

WHY THE BUSINESS INTERESTS SHOULD OPPOSE W. J. BRYAN

By JAMES B. VAN CLEVE, SECRETARY OF THE AMERICAN MANUFACTURER'S ASSOCIATION

In a canvass which touches the business man at many more points than any previous campaign since 1896, it looked rather ominous to see stock drop the other day when one of the candidates entered the country's business center. And, by the way this was the very candidate who started the financial reign of terror in 1896.

"This was the first political scare," said one of the leading New York papers, "which the stock and money market has had in this campaign." Said another paper, "The enemy's country still distrusts Mr. Bryan." The average business man, democrat and republican, will notice in that candidate's public expressions before he entered New York and also while he was there many things which make this distrust look natural.

Afflicted With Duplicity.

At the outset we are confronted with the fact that this particular candidate is afflicted with duplicity as well as with wrongheadedness. In a speech at Trenton, N. J., just before entering New York, he said, in answer to a taunt that he wanted government ownership and operation of the railways: "I do not desire government ownership. I hope that the railways will permit regulation, and thus make ownership unnecessary."

Does Mr. Bryan imagine that the country has forgotten all his declarations in favor of government ownership? Here is what he said at the meeting in Madison Square Garden, in New York, on August 30, 1908, just after he returned from his tour around the world: "I do not know whether a majority of the members of the party to which I belong believe in the government ownership of railways, but my theory is that no man can call a mass-meeting to decide what he himself shall think. I have reached the conclusion that, there will be no perceptible relief on the railroad question from discrimination between individuals and between places, and from extortions rates, until the railroads are the property of the government, and operated by the government in the interest of the people."

His Solemn Declaration.

This was the solemn declaration of Mr. Bryan two years ago, which he urged with great eloquence and elaborateness during the congressional canvass of that year. Does he think that he can wriggle out of that position now by pretending that he was never in it?

In response to attacks made upon him in 1906 by the leading democrats for this socialistic and reactionary doctrine, he qualified it thus: "I favor the federal ownership of the trunk lines only, and the state ownership of all the rest of the roads."

As this hedging added the chaos of a conflict of authority to the general demoralization and destructiveness of the government ownership folly, his party leaders naturally disliked it even more than the doctrine of straight federal control for all the roads, which he originally proclaimed. Many of the leaders renewed their attacks upon him. Nevertheless, in one shape or another he clung to the government ownership idea. In a letter to the Wall Street Journal in April, 1907, he wrote: "Fourteen years after my entrance into national politics I hoped for effective railroad legislation, and was brought reluctantly to the belief that

government ownership furnished the only satisfactory remedy for the discrimination, rebates and extortions practiced by the railroads, and for the corruption which they have brought into politics."

He Reiterates the Belief.

Later on, and on many occasions, he reiterated his belief in the necessity of government ownership of the roads. He went so far as to make devotion to this doctrine of party orthodoxy. He threatened to read out of his newly constructed democratic party everybody who should refuse to accept this ownership folly.

What do the democratic and republican business men of the country think, in the first place, of a candidate for president who would seriously propose such a piece of socialistic folly as taking over by the government of a railway system of \$16,000,000,000—for all the roads except a few minor ones engaged in interstate commerce of some sort—and thus add to the 200,000 present employees of the government 1,600,000 employees of the railroads?

"There is nothing in the democratic platform that need alarm any legitimate business," says Mr. Bryan.

What does he call "legitimate business"? It is clear that he does not regard the manufacturing business of the country, which represents an investment of \$15,000,000,000, as "legitimate."

"My nomination for a third time, after two defeats, has been due to the growth of the ideas for which I stand, and the conviction among the people that I am on their side," he says.

If this be true then, indeed, is a large part of the people fooled a large part of the time. But just as Bryan was using these words the stock market dropped along the whole active line, and New York had a political scare from which it has not yet entirely recovered, and from which it will not recover until the news of his defeat is flashed across the country.

Says There is No Such Fear.

"When I spoke in the east in 1896," he said in his Carnegie hall talk, "I saw that there was an intense opposition to me. I saw that many feared my election would injure the country, and they communicated that fear to those who worked for them. Today there is no such fear."

This is part of Bryan's pretense that he is not as dangerous now as he was formerly. It is his way of saying that his successive defeats have taught him wisdom. In these words he insinuates that the country sees a new and better Bryan than it saw in 1896 or in 1900.

This pretense is directed particularly at financiers, at employers of labor, and at the heads of great industries and enterprises of all sorts.

The persons who fear Bryan less now than they did in 1896 do so because they believe that he will not come quite so near carrying the country as he did then, and not because of any imagined change in him toward conservatism or balance. If there be any such change in him the average business man is unable to discern it. The drop in stocks, however, which was taking place while he was uttering these words, show that many persons in the nation's financial center do fear that, by some mischance, he may be elected.

Herman Theissen of Indiana blonde attended the Knights of Pythian Lodge in east side Wednesday evening.

J. H. McConnell of the Chicago Business college in Hammond was a Robtsdale visitor Wednesday.

Frank Olson entertained the Swedish Republican club of Whiting at his home in Harrison avenue Monday evening.

The fore part of the evening was devoted to business, at which Auditor Johnson, who is president of the club, presided. Refreshments were served during the evening and those who attended report Mr. Olson a capital host.

Albin Martenson, who spent a few days here this week visiting his mother, Mrs. Martenson of Roberts avenue, returned to Ohio, where he is at present employed.

Messrs. John Leverenz, Fred Lukie, William Swelke and Axel Benson saw "Lew Dockstader" and his minstrels at McVicker's, in Chicago, last evening.

The Sunshine Circle meeting, which was to be held last Saturday evening at the home of Miss Rose Hennessey

strength of the "Landwehr" is estimated at about 60,000.

Bulgaria is divided into nine divisional districts with headquarters in the following strategical centers: Sofia, first division; Philippopol, second division; Sliven, third division; Shumla, fourth division; Rustchuk, fifth division; Vraza, sixth division; Dubnitza, seventh division; Eski Zagora, eighth division, and Pleven, ninth division.

From the seventh to the fourteenth century Bulgaria was one of the strong and prosperous kingdoms of the Balkan peninsula. It comprised a large area of fertile land and was densely populated.

Its borders touched the Black Sea, the Aegean, and the Adriatic. The remembrance of the glory of its czars, Kroom, Asen and Simeon, still lives in every Bulgarian and fills his heart with pride.

It was Czar Simeon who led his victorious army to the very walls of Constantinople, and it was of his time that Gibbon says: "Bulgaria assumed a rank among the civilized powers of the earth."

But Turkey was determined to obtain possession of the Balkan peninsula. After conquering other nations the Turks subjugated the Bulgarians, whom they kept under their despotic rule for five hundred years. When the intolerable sufferings of this Christian nation under its Moslem oppressors finally attracted the sympathy of the world, Russia came to its help in 1877 and forced Turkey, by the treaty of Berlin, to grant autonomy to Bulgaria.

The latter country is now only a small principality of 48,500 square miles and a population of 3,310,000; yet its military organization is remarkable considering the population and its resources greater than one would expect from so small a country.

Nearly 80,000 young men annually reach the age of twenty-one in Bulgaria, and of these about 24,000 are taken by conscription for the full period of peace color service, nominally two years for the infantry, and three years of the cavalry and artillery.

After finishing their color service the men are kept for eighteen years in the reserve. This unusually long service in the reserve gives the Bulgarian general staff a large effective of trained men for mobilization purposes. It is estimated that Bulgaria has in all about 380,000 men at its disposal for immediate military use, all of whom are fully trained.

After leaving the reserve the men are passed into the "Landwehr" for six years. These men, too, would be available for military service in case of a prolonged war. The

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ROBERTSDALE.

A republican club will be organized in Henry Hatt's hall this evening. All republicans welcomed.

Misses Katherine and Amelia Bader entertained a few friends at a dinner at their home in Harrison avenue Tuesday evening in honor of Miss Kate Exton.

Mesdames Brown and Itusch of Harrison avenue spent the day shopping in Chicago.

Miss Elanora Pick of Harrison avenue has accepted a position with the United States court in the federal building in Hammond.

Mrs. Henry Hader spent the day visiting friends in Hammond.

Contractor Henry Gobel is building a frame cottage in Pearl street for Mrs. John Hatt.

Mrs. Lucie Jackson of Logansport, Myrtle Soltwedel, Daisy Tipton and Helen O'Hara attended the skating rink at Indiana Harbor Tuesday evening.

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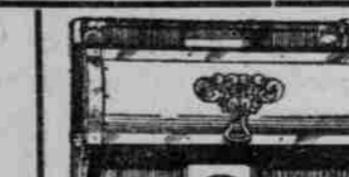
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