Constructive Program Issues Heartily Indorsed

E. A. Ingram, California.—I am in receipt of the January number of The Commoner and your constructive program was read with much interest and satisfaction, and the writer indorses each and every one of the paragraphs, numbered one to fifteen inclusive, which you use to define your constructive program. Your constructive program is like the science of mathematics, it needs no argument but only explanation to the honest inquirer in pursuit of knowledge as to its importance, merit and value. Paragraph number one relative to universal peace should and of right, had ought to and will prevail. Paragraph number five, in reference to government ownership of railroads and telegraph, is of vital and vast importance, and with national prohibition assured and woman suffrage virtually assured, it places government ownership in the forefront and probably will make it the paramount issue in the 1920 campaign, besides it is going to be demanded by the people, and they are in no mood to have the matter delayed longer. Paragraph number six, concerning government ownership and operation of merchant marine, must not be underrated. It is a fond hope of the writer that there may never be a merchant ship constructed by America that is not constructed, built and operated and owned by the United States government. Paragraph number eight, advocating national initiative and referendum, should be enacted into law and made one of the permanent, fundamental principles of our government to be adhered to for all time to come. Paragraph nine, concerning national guarantee of bank deposits, needs no argument or comment except suffice to say what business man would deposit funds in a non-guaranteed bank when he has the opportunity of depositing funds in a bank guaranteed by our national government.

Ross D. Brown, Arizona.—The constructive principles enunciated could not be improved upon. I am fully in accord with them all. There is going to be a great cry to return the railroads to the owners at once; in fact, it has already started in the little country papers (republican papers, I have noticed nothing in the democratic press). I am for government ownership strong. The national initiative and referendum is a first-class plank. Public highway development and waterways is good. Another, I believe, would be the development of land under irrigation, as Farnklin K. Lane advocates.

J. N. Cross, California.—I indorse the complete list, and can help in giving them publicity.

George Bretthauer, Oregon.—I am in favor of all the reconstruction policies you have outlined except that of government ownership and control of railroads, and telegraph and telephone lines.

F. M. Thompson, Nebraska.—I am heartily in accord with the program as outlined and will advocate it to my neighbors and friends.

R. L. Bohannon, California.—I am in full accord with The Commoner, as you seem to know just what the people want. Your influence is very great; keep up the good work.

C. H. Kellogg, Florida.—Being one of your charter subscribers, I want to see from your viewpoint the great and momentous questions that will have to be settled in the near future, that concern not only us but all the world.

G. P. Hall, Florida.—I have been in sympathy with the issues presented to the American people from time to time by Mr. Bryan, who I believe to be the greatest statesman in America today. I say "statesman" because in my opinion America is the only country producing statesmen today, all others are merely diplomats. All the issues you present appeal to me except the one eliminating the future possibility of protective tariffs.

Henry B. Avery, Kentucky.—I have been a subscriber for The Commoner for about twelve years. It is needless to say that I have been in sympathy with the views on public questions, as expounded, and ably defended by Mr. Bryan. In other words, I am a democrat of the old Bryan school. I am in favor of and have worked hard for some of the different reforms outlined in your constructive program, except possibly government ownership of railroads. Mr. Bryan said years ago in a speech in Madison Square Garden, New York, if I am not mistaken, that this was a ultimate solution of the railroad question, and thousands of people are now ready to accept that view. I am most heartily in accord with the plank relating to packing houses, grain elevators, insurance companies; some of these have been looked after the past few months, and any common farmer can plainly see the results.

VOTERS WOULD FAVOR PROGRAM

W. N. Hudson, Kansas.—Your constructive program as outlined ought to meet with the approval of all true citizens who are interested in the development of our country. If partisan predjudice could be surrendered long enough to have an honest expression of sentiment I believe that three-fourths of the voters of our country would favor your constructive program. I truly hope your constructive propositions will be carried into the national democratic convention in 1920 and the candidate is pledged to their support. We need industrial democracy as well as political democracy and our people will not be content with anything less.

Dr. G. W. Ellis, Alabama.—I most heartily indorse the fifteen legislative and constructive principles set forth. I hope you may have the opportunity to present these much needed legislative principles to all the people. I believe the great mass of the people will heartily indorse the entire program when clearly presented to them.

W. F. Burgener, California.—I heartily approve of your program except that part of clause two relating to granting land to soldiers, and such other parts as are affected thereby, as insufficient in scope. The inevitable result would be that large holdings of out-of-the-way land would be sold to the government at more than it is worth, to be developed by the government, then sold to the soldiers, but few of whom, I am satisfied from my experience, could ever pay for it and make a living off the land.

C. Lull, Washington.—I believe that the program for proposed legislation is O. K. You are using the same farsightedness that you have possessed in days gone by. I hope you will succeed in pushing those propositions to the front.

J. G. Senior, Missouri.—I believe the federal government should own and operate railroads, telegraph, telephone, cables and merchant marine. Our commodities could be handled much better for the producer and consumer. The teaching of The Commoner are bound to be heard sooner or later.

S. B. Roberts, Minnesota.—My sentiments.

J. Carl Gordon, Illinois.—I indorse the issues The Commoner intends to discuss as outlined, or any other issue advocated by W. J. Bryan. He is my patron saint in politics and The Commoner is my political creed. I can't see but that Mr. Bryan is the logical candidate for President in 1920.

M. L. Thomas, Missouri.—I am opposed to government ownership of railroads, telegraph and telephone. I am also opposed to woman suffrage. I think we agree on the other propositions.

W. N. Vanscoyoc, Indiana.—I have read your fifteen points. Keep up the fight until democracy is made safe for humanity and unsafe for the profiteers and grafters. Let there be no truce with the forces of mammon. May the gates of the temple of Janus stand ajar until we win a complete victory. Every utility must be owned by the public so that taxation without representation shall end.

H. F. Thode, Iowa.—I am in favor of all the issues announced.

THE CONSTRUCTIVE PROGRAM

Mr. Bryan's "Constructive Program," as published in the January Commoner, has been printed in folder form. Extra copies will be supplied free upon request, or will be mailed to any lists of addresses desired.

Ed. Orr, Illinois.—I am not opposed to any of the proposed reforms. I favor all of them personally and indorse Mr. Bryan without reserve.

J. E. Smith, Iowa.—I am with Mr. Bryan first and last. I am ready to follow wherever he says go.

G. W. Knarr, West Virginia.—I certainly favor reduction of the army and navy. I believe that the national, state and municipal governments should immediately undertake public development of the public highways and waterways. I do not believe in the federal government owning the railroads, but I do believe it should own the telegraph and telephones. Special interests should not be allowed to shift the burdens of the war upon the people in the form of protective tariffs.

W. C. Wright, California.—I fully and heartily agree with Mr. Bryan in everything that the great Commoner is advocating. He is doing valiant service for his country. I wish him long life.

John Brinkley, Kansas.—I am in favor of all the issues mentioned in your constructive program, and will do all I can to bring them about.

A. J. Burkeen, Kentucky.—The issues you present are all good. There is no man that can appreciate Mr. Bryan's writings any more than I do. I read them because I think he is one of the best posted men in our nation, and I look upon him as being one of the best Christian men in the world. I think his talk is from the heart and not from the lips.

B. C. Shur, New Jersey.—I heartily support your outlined policy.

G. B. Shonat, Wisconsin.—I believe in all of Mr. Bryan's work. Keep up the good fight.

C. E. Taylor, Nebraska.—Indorses entire program, but questions public ownership of public utilities.

R. E. Paris, Arkansas.—I am in accord with your issues and will help in any way to promote them.

A. R. Ferrell, Arizona.—I am in agreement with every proposition mentioned.

L. F. Weidenbacher, Illinois.—I stand for the things advocated by Mr. Bryan. I am for the masses against class legislation to make men rich.

John Bruegger, North Dakota.—I am in sympathy with practically all of the issues referred to in your program.

Henry Harr, Missouri.—Indorses all of proposed program.

E. S. Wagner, Virginia.—Your principles as laid down are all right, but I am afraid the republicans are going to wake up and be hard to handle.

J. W. Williams, Kansas.—I believe in all of the propositions set forth in your program.

Newton Brittain, Washington.—Indorse entire program.

L. C. Everly, Virginia.—I agree with every proposition except one. I am not posted as to ownership of public utilities.

INITIATIVE AND REFERENDUM GREATEST OF GOVERNMENTAL REFORMS

(Continued from page 5.)

2,000 for the affirmative. If the law requires only a majority of the votes cast on the proposition, the affirmative wins.

If, however, the law requires a majority of all the votes cast at the election, the affirmative would fall 24,000 votes short of the necessary majority of all votes cast.

The importance of this difference was illustrated last year in Minnesota, where a prohibition amendment secured a large majority of the votes cast on the proposition, but lacked a few hundred of receiving a majority of all the votes cast at the election, and illustration is made the more appropriate by the fact that about twenty years ago the liquor interests secured an amendment to the constitution of Minnesota requiring a majority of all the votes cast at the election, and thus secured for themselves, without the people knowing the purpose of the amendment, this big advantage over the opponents of the saloon.

If there is any virtue in the doctrine that a majority has a right to rule, it must mean a majority of those who vote on the proposition and not a majority of those who vote on other issues.

W. J. BRYAN.

(Written for New York American.)