

recting officers of the army and navy men of recognized leadership and ability from among our citizens who are thoroughly familiar, for example, with the transportation facilities of the country and therefore competent to advise how they may be co-ordinated when the need arises, those who can suggest the best way in which to bring about prompt co-operation among the manufacturers of the country, should it be necessary, and those who could assist to bring the technical skill of the country to the aid of the government in the solution of particular problems of defense. I only hope that if I should find it feasible to constitute such an advisory body the Congress would be willing to vote the small sum of money that would be needed to defray the expenses that would probably be necessary to give it the clerical and administrative machinery with which to do serviceable work.

What is more important is, that the industries and resources of the country should be available and ready for mobilization. It is the more imperatively necessary, therefore, that we should promptly devise means for doing what we have not yet done: that we should give intelligent federal aid and stimulation to industrial and vocational education, as we have long done in the large field of our agricultural industry; that, at the same time that we safeguard and conserve the natural resources of the country we should put them at the disposal of those who will use them promptly and intelligently, as was sought to be done in the admirable bills submitted to the last Congress from its committees on the public lands, bills which I earnestly recommend in principle to your consideration; that we should put into early operation some provision for rural credits which will add to the extensive borrowing facilities already afforded the farmer by the Reserve Bank Act adequate instrumentalities by which long credits may be obtained on land mortgages; and that we should study more carefully than they have hitherto been studied the right adaptation of our economic arrangements to changing conditions.

Many conditions about which we have repeatedly legislated are being altered from decade to decade, it is evident, under our very eyes, and are likely to change even more rapidly and more radically in the days immediately ahead of us, when peace has returned to the world and the nations of Europe once more take up their tasks of commerce and industry with the energy of those who must bestir themselves to build anew. Just what these changes will be no one can certainly foresee or confidently predict. There are not calculable because no stable element in the problem. The most we can do is to make certain that we have the necessary instrumentalities of information constantly at our service so that we may be sure that we know exactly what we are dealing with when we come to act, if it should be necessary to act at all. We must first certainly know what it is that we are seeking to adapt ourselves to. I may ask the privilege of addressing you more at length on this important matter a little later in your session.

#### COMMISSION TO CANVASS THE QUESTION OF TRANSPORTATION AND RAILROAD REGULATION

In the meantime may I make this suggestion? The transportation problem is an exceedingly serious and pressing one in this country. There has from time to time of late been reason to fear that our railroads would not much longer be able to cope with it successfully, as at present equipped and co-ordinated. I suggest that it would be wise to provide for a commission of inquiry to ascertain by a thorough canvass of the whole question whether our laws as at present framed and administered are as serviceable as they might be in the solution of the problem. It is obviously a problem that lies at the very foundation of our efficiency as a people. Such an inquiry ought to draw out every circumstance and opinion worth considering and we need to know all sides of the matter if we mean to do anything in the field of federal legislation.

No one, I am sure, would wish to take any backward step. The regulation of the railways of the country by federal commission has had admirable results and has fully justified the hopes and expectations of those by whom the policy of regulation was originally proposed. The question is not what should we undo? It is, whether there is anything else we can do that would supply us with effective means, in the very process of regulation, for bettering the conditions under which the railroads are operated and for making them more useful servants of

the country as a whole. It seems to me that it might be the part of wisdom, therefore before further legislation in this field is attempted, to look at the whole problem of co-ordination and efficiency in the full light of a fresh assessment of circumstance and opinion, as a guide to dealing with the several parts of it.

For what we are seeking now, what in my mind is the single thought of this message, is national efficiency and security. We serve a great nation. We should serve it in the spirit of its peculiar genius. It is the genius of common men for self-government, industry, justice, liberty and peace. We should see to it that it lacks no instrument, no facility or vigor of law, to make it sufficient to play its part with energy, safety, and assured success. In this we are no partisans but heralds and prophets of a new age.

#### THE SERVANT OF HIS PEOPLE

The press of the country, especially in the south, was generous in its recognition of Booker T. Washington's services to his country and his race. Commenting on his death, which occurred November 14, the Atlanta, Ga., Journal says:

"It was characteristic of Booker Washington and of the land where he was born and reared that finding himself in a northern city under death's cold shadow, he turned to the south as to a fireside and asked that he be brought home to die. A love of the sun on which his eyes first opened in slavery, a love of the soil in which he had labored, of the people to whose betterment his life was dedicated and those in whose friendly understanding he had found generous aid—these were the thoughts that filled his last hours as they had guided all his days.

"The success of Booker Washington's mission lay largely in the fact that it was a mission in behalf of the south as well as in behalf of his own race. He understood the white people as well as the negro people, and he strove with rare insight and honesty of purpose to accord their interests and well-being. He worked with the forces about him, where others in pitiable ignorance or sullen disregard of human nature had worked against them. He saw clearly and stressed candidly the practical side of a great human problem. He saw that the path of his people's progress lay not through fine spun or high flown theories but through industrial and moral usefulness.

"His efforts, therefore, were directed especially to training his people to do good work, to the betterment of their health, their household life, to earnest instruction in moral responsibilities. In this task he found liberal support in the north and east, but no more there than in the south among thoughtful citizens. He won success for his cause because he deserved success. He has left a rich memory because he thought honestly and felt broadly and walked the way of unselfish service."

#### JAPANESE PREPAREDNESS

Certain Americans pretend to be very much afraid of an attack upon us by Japan, and to that end are urging the building of a great navy to resist the dreaded assault. But let us look at the matter from the Japanese point of view. America is larger, wealthier, and a more powerful nation in every way than Japan. It belongs to the Occident, and the Occidental peoples have ever shown small respect for the rights of Oriental peoples. Europe has never hesitated to encroach upon Asia; and America is the child of Europe. She already has possession of the Hawaiian Islands, she is in Samoa and she has the Philippines. What reason is there for supposing that the great nation that has grown out of thirteen colonies on the Atlantic seaboard by absorbing territory from Spain, from Mexico, and from Russia will stop with the present status? By all the logic of history she will not tolerate Japan's position in the Pacific, and will at the first opportunity destroy her power.

With such a thought in mind—and there is no reason to doubt that some Japanese may harbor such thoughts—what will be the effect upon them when they see us doubling our navy? Will they not be confirmed in their conviction that they are not being misled? Will not those who are now suspicious be quickly convinced, and set about persuading those who have hitherto thought well of us? And will they not rally to the defense of their own country by doubling their own navy? Is not this the teaching of modern statesmanship? Is it not the very essence of preparedness? And if the Japanese double their navy, what will be the effect upon our timorous ones? Will not those who now seek to have our navy doubled want it redoubled? And then

what? It is possible that Japan and China may come to terms, and by combining their powers be able to command a wealth equal to our own. Is such wealth to be squandered in mad armament rivalry? Yet is not this the logic of the argument for a large navy? Every additional ship that we place in the Pacific is a threat to Japan; and every answering ship that Japan launches is a challenge to America. Is this statesmanship? Is it Christianity? Is it civilization? Is it plain common sense?—The Public.

#### THE REAL BRYAN—WHETHER YOU AGREE WITH HIM OR NOT

[From the Augusta, Ga., Chronicle, Nov. 16.]

"Are you going out to hear Mr. Bryan tomorrow night?" we asked a friend, merely by way of making conversation, yesterday.

"I am not," he replied with some emphasis. "I don't agree with Mr. Bryan about anything, and I don't propose to listen to him talk."

"If you did, you would agree with him more," we replied. "Not that we care a rap either way, but we just happen to know that the best thing to do if you don't want to agree with Mr. Bryan is to do just what you are doing—refuse to listen to him."

A great many of us do not agree with Mr. Bryan on many matters of public policy, party platforms, international questions and all that; but even some of us who do not are bound to concede one or two things, and they are these:

First, that William Jennings Bryan is the greatest platform orator in America today. He can not only keep an audience better entertained, but he can come nearer bringing even a hostile audience to his way of thinking than any man living.

Second, that William Jennings Bryan, whatever his enemies may say about him, is an absolutely honest, earnest, sincere man. If he wasn't, he might have been president of the United States long ago; for he needed only to "trim" on certain issues, or to keep silent on others, to enlist the support of an element whose disaffection cost him the presidency more than once.

But only those who have been in touch with the several Bryan campaigns know to what an extent he insisted on "hewing to the line," and only those who have seen him in action in some great national convention—and we have seen him in every one since 1896—can fully appreciate his force and fighting qualities. As, for instance, in 1904 at St. Louis, when single-handed and alone in the most hostile convention he ever faced, he dictated terms to the Parker forces after a continuous fight of three days and nights; and, again at Baltimore, in 1912, when he forced the nomination of Woodrow Wilson upon a convention that was already for Champ Clark; thus, to all intents and purpose, making Mr. Wilson president.

We don't have to agree with Mr. Bryan unless we want to—and The Chronicle, generally, does not—but we must give him credit for very unusual ability and very unusual integrity. He has been in public life for more than a quarter of a century, during which time he has met and mastered the best as well as the worst of American statesmen; while no man has ever yet dared to point the finger of suspicion at him.

This much may be said of Mr. Bryan without committing us to any future political program—if, indeed, Mr. Bryan has one, so far as he, himself, is concerned—and this much more may be said: Don't ever risk hearing the man speak if you want to continue to disagree with him about everything; for he is not only wonderfully magnetic, but he has a terribly convincing way with him. He delivers a lecture in Augusta tonight, under the auspices of the Y. M. C. A., but it is not for us to say whether you shall miss the treat of hearing this distinguished American, or whether you shall take a chance on falling a victim to his logic and oratory.

Two out of every five men in the states of Massachusetts, New York and Pennsylvania voted in favor of woman suffrage the first time the question was formally submitted to the electorate. Surely there is nothing in such a showing to cause dismay or discouragement in the ranks of the women who are seeking the ballot.

The biblical story that the sun stood still when Joshua commanded it to do so is considered by some men to be mere folk lore, but the fact that so many republicans have stood still ever since the last republican national convention commanded them to do so is very strong evidence to the contrary.