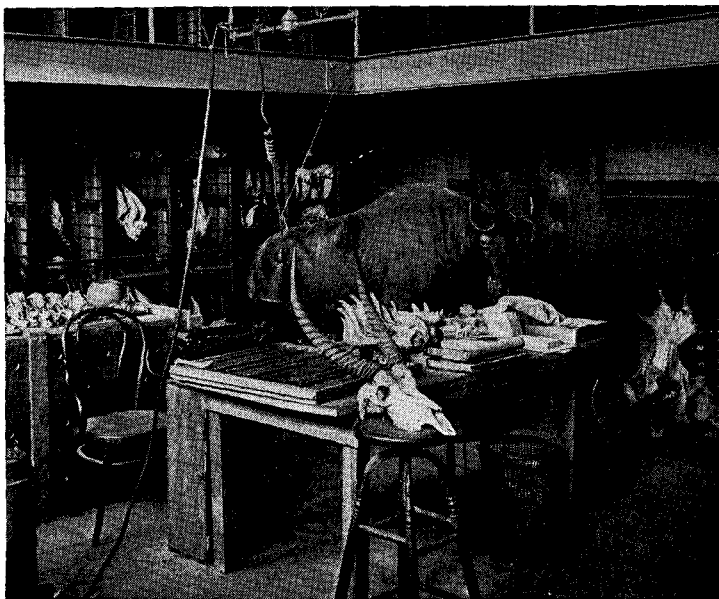


MRS. ROOSEVELT AND MISS ETHEL ROOSEVELT IN NAPLES, ON THEIR WAY TO MEET THE EX-PRESIDENT.



Copyrighted by Underwood & Underwood, New York.

CORNER OF THE ROOM IN THE SMITHSONIAN INSTITUTION WHERE THE SPECIMENS SECURED BY THE ROOSEVELT EXPEDITION ARE BEING EXAMINED AND ARRANGED.

FORESHADOWINGS OF MR. ROOSEVELT'S RETURN.

THE ATTACK ON THE RAILROAD BILL

IT was a notable day in the history of the Senate, and also a "red-letter day for insurgency," as one editor remarks, when the Administration's Railroad Bill began its legislative career. This bill, heralded for months as one of the President's paramount measures, was finally reported to the Senate only to encounter a storm of violent criticism, which its sponsors met with silence, or, at most, a perfunctory defense. Moreover, Senator Cummins (Rep., Iowa) opened the fight against the measure with a bitter and direct attack upon the President, asserting, according to the Washington correspondence of the *New York Times*, that the bill as reported had been thrice rewritten, and each time at the request of railroad magnates, and, also, that in preparing such a measure and sending it to the Senate to be passed intact, the Executive was assuming a dictatorial attitude and was encroaching upon the legislative function. The minority report presented by the two "insurgent" Republicans on the Committee, Senators Cummins and Clapp, finds much fault with the bill and intimates that the President has been deceived by his advisers into approving certain features, which, if allowed to remain in it, will practically nullify its influence for good. And in the House the Committee to which the bill was referred are said to intend to make a number of substantial modifications before reporting it.

The bill, it will be remembered, was drawn up for the President by Attorney-General Wickersham and was changed somewhat after Mr. Taft's conference with a number of railroad presidents. The measure, as introduced simultaneously in the Senate by Mr. Elkins and in the House by Mr. Townsend, creates a "Court of Commerce" to have exclusive jurisdiction in certain railroad cases, with appeal to the Supreme Court; it gives the Interstate Commerce Commission wide powers over agreements between railroads, and over the fixing and revision of rates; it prohibits a railroad from acquiring directly or indirectly any interest in a competing road, but allows a railroad owning fifty per cent. of the stock of another road to acquire the rest or to renew any lease, and exempts from the prohibition street, suburban, and interurban electric passenger railroads; and contains certain stringent provisions aimed to prevent stock-watering.

The House Committee were practically unanimous in striking out from the bill the provisions authorizing a railroad owning 50

per cent. of the stock of another line to extend its holdings, allowing the renewal of leases of railroads, permitting a director of one line to become a director of a competitor, and exempting street and electric lines from the prohibition against the acquiring of an interest in a competing road.

Commenting upon the fact that eighty-three separate bills for railroad regulation have been introduced at this session of Congress, *The Railway World* (Philadelphia) asserts that the railroads of the country consider the Taft measure introduced by Senator Elkins the most sensible and moderate of them all, and that while they are not convinced of the necessity for such a law, their opposition is of a most perfunctory character.

The *New York Times*, on the other hand, intimates that lack of criticism of this measure on the part of railways is due to the fact that they are "reluctant to express themselves from fear of being misunderstood." This paper quotes Henry Fink, president of the Norfolk & Western Railroad, as calling the pending legislation—

"the most drastic measure that has ever been proposed. It oversteps the limit of regulation and enters upon the field of Government control of the properties of railroad corporations."

The general tone of editorial comment is decidedly pessimistic as to the ultimate success of this pet measure of the Administration. "President Taft's projects for regulation of the railroads seem doomed to defeat," as the *Chicago Inter Ocean* (Rep.) puts it. The cause of the President's ill-success is by many observers attributed to his methods. The Administration at Washington, states the *New York Journal of Commerce* (Fin.), is now "beginning to encounter some of the difficulties of legislating from the White House or the Cabinet room instead of in the legislative halls." The *New York Evening Post* (Ind.) and the *Philadelphia Public Ledger* (Ind. Dem.) disapprove of such "White House legislation," and the *Des Moines Register and Leader* (Rep.) is moved to ask:

"To sum the matter up, when did the people ordain that the Attorney-General should frame the legislation of the United States? And, if it is to be party treachery for Congressmen to make or amend laws as they see fit, why go to the expense of having a Congress?"

In view of the action of the House Committee and the open and vigorous attack upon the bill in the Senate, many think it

improbable that the measure will become law in anything like its original form. The Brooklyn *Eagle* (Dem.) is of the opinion that the real fight over the bill and its final shaping will take place in the conference committees of the two Houses, and "that the Senate will be forced into the position of conserving the interests of the corporations."

In a speech made to members of the Traffic Club of Chicago on St. Patrick's day, President Taft defended his course in giving the railroads a hearing during the preparation of the bill. He said:

"It seems to be in the minds of some gentlemen that the people who are to be consulted are not those directly affected; that, if in the recommendation of legislation affecting railroads you venture to consult railroad men, it is enough to condemn all the legislation which you recommend. I am ready to condemn railroads when they violate the law. I am ready to pass laws that shall so regulate commerce as to make all things equal."

"But every man is entitled to his day in court, and I should feel a coward if I hesitated to say that in recommending legislation I do not consult every interest, and when that interest presented an argument that I thought fair yielded to it."

Speaking on the following day at Rochester, N. Y., the President took up the cudgels in defense of several much-criticized provisions of the bill, including the one creating a Commerce Court, and the one permitting railroads already owning 50 per cent. of the stock in another road to buy the remaining shares. In the same address he summed up the things which he declared had caused some of his advisers to characterize him as a bad politician. To quote a Rochester press dispatch:

"In the first place, he said, there was the Tariff Law, and a new Tariff Bill always defeats a party."

"In the second place had come the corporation tax, bringing with it the enmity of everybody directly or indirectly interested in the more than 40,000 corporations affected by it."

"In the third place, there was the alleged postal deficit, which had been charged to the carrying of magazines and periodicals at 1 cent a pound. That was 'bad politics' because it arrayed all the magazines and periodicals against the Administration."

"In the fourth place Congress only reduced the duty on print paper 30 per cent., instead of putting it on the free list. This offended the newspapers. And, last of all, the Postal Savings-Bank Bill had turned all the bankers against the Administration."

"So," he continued, "my friends don't see just where we are coming out. But I am confident in the end that the measures will approve themselves. The troubles we most fear are those that never come. The measures that we promised ought to be adopted, not because they will give us political strength, but because they are right. And if they are right the people will find them to be right, and that's the best politics in the end."

THE DEMAND FOR MORE PAY

LABOR, the enchanted giant, is being aroused from his long sleep, asserts the New York *Call*, which finds evidence of this awakening in the strikes and rumors of strikes which contribute a disturbing factor to the present economic situation. Not in many a year, declares this Socialist organ, has labor throughout the country evinced so much unrest. And *The Wall Street Journal*, which speaks for capital, testifies to the same fact. In addition to the general strike growing out of the carmen's strike in Philadelphia, dispatches report strikes in the Bethlehem, Pa., steel works, in the factories of the International Paper Company in New York, and in many minor industrial plants in all sections of the country. Not less significant than these which have actually been precipitated are the promised strikes which darken the horizons of the railway and mining worlds if certain demands of organized labor are not granted. In all cases the question of higher wages, or the equivalent of higher wages, is involved.

Last week the leaders of the Brotherhood of Locomotive Firemen and Enginemen delivered to the managers of all railroads west of Chicago an ultimatum which threatened to send 25,000 firemen out on strike, and to tie up 150,000 miles of road. The crisis was averted, however, by the intervention, under the Erdman Act, of Interstate Commerce Commissioner Knapp and Commissioner of Labor Neill. In this case the firemen's demands included a wage increase of about 12.5 per cent. Altho no such comprehensive movement has confronted the Eastern railroads, they are nevertheless face to face with the question of higher pay. Thus the 6,000 trainmen and conductors of the New York Central are asking, through their organizations, for wage increases ranging from 10 to 50 per cent., while similar demands are being heard by the managers of the Big Four and of the New York, New Haven & Hartford. Indeed, according to *The Wall Street Journal*, "every road in the country is more or less affected." The concessions made to its employees by the Baltimore & Ohio are regarded by some editors as indicative of the course the other Eastern roads will take. Others, less optimistic, predict still greater unrest in the labor world by the first of May. Added to the trouble in the railroad world are certain ominous rumors from the United Mine Workers. On the other hand, the Springfield *Republican* remarks that "labor is so fully employed at wages quite as high as before the panic and often higher than that, with tact and consideration on the part of employers, it will become difficult to develop a serious strike situation."

TOPICS IN BRIEF

"My dear Gifford" now sounds something like "My dear Maria."—*Omaha World-Herald*.

MR. TAFT is beginning to find out how the Colonel got into the mood to fight lions.—*Chicago News*.

"How Firm a Foundation" is now the leading tune with Deacon Rockefeller.—*Atlanta Constitution*.

EVERY day brings him nearer to the country that would like to know his intentions.—*Atlanta Constitution*.

MARYLAND has adopted Black-eyed Susan as the State flower, but she won't let the women vote.—*Toledo Blade*.

"ALL interviews will be false!" It is the same Roosevelt. There has been no substitution.—*Boston Transcript*.

At least nobody has raised any question as to whether President Taft has earned his first year's salary.—*Rochester Democrat and Chronicle*.

DR. PARKHURST is perfectly right in saying that no healthy man should die at ninety. The trouble is that many of us die of ill-health.—*Louisville Courier-Journal*.

In these swift-moving times there is not so much difference between men after all—the rich man dodges taxes and the poor man dodges taxis.—*Southern Lumberman*.

MR. GIFFORD PINCHOT's testimony makes it clear that he is one of the two flawlessly honest men in the United States—and the other's in Africa.—*Detroit Journal*.

WHEN Uncle Joe and the President dance together, who pays the fiddler?—*Toledo Blade*.

As a leader, Senator Root would be all right, if he could get any one to follow him.—*New York American*.

THE prodigal son will shortly return from Africa. Shall we kill the fatted beef trust?—*Milwaukee Sentinel*.

THE City of Mexico has a million-dollar bull ring. Wall street has a billion-dollar one.—*St. Louis Post-Dispatch*.

THE real compliment nowadays is to say that she is worth her weight in pork chops.—*Louisville Courier-Journal*.

WE can't help feeling that, in some way, Secretary Ballinger is to blame for those avalanches out in Idaho, too.—*Detroit Journal*.

THERE is some little comfort in the fact that a man confess he stole a ham. They can still be obtained somehow.—*Philadelphia Inquirer*.

It was unkind to call New York the most impolite city on earth after the trouble it took to be cordial and courteous to Dr. Cook.—*Washington Star*.

"MEAT and poultry prices again soar," says a news head-line. The fellow who pays the bills has been that way right along.—*Philadelphia North American*.

It is a strange spectacle—that, in New York, of the brother and partner of a bribe-giver prosecuting the bribe-taker for accepting it.—*Florida Times-Union*.

THE question now arises, can John D.'s charity trust give it back to the people as fast as the Standard Oil Company can take it from them?—*St. Paul Pioneer Press*.