

There are difficulties arising from our dual form of government. If they prove to be insuperable resort must be had to the power of amendment. Let us first try to meet them by an exercise of all the powers of the national government which in the Marshall spirit of broad interpretation can be found in the constitution as it is. They are of vast extent.

The chief economic question of the day in this country is to provide a sovereign for the great corporations engaged in interstate business; that is, for the railroads and the interstate industrial corporations. At this moment our prime concern is with the railroads. When railroads were first built they were purely local in character. Their boundaries were not co-extensive even with the boundaries of one state. They usually covered but two or three counties. All this has now changed. At present five great systems embody nearly four-fifths of the total mileage of the country. All the most important railroads are no longer state roads, but instruments of interstate commerce. Probably eighty-five per cent of their business is interstate business. It is the nation alone which can with wisdom, justice, and effectiveness exercise over these interstate railroads the thorough and complete supervision which should be exercised. One of the chief, and probably the chief, of the domestic causes for the adoption of the constitution was the need to confer upon the nation exclusive control over interstate commerce. But this grant of power is worthless unless it is held to confer thoroughgoing and complete control over practically the sole instrumentalities of interstate commerce—the interstate railroads.

The railroads themselves have been exceedingly shortsighted in the rancorous bitterness which they have shown against the resumption by the nation of this long-neglected power. Great capitalists, who pride themselves upon their extreme conservatism, often believe they are acting in the interests of property when following a course so shortsighted as to be really an assault upon property. They have shown extreme unwisdom in their violent opposition to the assumption of complete control over the railroads by the federal government. The American people will not tolerate the happy-go-lucky system of no control over the great interstate railroads, with the insolent and manifold abuses which have so generally accompanied it. The control must exist somewhere; and unless it is by thoroughgoing and radical law placed upon the statute books of the nation, it will be exercised in

ever-increasing measure by the several states. The same considerations which made the founders of the constitution deem it imperative that the nation should have complete control of interstate commerce apply with peculiar force to the control of interstate railroads at the present day; and the arguments of Madison of Virginia, Pinckney of South Carolina, and Hamilton and Jay of New York, in their essence apply now as they applied one hundred and twenty years ago.

The national convention which framed the constitution, and in which almost all the most eminent of the first generation of American statesmen sat, embodied the theory of the instrument in a resolution, to the effect that the national government should have power in cases where the separate states were incompetent to act with full efficiency, and where the harmony of the United States would be interrupted by the exercise of such individual legislation. The interstate railroad situation is exactly a case in point. There will, of course, be local matters affecting railroads which can best be dealt with by local authority, but as national commercial agents the big interstate railroads ought to be completely subject to national authority. Only thus can we secure their complete subjection to, and control by, a single sovereign, representing the whole people, and capable both of protecting the public and seeing that the railroads neither inflict nor endure injustice.

Personally I firmly believe that there should be national legislation to control all industrial corporations doing an interstate business, including the control of the output of their securities, but as to these the necessity for federal control is less urgent and immediate than is the case with the railroads. Many of the abuses connected with these corporations will probably tend to disappear now that the government—the public—is gradually getting the upper hand as regards putting a stop to the rebates and special privileges which some of these corporations have enjoyed at the hands of the common carriers. But ultimately it will be found that the complete remedy for these abuses lies in direct and affirmative action by the national government. That there is constitutional power for the national regulation of these corporations I have myself no question. Two or three generations ago there was just as much hostility to national control of banks as there is now to national control of railroads or of industrial corporations doing an interstate business. That hostility now seems to us ludicrous in its lack of warrant; in like manner, gentlemen, our descendants will regard with wonder the present opposition to giving the national government adequate power to control those great corporations, which it alone can fully, and yet wisely, safely, and justly control. Remember also that to regulate the formation of these corporations offers one of the most direct and efficient methods of regulating their activities.

I am not pleading for an extension of constitutional power. I am pleading that constitutional power which already exists shall be applied to new conditions which did not exist when the constitution went into being. I ask that the national powers already conferred upon the national government by the constitution shall be so used as to bring national commerce and industry effectively under the authority of the federal government and thereby avert industrial chaos. My plea is not to bring about a condition of centralization. It is that the government shall recog-

nize a condition of centralization in a field where it already exists. When the national banking law was passed it represented in reality not centralization, but recognition of the fact that the country had so far advanced that the currency was already a matter of national concern and must be dealt with by the central authority at Washington. So it is with interstate industrialism and especially with the matter of interstate railroad operation today. Centralization has already taken place in the world of commerce and industry. All I ask is that the national government look this fact in the face, accept it as a fact, and fit itself accordingly for a policy of supervision and control over this centralized commerce and industry.

THE HANGING OF THE CRANE

Houghton, Mifflin & Co., Publishers, Boston and New York, have just issued a beautifully illustrated edi-

tion of Longfellow's charming domestic poem, "The Hanging of the Crane." The paper is excellent, the type large and the workmanship perfect. Nothing need be said concerning the sentiment of the poem. It has earned a place with the choicest of the gems of poetry. The following lines

"O fortunate, O happy day,  
When a new household finds its place  
Among the myriad homes of earth,  
Like a new star just sprung to birth,  
And rolled on its harmonious way  
Into the boundless realms of space!"

happily describe the establishment of a new home and touches the heart young and old alike. The price of the book is \$2.00.

**FENCE** STRONGEST MADE. Built strong check-an-tight. Sold to the user at Wholesale Prices. We Pay Freight. Catalogues free. COILED SPRING FENCE CO., Box 234 Winchester, Indiana.

**Chase**  
STRICTLY PURE ALL  
**White Lead Paint**  
MADE FRESH TO ORDER

*O. L. Chase* Two Full Gallons Free to Try. Sold on Time. Purity Guaranteed. Freight Prepaid.

I am the Paintman.  
I make Paint to order—for the individual user.  
I sell it direct from factory—at factory prices.  
I ship it in special extra size cans—guaranteed to contain full measure of paint.  
These cans are dated the day the paint is made—your guarantee that it is absolutely fresh when you get it.  
Out of any six-gallon order or over you may use 2 gallons on your buildings.  
Then stand off and look at it—test it in any way you like.  
If it is satisfactory—use the balance.  
If it is not satisfactory—return the balance—I'll refund all of your money—pay the transportation charges both ways—and the test shan't cost you a penny.  
That's my way of selling my Made-to-Order Paint.  
I'm the only paintmaker in the United States selling it that way.  
I'm the only paintmaker in the United States making paint to order.  
My paint will please you—it's got to please you. You are the judge—and if it doesn't it shan't cost you anything.  
There's no question about the purity of my paint—no question about its high quality. There can't be—because it's made from the pure materials—the best it is possible to buy.  
My O. L. Chase Strictly Pure White Lead Paint—The Roll of Honor Brand—an all white Lead paint—is made from strictly pure Old Dutch Process White Lead—strictly pure, well settled, aged, raw Linseed Oil made from Northern grown selected flax seed—pure Spirits of Turpentine and pure Turpentine Drier, and the necessary tinting colors and nothing else.  
This paint stands the tests of any chemist—I guarantee under \$100.00 cash forfeit.  
I will give that sum of money to any chemist who will find any adulteration in this paint.  
It's just what it's name implies—the Roll of Honor Brand.  
It meets all of the requirements of the State Pure Paint Laws and more.  
I challenge the world on this Roll of Honor Brand—and as I make it to order for each individual user—ship it fresh as soon as made that you may get all of its life right on your buildings—it's assuredly the best paint in the world to buy.  
I want to tell you more about my Made-to-Order paint proposition—want to send you my Big Fresh Paint Book, together with samples of colors to choose from—and tell you all about my

**Three Great Chase Made-to-Order Paints**  
My Roll of Honor Brand—my 60-60 Lead and Blue Paint—and my O. L. Chase Durability Paint.  
When you've read these books I'm sure you will be convinced that it will be more economy—and more satisfaction—for you to let me make your paint to order, than to buy paint of any other kind—made in any other way. Write for these books at once—today.

**O. L. CHASE, The Paintman, Dept. 87, St. Louis, Mo.**

**I Challenge the World on my Strictly Pure All White Lead Paint**

Faint Spells

are very often attributed to biliousness, and the stomach is treated to cathartics.

That's wrong. Faint spells are often accompanied by biliousness, but you will also notice shortness of breath, asthmatic breathing, oppressed feeling in chest, weak or hungry spells, which are all early symptoms of heart weakness.

Don't make the mistake of treating the stomach when the heart is the source of the trouble.

Dr Miles' New Heart Cure

will strengthen the nerves and muscles of the heart, and the fainting spells, together with all other heart troubles, will disappear.

"Four years ago I was very low with heart trouble, could hardly walk. One day I had a fainting spell, and thought I would die. Soon after I began using Dr. Miles' Heart Cure, and after taking three bottles I feel that I am cured."—MRS. EFFIE CLOUGH, Ellsworth Falls, Maine.

The first bottle will benefit, if not, the druggist will return your money.

**STEEL ROOFING \$1.50 PER 100 SQUARE FEET.**

Most economical and durable roofing known.  
Easy to put on, requires no tools but a hatchet or a hammer. With ordinary care will outlast any other kind. Thousands of satisfied customers everywhere have proven its virtues. Suitable for covering any building. Also best for Ceiling and Siding.  
**Fire-proof and Lightning-proof.** Cheaper and more lasting than shingles. Will not rot or rust. Makes your building cooler in summer and warmer in winter. Absolutely perfect. Brand New, \$1.50 is our price for our No. 15 Grade of Flat Semi-Hardened Steel Roofing and Siding, each sheet 24 in. wide and 24 in. long. Our price on the Corrugated, like illustration, sheets 22 in. wide by 24 in. long, \$1.75. For 25 per square additional we will furnish sheets 6 and 8 feet long. Steel Pressed Brick Siding per sq. \$2.00. Fine Steel Beaded Ceiling per sq. \$2.00. Also furnish Standing Seam and 7/8" Crimped Roofing. At these prices to all points east of Colorado except Okla., Tex. and Ind. Ter. Quotations to other points on application. Satisfaction guaranteed or money refunded.  
We ship this roofing to any one answering this Ad., C. O. D., with privilege of examination if you send us 25 percent of the amount of your order in cash; balance to be paid after material reaches your station. If not found as represented, we will cheerfully refund your deposit. Ask for Catalog No. C. G. 234. Lowest prices on Roofing, Extra Troughs, Wire, Pipe, Fencing, Plumbing, Doors, Household Goods and everything needed on the Farm or in the Home.  
**WE BUY OUR GOODS AT SHERIFFS' AND RECEIVERS' SALES**  
**CHICAGO HOUSE WRECKING COMPANY, Thirty-Fifth and Iron Sts., CHICAGO.**