

## MR. BRYAN TO NEWSPAPER MEN

A joint banquet of the Associated Press and the American Newspaper Publishers' Association was given in New York City on the evening of April 22, six hundred editors and publishers being present. An As-

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sociated Press dispatch referring to this dinner says: "Every state and territory in the United States was represented by those who have earned distinction in the newspaper profession, and their guests included W. J. Bryan, United States Senator Philander C. Knox, of Pennsylvania, and others of public influence. At the president's table were General C. H. Taylor, of the Boston Globe, the toastmaster; Herman Ridder, editor and publisher of the New York Staats Zeitung and president of the American Publishers' Association; Frank B. Noyes of the Chicago Record-Herald, president of the Associated Press; Senator Knox, Bryan, Bishop Frederick Burgess of the Episcopal diocese of Long Island; Rabbi Stephen S. Wise of the Free Synagogue, Patrick Francis Murphy, officials of the two organizations and others.

Bryan, who had received a cordial greeting when he entered the dining hall, was given another kindly expression as he rose to speak. He spoke for some moments in a humorous line of thought, replying in kind to earlier sallies at his expense. He then said:

"The Associated Press is a very important factor in the spread of that information which is necessary for the formation of opinion; and in casting about for a subject nothing more appropriate has occurred to me than the Bible passage: 'Know the truth and the truth shall make you free.'

"It should be the purpose of the Associated Press to convey to its numerous subscribers the unbiased, uncolored truth. I realize that this is extremely difficult and that with even the best of intentions those who report interviews, conventions and events will unintentionally inject their own opinions, and yet absolute impartiality must be the ideal at which the Associated Press aims. You furnish news to republican papers, democratic papers, papers identified with other parties and to independent papers, and the readers of these Associated Press reports represent every phase of opinion.

"Your association is not a party organ. It does not do educational work; it is not the champion of any cause or the advocate of any man.

"I take this opportunity to express my appreciation of the treatment that has been accorded me. Through the Associated Press I have been able to get my ideas and my arguments before the readers of the republican papers, and I have been less concerned about the editorial comments of republican papers than about the correctness of the news report.

"The metropolitan newspaper is becoming more and more a business enterprise, and less and less a political organ. The advertising columns of the big papers are non-political, and where the circulation is large the readers are so divided politically that the paper is, by this very fact, restrained from aggressive partisanship.

"In view of this tendency in modern journalism it seems to me that the time is ripe for an experiment. It is much easier for a paper to be bipartisan than not non-partisan; that is, easier to represent both sides than to discuss public questions without taking either side.

"If, for instance, a big metropolitan newspaper wants to become really independent, why should it not employ a representative of each of the parties to furnish signed editorials on political questions? Such a paper would appeal to all parties, and especially to those who are anxious to know both sides of every public question.

"Such an editorial policy would

be entirely in harmony with the news service which the Associated Press was organized to give; and for that reason I present the suggestion at this banquet."

Bryan had something to say also upon the tariff, and continued:

"For a time while I was arguing tariff reform, I found mighty little support among the newspaper fraternity. I found after a while that I was too general; that to get the newspaper men with me I must be specific, and so I went to my good friend, our German brother" (pointing to Ridder) "and I asked him what I could do to be sure of the unanimous support of the newspaper fraternity in my advocacy of tariff reform. He said:

"'Pulp,' and I look it up and for the first time in my life I found myself on the side of the majority."

### RAILWAY MAIL CARS

It is a satisfaction to nearly everybody to say, "I told you so." The railway postoffice has long been urging that steel cars, of the strongest construction possible, should be used to transport the United States mails and the men employed in its charge. From the very first trials of steel construction, when it promised a practical assistance in protecting the lives of railway postal clerks, we have encouraged and urged action toward the strongest possible postal cars and have heartily commended every road which has appeared alive to the need of the best protection for the clerks.

A recent wreck on the Southern railway near Johnson City, Tenn., is a live example of what a properly constructed car will do for its occupants. On July 14, last, the east-bound vestibuled train 42, while running at a rate of forty miles an hour, collided with a switch engine. In the collision the locomotive, postal car, baggage car, and a second class coach were derailed. While the clerks on duty were painfully bruised their injuries were not serious and their lives were without doubt saved through the exceptionally strong construction of their car.

This strong car, however, proved most disastrous to the second class coach, for the latter was completely telescoped and six of its occupants killed outright and fifteen seriously injured. The coach was of light construction, very much like the postal cars provided in past years, until agitation has brought about a prohibition of such flimsy work for new cars.

In view of such certain protection to the clerks by means of strong cars how can any railroad management conscientiously send out old and rotten postal cars? It is small wonder that several clerks on the Portland and San Francisco R. P. O. are up in arms, if their car is in the condition charged. The Portland (Ore.) Oregonian of July 27, 1907, says:

"Uncle Sam is threatened with a strike on the part of some of the railway mail clerks. Because, they say, car number 5243, on the run between Portland and San Francisco is so worn out that a hole can be kicked through the side or through the floor with the toe of one's shoe, the seventeen mail clerks who have to ride on it during the course of the run have prepared an ultimatum which is being passed around among them for signatures. When all have signed it, it will be given to F. E. Whitney, the chief clerk, and by him transmitted to the Southern Pacific company.

"This car has long been the subject of complaint from the mail clerks. It has been on the run between here and San Francisco for at least sixteen years, and has become so dilapidated and out of repair that it is a standing joke among the railway men. There are four cars on this run, and all four are

said to be out of repair. This particular car, about which the present complaint is made, was transferred to this run from some other part of the country, and has seen active service ever since, and at the present time is so rickety that it is a menace to life for the clerks who are obliged to work in it.

"It is stated that recently the roof of the car became loosened and a force of five men were put on it to nail it down. The wood is so rotten, however, it is said that the nails pulled out almost as soon as they were put in, and now the roof is again flying loose. One of the mail clerks, who weighs 200 pounds, was seated in a chair in the car, when the legs of the chair poked through the floor. At another time one of the clerks wished to put a screw in the wall, but the wood was so soft that the screw would not stick. It is said that a man on the outside can kick at the outer shell till he has a hole in it, and then the inside lining is so rotten that a slight pressure of the toe of his shoe is enough to pierce it. Recently a hole was pierced in the floor of the car, and to patch this a soapbox cover was nailed over the aperture.

"A position in a mail car is at best dangerous, say the mail clerks, and to put this worn-out car back of the heavy engines and in front of the new baggage cars that the Southern Pacific runs is almost criminal, they declare. Some of the new baggage cars are of steel, and they are wondering what show this mail car would have in case of a wreck or a sudden stop.

"For all of these reasons the mail clerks on the run have decided that they do not care to jeopardize their lives and so have prepared the ultimatum announcing their intention of refusing to go out in car No. 5243 after August 15. They hope to line up all of the seventeen men who ride in the car by the first of the month, at which time the ultimatum will be sent in, and if after the fifteen days allowed the railroad company to replace this car, it still remains on the run, they say that they will stick by their agreement if it costs them their jobs."

If this car is even half as bad as charged, it is nothing short of criminal for the railroad management to continue it in service. A letter received from a prominent Sixth division clerk states that the car he per-

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