected that some of these republican senators who pretended to favor railroad reform were not greatly concerned whether they won a substantial victory. But the American people are interested in knowing who has won the victory. They are interested in knowing who has made the surrender. The burdens imposed upon the people by corporations have become so heavy that compromise is no longer possible, and the people must be given actual relief.

The people know that any piece of legislation arranged to meet the views of Senator Aldrich and his friends will not protect the people from corporation imposition. The people are not concerned where the credit for wholesome legislation is placed. They did not consider the politics of President Roosevelt when he announced himself in favor of rate legislation and emphasized the importance of avoiding the very point which he and his friends have now conceded. Regardless of political prejudice, the people followed Mr. Roosevelt, and although they were at times hopeful of substantial results, it is now plain that they are doomed to grievous disappointment.

THE PARAMOUNT EVIL

One of the statements made by Secretary Shaw in his St. Louis speech is at this time particularly interesting. Mr. Shaw said: "Prominent if not paramount among the political evils which confront us I count the trend toward the obliteration of party lines."

The "trend toward the obliteration of party lines" indicates that the American people are beginning to think seriously upon public questions, and display an inclination to act independent of the old-time prejudices upon which unworthy candidates and unmeritorious measures have depended for success.

We see powerful corporations dominating the politics of nation, state and municipality; city officials are subsidized in the interests of contractors and corporations; legislatures are purchased for the defeat of measures hostile to corporations and for the election of senators favorable to special interests; the congress is coaxed to defeat essential reforms demanded in behalf of the public, and to maintain systems for the advantage of private interests; in the midst of bounteous crops and natural prosperity it is becoming more and more a problem how the many shall obtain means of existence, even while the few are flourishing in luxury; men grown powerful through the accumulation of great wealth misappropriate the funds intrusted to their care, and yet it seems impossible to bring them to the bar of justice; trust magnates, defying the law, expose some of their books to an "investigator" and then successfully plead the privilege of immunity; so often have the rich and influential,

guilty of grave crimes, appealed successfully to the courts that there is growing among the American people the conviction that while the poor and helpless may be speedily punished for their wrongdoing, the man of millions has nothing to fear; everywhere there are grave political evils in the presence of which the profound scholar and the stalwart patriot stand perplexed. Yet this republican secretary of the treasury tells us that above and beyond all these he counts "the trend toward the obliteration of party lines."

Paramount to all the real political evils with which the American people are confronted, this republican secretary of the treasury counts the growing tendency on the part of the people to throw aside the partisan prejudices that have bound them for so many years and to make relentless attack upon those evils.

Verily, Mr. Shaw delivered a genuine republican speech at St. Louis.

COREY RE-ELECTED

It will be remembered that sometime ago when the wife of W. Ellis Corey, president of the steel trust, charged that person with desertion, it was reported that Mr. Corey would be required to surrender his position. But recently, without any noise whatever, the steel trust has re-elected W. Ellis Corey to the presidency.

Schwab fell in the gambling houses of Monte Carlo, and he was forced to retire. Corey fell in the bagnios of the variety stage, and he is re-elected. Men holding positions with these great trusts must remember that to bet one's money

on a "sure loser" is a greater sin than the gambling away of one's honor, the desertion of a faithful wife and the destruction of a home.

Surely the "national honor" is perfectly safe in the hands of W. Ellis Corey and the men who re-elected him to a position of honor and trust.

AN ALL-NIGHT BANK

The first "all-night bank" in the world has just been opened for business in New York city. It will keep open for business all the time except Sundays, and is equipped with safety vaults that will also be kept open day and night. The idea seems to have been so unique that the opening of the bank received a vast amount of advertising in the news columns of the papers. Just why a bank should not keep open twenty-four hours a day has not been explained. The interest you have to pay the bank keeps working every hour in the day, and on the ground that work is worth its equivalent it may be only right that the bank should work as long hours as its interest accounts.

JAVA—THE BEAUTIFUL

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the suggestion that Java should be included in a tour of the world, whether undertaken for instruction or pleasure, for few sections of the earth have been so blest by the Creator's bounty, so beautified by the skill of the husbandman, or are so rich in ruins.

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