

ion, however, of the ablest railroad lawyers here and also of the railroad men themselves that such a federal statute would not be constitutional. Such a measure, it is said, would correspond closely to the bill introduced in the senate some time ago providing for the federal control of life insurance companies. At the time of the insurance bill's introduction President Roosevelt was advised by eminent jurists that even if it passed the two houses of congress its constitutionality would probably be called in question by the United States supreme court.

"The railroads of the United States," said an attorney of one of the largest of the transcontinental lines today, "would much prefer, if it were possible, to have freight and passenger rates fixed by federal enactment; but I am convinced that before such a consummation could be brought about the constitution would first have to be amended and greater powers accorded to the government at Washington than now adhere to it. As things stand now, the railroads are continually harrassed by having to conform to a different set of rates in every state through which they pass. As carriers running between two points in any given state they are subject to the local laws, and as carriers of interstate commerce they are also subject to the interstate commerce commission. In other words, they are between the devil and the deep sea."

#### AS CLEAR AS—MUD

The press dispatches bring us the news that, speaking before the Indiana legislature, Vice-President Fairbanks delivered the following oracular utterance:

"In recent years there has been a tendency to combinations of capital to carry forward the work of our industrial developments. We have enacted, and will continue to enact, such laws as will safeguard HONEST industry and WHOLESOME enterprise. We will keep open the avenues to free and JUST competition, but we will restrain within appropriate limits those agencies or combinations which may seek to disregard FAIR laws of trade and competition and to override the interests of the body of the people. Capital which is PROPERLY employed will be properly protected, and that which is not so engaged must fall under the SHARP condemnation of the law."

The vice-president is more specific than usual, yet it will be noticed that in this brief statement he uses six words that can be construed to mean anything or nothing. The genial vice-president is a close imitator of the man of whom it was said "he just didn't exactly say what he did talk about."

#### "LIFE TERM"

C. W. Post of Battle Creek, Mich., in an article printed in the Chicago Record-Herald, concerning a third term for Mr. Roosevelt, says: "I am a strong advocate of continuing a capable executive in the presidential office as long as he may live or can be induced to serve. In a successful commercial corporation we do not shelve first-class executives because we think it would be pleasant for the friend of some of our friends to see how it would feel to occupy that chair and attempt to control affairs for a term. It will be better for this country when the people decide to conduct its affairs in line with well-accepted commercial practice rather than in the manner it is now conducted."

This advocacy of a "life term" is probably a little too bold to please the third term boomers.

#### IN THE OPEN

The Wall Street Journal makes an interesting suggestion when it says: "These are days of publicity. To what better purpose could the principle of publicity be applied than to the forthcoming conference between Roosevelt and the railroad presidents. Why not hold it in public so that the whole country might judge?"

Why not hold this proposed conference in the open?

#### POWER OF THE STATE

The New York Herald says: "The railroads have been forced to accept government regulation of their business. They now realize that public sentiment is too strong to fight against. Since the power of regulation is to be put over them they prefer that it should be lodged in one federal government than in forty-six states. President Roosevelt also believes that it should be lodged in one federal government."

Careful observers will not overlook the fact that the railroad monopolists did not ask for quarter until the state governments got into ac-

tion through effective legislation. Mr. Roosevelt has been a great help in educating the people to a realization of some of the present day evils; but it was not until the state governments moved against railroad oppression that it became evident the blows were felt.

No wonder the speculators who control our railroads prefer that the power be lodged in the federal government. But the people prefer that the dual form of our government be maintained and that the federal government exercise over the railroads the power lying within the federal domain while the state governments do their part for the protection of public interests in that quarter.

#### CENTRALIZATION

President Stickney of the Chicago Great Western Railroad company recently visited the White House and discussed with both the president and the interstate commerce commission the railroad situation. Mr. Stickney claims that as a matter of law the federal courts must hold that the states cannot interfere with or attempt to regulate railroad traffic, even when it is wholly within a state, because to do so would be to interfere also with interstate traffic, which is specifically under the exclusive jurisdiction of congress. He claims, in short, that the power over interstate commerce necessarily includes sole power over state commerce.

The Washington correspondent for the Omaha World-Herald says:

"Mr. Stickney declared that both the president and the commissioners believe that as a matter of good sense and business his proposition ought to be sustained. They are satisfied that conflicting jurisdiction will ultimately greatly impede efforts to control carriers. Mr. Stickney presented to the president many illustrations of these conflicts, and he arranged with the secretary of the commission that the latter shall provide him with as many illustrations as possible of these conflicts which have fallen under the observation of the commission. Mr. Mosely said today that the number of these is very great. Mr. Stickney will prepare a brief of this matter for the use of his lawyers in the course of the next few months, when they come to the supreme court with the case, appealed from Minnesota, in which the Great Western has raised the novel contention of President Stickney. The latter declares he is confident his claim will be sustained if in the meanwhile he can do some effective educational work."

The Stickney view carried to its logical conclusion would take from the state all its power. In that view the state could not legislate with respect to loan and trust companies, or insurance companies while every merchant from the dealer in silks and calicoes, to the dealer in liquors would look to the federal government for his rules.

It is an absurd proposition and the people will not overlook the fact that only a few months ago when the railroad magnates were being "annoyed" by the proceedings on the part of the federal authorities they and their spokesmen insisted that states rights should be preserved and that the federal power must not encroach upon the authority of the state. But recently the state power has been exercised and in a very effective way. Where the action of the federal authorities merely "annoyed" the railroad magnates, legislation by the states brought them to their knees. It is plain now that in their desperation the speculators who are in charge of our railroads have adopted the centralized government plan; that they intend to move for a destruction of the state's power over the railroads and the deposit of that power exclusively in the federal government; and that they intend, also, to make desperate effort to see that the federal government is placed in the hands of men who will not seriously interfere with the "business enterprise" of the Harrimans.

#### DEMONSTRATED

The Wall Street Journal says: "The railroads at first defiant now acknowledge defeat and admit the advantages of federal regulation and open, equal rates." But they didn't acknowledge defeat until the power of the state government in the work of regulating corporations was demonstrated.

#### PROBABLE

Referring to Mr. Harriman's proposed visit to the white house the St. Louis Globe-Democrat, republican, says: "It is possible that this railway wizard may be able to say something which the president and the country would be benefited by hearing." But it is probable that he will not say it.

## For the Scrap Book

### MY MOTHER

I wish to write of my mother,  
My mother, loving and kind,  
Who to me more than any other,  
Is the idol of my mind.  
She cared for me in my boyhood,  
With a love that can never be told,  
And that love in the years of my manhood,  
Is worth more than her weight in pure gold.

I was often wayward and careless,  
But she loved me just the same,  
And when I was cruel and heartless,  
Her heart condoned the shame.  
No task was too great for her fingers,  
Now they're wrinkled, twisted and bent,  
Ah, my memory fondly lingers  
On her ministries, heaven sent.

Her beautiful auburn tresses  
Are fading to winter's gray,  
But the wealth of her caresses  
Grows greater every day.  
Her face like an angel's, grows brighter  
With the passing of the years,  
And her voice makes the dark places lighter  
As she smoothes away my fears.

My mother, my beautiful mother,  
Thank God for your life so sublime,  
You have taught us two, sister and brother,  
The noblest lesson of time.  
That for others our lives should be given,  
That our actions should always be right,  
Your reward is secure up in heaven,  
A crown in the mansions of light.  
—H. C. P., in Lincoln Journal.

### AT A WESTERN WINDOW

I gaze from the western window,  
Athwart the narrowing day,  
Where the sunshine and the shadows  
In parting glory play,  
To violet isles enchanted  
That smile at the open door  
As the argosies of evening  
Sail through to a fairer shore.

The day is long behind me,  
The night is coming on;  
But I hear a robin singing  
The song he sang at dawn;  
Now one is the morn with evening,  
And one are the earth and sky,  
The blossoms in the meadow  
With the stars that breathe on high.

And youth is young forever,  
And love is never old,  
Though masks of age are breaking  
Back to the primal mold.  
So here, from my western window  
I gaze, as the stars increase,  
And the mortal and immortal  
Are one in this blessed peace.  
—Benjamin S. Parker in the Reader.

### LIGHT ON THE CLOUD

There's never an always cloudless sky,  
There's never a vale so fair,  
But over it sometimes shadows lie  
In a chill and songless air.

But never a cloud overhung the day,  
And flung its shadows down,  
But on its heaven-side gleamed some ray,  
Forming a sunshine crown.

It is dark on only the downward side;  
Though rage the tempest round,  
And scatter its terrors far and wide,  
There's light upon the cloud.

And often when it traileth low,  
Shutting the landscape out,  
And only the chilly east winds blow  
From the foggy seas of doubt.

There'll come a time, near the setting sun,  
When the joys of life seem few;  
A rift will break in the evening dun,  
And the golden light stream through.

And the soul a glorious bridge will make  
Out of the golden bars,  
And all its priceless treasures take  
Where shine the eternal stars.

—Minot J. Savage.