

A COLORADO PROTEST

Simon Guggenheim was elected by the Colorado legislature to succeed Senator Patterson. Guggenheim had been charged with violating the federal law against rebating, and also with having purchased the senatorship by paying the campaign expenses of members of the legislature. The republican legislature refused to adopt a resolution of investigation and Guggenheim was elected by republican votes. One republican member refused to be delivered; that was Merel D. Vincent of Delta county. Mr. Vincent said that in behalf of the rank and file of the republicans of the state, he protested against the "sale of the senatorship." Commoner readers may obtain some idea of the new senator from Colorado by reading the following extracts from Mr. Vincent's speech:

"And who is it that wants this man's election? Is it you? Is it the people of Colorado? I say to you a fact—and remember that I am not qualifying it with one word, one sentence—that five men, purporting to act for the republican state central committee, the official organization of the republican party, have bargained it off to this man in return for contributions to the party, and they ask you to ratify it! He is absolutely unqualified, taking the record of his business and his sanction of it, to sit in the United States senate!

"If you send this man Guggenheim in the manner and by the methods he uses to the United States senate you will not live long enough to cease regretting that action. If, on the other hand, you stand up here, as you have a right to do as republican members of this assembly, standing on the platform, both the letter and the spirit of it, of the republican party, and express in accordance with that platform your choice for United States senator, as long as you live, to the last day of your life, you will look back with gratitude and say, 'When I had put up to me the greatest question of my life I stood out and acted like a man.'

"Mr. Speaker, you and I and every member of this assembly represents his district, but in addition to that, collectively, we are the trustees of the reputation of the men and women of Colorado. We are the trustees of the reputation of Colorado itself. It seldom comes to men to do what you and I can do today, to perform the service that we can perform if we will stand up before these five men who assume to dictate to the republican party and call themselves its organization and demand the repudiation of its platform, and act as our consciences and our party principles dictate.

"When you act today you are the spokesmen of the people of Colorado. Your action will be recorded as its voice, and if you carry out the program you have mapped out you will make this state and its reputation, you will make the political reputation of the men and women of Colorado a thing to be scorned and sneered at in every state in the union, a thing to be scorned and sneered at by every state that considers integrity and ability the best qualifications for an office of this kind.

"Consider these things. This is no light or trivial matter, and you today are electing a man who for six long years will represent the people of this state in the greatest legislative tribunal on earth. In doing so you ought not to eliminate the reasons, you ought not to eliminate the qualifications, you ought not to eliminate those things that heretofore have been considered to best equip a man for service in public life. When you send him you say to all the world that, without regard to him personally, he is entitled to it by reason of his campaign contributions. Upon the same reasoning, if Rockefeller lived in this state, and because he was a wealthier man, and would contribute more to the party campaign fund, you would elect him instead of Guggenheim, and the same reason would permit you to elect a Harri-man or a Morgan. You can not get away from your premises after you have adopted them."

WHO CAN ANSWER?

Charles H. Hunter, Defiance, Ohio, submits this interesting inquiry:

"Apropos of your article on 'Popular Phrases,' the phrase, 'A government where all power is from the people and in the people and for the people,' appears in a speech by Douglas, found on page 169 of 'The Rhetorical Reader,' by Ebenezer Porter, published in 1831. Can you tell me what Douglas it was?"

• Can any Commoner reader answer?

A SIMPLE TRUST STORY

The New York Press, a republican newspaper, tells "A Simple Trust Story" in this way:

"The interstate commerce commission has been hearing a case in the last few days which is a very simple story. A firm of sellers of oil in Brooklyn were doing a prosperous business. They bought their supply from the Standard Oil company. When the business grew big enough to be worth while to Rockefeller greed the trust was not content to make its profits on the oil sold to the firm at wholesale; it wanted both its previous profit of wholesale and the little firm's profit of retail. It determined that the firm must get out of business. It was bound to swallow the whole thing. Note the method, simple as the story:

"A competitor came into the field. The complainants declare that the competing outfit was set up by the trust to kill off the firm which was earning the profits coveted by the Rockefellers. At any rate, the Standard Oil began to raise its wholesale price on the firm sentenced to be exterminated. This forced the victims to raise the retail price or lose money. But the newly arrived competitor did not raise prices, for the reason, the complainants charge, that the wholesale price was not increased on the enterprise which was to drive out the old concern. Obviously the condemned firm must get cheaper oil or go out of business, as the consumers would not pay more to it than to the other for their oil.

"To get cheaper oil the firm which had been marked for slaughter by the Rockefellers went west to independent producers and made arrangements to ship oil in tank cars. The price was so favorable, the service so satisfactory, the other benefits so striking, that the firm was able to do more business than before. It built up a large trade. It was shipping many tank cars. It not only was holding its former trade, gained when dealing with the trust, but it was taking trade away from the Standard Oil and its agencies. This was considerably more than the trust had bargained for. It had arranged to ruin a retailer by putting up the price of his supply on him where he could not live in competition, but by driving him to an independent source of supply it had shown him how to make more money and how to diminish the business and profits of the trust. This was also to be stopped.

"The firm, now independent and prosperous, found that it could not get the railroads to haul and deliver its tank cars containing the independent oil. The railway agents said the business was too dangerous. The dripping oil might catch fire in the terminals and burn up railroad sheds, trains of freight, whole terminals. There was no telling what damage might not happen to property and lives from hauling these tank cars of oil supplied by independent producers and to be sold by an independent firm in competition with the Rockefellers. The railroads could haul cars of the Standard Oil trust; they could take care of the shipments to dealers in the trust's oil. No great danger here. But not so with the independent producers and handlers. Their oil must not be handled.

"What the independent firm wants the interstate commerce commission to determine is whether the Standard Oil trust has the right to arrange that common carriers shall transport only Standard Oil products. What the firm wants to be informed about is whether the United States government sanctions conditions whereby when the Standard Oil can't club a dealer to death directly with its own weapon of pipe lines, prices and delivery, it can call on a railroad to club him to death by refusing to handle his cars.

"A very simple story of very simple methods to kill competition and ruin men. A simple story of what is enacted every day in the year everywhere in this country. How long are the people of the United States going to stand it?"

LAFOLLETTE

The eminent senators who were going to give Senator LaFollette a lesson have been compelled to matriculate and pay their own tuition while the gentleman from Wisconsin gave them a series of needed lessons.

ANTHEM

Some one suggests that a new national anthem is needed. The Louisville Courier-Journal approves of the suggestion and adds: "How about 'Turn the Rascals Out?'"

THOMAS H. BENTON

The following is from a speech delivered by Thomas H. Benton at a convention of the St. Louis and Pacific railroad held in St. Louis in 1849:

"We live in extraordinary times and are called upon to elevate ourselves to the grandeur of the occasion. Three and a half centuries ago the great Columbus, the man who afterwards was carried home in chains from the new world which he discovered, this great Columbus, in the year 1492, departed from Europe to arrive in the east by going to the west. It was a sublime conception, he was in the line of success when the intervention of two continents, not dreamed of before, stopped his progress. Now in the nineteenth century mechanical genius enables his great design to be fulfilled. In the beginning and in barbarous ages, the sea was a barrier to the intercourse of nations. It separated nations. Mechanical genius invented the ship, which converted the barrier into a facility. Then land and continents became an obstruction. The two Americas intervening have prevented Europe and Asia from communicating on a straight line. For three centuries and a half this obstacle has frustrated the grand design of Columbus.

"Now in our day, mechanical genius has triumphed over the obstacles of nature and converted into a facility what had so long been an impassable obstacle. The steam car has worked upon the land among enlightened nations to a degree far transcending the miracle which the ship in barbarous ages worked upon the ocean. The land has now become a facility for the most distant communication. A conveyance being invented which annihilated both time and space, we hold the intervening land; we hold the obstacle which stopped Columbus; we are in the line between Europe and Asia; we have it in our power to remove that obstacle; to convert it into a facility to carry him on to this land of promise and of hope with a rapidity and precision and a safety unknown to all ocean navigation. A king and queen started him upon this grand enterprise. It lies in the hands of a republic to complete it. It is in our hands, in the hands of us, the people of the United States, of the first half of the nineteenth century. Let us raise ourselves up. Let us rise to the grandeur of the occasion. Let us complete the grand design of Columbus by putting Europe and Asia into communication, and that to our advantage, through the heart of our country. Let us give to his ships a continued course unknown to all former times. Let us make an iron road and make it from sea to sea, states and individuals making it east of the Mississippi and the nation making it west. Let us now in this convention rise above everything sectional, personal, local. Let us beseech the national legislature to build a great road upon the great national line which unites Europe and Asia, the line which will find on our continent the bay of San Francisco on one end, St. Louis in the middle and the great national metropolis and emporium at the other, and which shall be adorned with its crowning honor the colossal statue of the great Columbus, whose design it accomplishes, hewn from a granite mass of a peak of the Rocky Mountains, the mountain itself the pedestal, and the statue a part of the mountain, pointing with outstretched arm to the western horizon, and saying to the flying passengers: 'There is east; there is India!'"

December 16, 1850, in the second session of the Thirty-first congress, Mr. Benton introduced in the senate of the United States a bill providing for the construction of a national highway from the city of St. Louis to the Gulf of San Francisco, in the state of California. By the provisions of this bill, the national government was to dedicate a strip of land 100 miles wide from St. Louis to San Francisco, to be used for the purpose of locating railroads, ordinary drive-ways, telegraph lines, etc. Branch lines were included, running southwest from the main line into New Mexico and Arizona, and northwest through Wyoming and Oregon, having a width of fifty miles.

The following year, 1851, Mr. Benton was defeated for re-election to the senate and the bill he had introduced seems never to have been pushed by any of his successors.