SPEECH OF ACCEPTANCE OF JUDGE WILLIAM HOWARD TAFT

Cincinnati, Ohio, July 28.—Following is the speech of acceptance of Judge Wm. H. Taft, delivered to the official notification committee in this city today.

"Senator Warner and Gentlemen of the Committee: I am deeply sensible to the honor which the Republican national convention has conferred upon me in the nomination which you officially tender. I accept with full appreciation of the responsibility it imposes.

Republican Strength is Maintenance of Roosevelt Policies

"Gentlemen: The strength of the republican cause of the change at hand is the fact that we represent policies essential to the reform of known abuses to the continuance of liberty and true prosperity and that we are determined as our platform unequivocally declares, to maintain them and carry them on. For more than ten years this country has passed through an epoch of material development far beyond any that ever occurred in the world before. In its course certain evils crept in. Some prominent and influential members of the community, spurred by financial success and in that hurry for greater wealth, became unmindful of the common rules of business honesty and fidelity and of the limitations imposed by law upon their action. This became known. The revelations of the breaches of trust, the disclosures as to rebates and discrimination by railways, the accumulating evidence of the violation of the Anti-Trust law by a number of corporations, the over-issuance of stocks and bonds on interstate railways, and the unlawful enriching of directors and for the purpose of concentrating the control of railways in one management all quickened the consilence of the people and brought a moral awakening among them that boded well for the future of the country.

What Roosevelt Has Done.

"The man who formulated the expression of the popular conscience and who led the movement for practical reform was Theodore Roosevelt. He laid down the doctrine that the rich violator of the law should be as amenable to restraint and punishment as the offender without wealth and without influence and he proceeded by recommending legislation and directing executive action to make that principle good in actual performance. He secured the passage of the so-called rate bill, designed more effectively to restrain excessive and fix reasonable rates and to punish secret rebates and discriminations which has been general in the practice of the railroads and which had done much to enable unlawful trusts to drive out of business their competitors. It secured much clever supervision of railway transactions and brought within the operations of the same statute express companies, sleeping car companies, fast freight and refrigerator lines, terminal railroads and pipe lines and forbade in future the combination of the transportation and shipping business under one control in order to avoid undue discrimination.

"President Roosevelt directed suits to be brought and prosecutions instituted under the anti-trust law to enforce its provisions against the most powerful of the industrial corporations. He pressed to passage the pure food law and the meat inspection law in the interest of the health of the public; clean business methods and great ultimate benefit to the states themselves. He recommended the passage of a law which the republican convention has since specifically approved, restricting the future issue of stocks and bonds by interstate railways to such as may be used by federal authority. He demonstrated to the people by what he said, by what he recommended to congress, and by what he did, the sincerity of his efforts to command respect for the law; to secure equity of all before the law and to save the country from the dangers of plutocratic government, toward which we were fast tending. In this work Mr. Roosevelt has had the support and sympathy of the republican party and his chief hope of success in the present controversy must rest upon the confidence which the people of the country have in the sincerity of the party's declaration in its platform, that it intends to continue the policies.

Necessary to Devise Some Means of Permanently Securing Progress Made.

"President Roosevelt has set high the standard of business morality. The railroad rate bill was more useful possibly, in the immediate moral effect of its passage than even in the legal effect of its very useful provision. From its enactment dates the voluntary abandonment of the practice of rebates and discriminations by the railroads and the return by their managers to obedience to law in the fixing of tariffs. The pure food and meat inspection laws and the prosecutions directed by the president under the Anti-Trust law have had a similar moral effect in the general business community and have in a few cases resulted in the final judicial determination of cases still under the act. The personal influence of the president has been exerted in favor of the ordinary working of human nature if we do not recognize that the moral standards set by President Roosevelt will not continue to be observed to whom capidity and a desire for financial power may tempt until the requisite machinery is introduced to the law which shall in its practical operation maintain these standards and secure the country against a departure from them.

Chief Function of Next Administration to Clinch What Has Been Done.

"The chief function of the next administration, in my judgment is distinct from, and a progressive development which has been performed by President Roosevelt.

"The chief function of the next administration is to perfect the machinery by which these standards may be maintained by which the law breaker may be promptly restrained and punished, but which shall operate with sufficient accuracy and dispatch to interfere with the great business as little as possible. Such machinery is now adequate. Under the present rate bill and under all its amendments the burden of the Inter-State Commerce Commission is supervising and regulating the operation of the railroads of this country have grown so heavy that it is utterly impossible for that tribunal to hear and dispose in any reasonable time of the many complaints, queries and issues of its jurisdiction as an executive, directing body and its functions should be limited to the quasi-judicial investigation of complaints by individuals and by a department of the government charged with executive business of supervising the operation of railways.

"There should be a classification of that very small percentage of industrial corporations having power and opportunity to effect illegal restraints of trades and monopolies and legislation either inducing or compelling them to subject themselves to registry and to proper publicity regulations and supervisions of the department of Commerce and Labor.

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Railway Traffic Agreements Approved by the Commission Should be Valid.

"It is agreeable to note in this regard that the republican platform expressly and the democratic platform implicitly approve an amendment to the Inter-State Commerce Law by which inter-state railways may make useful traffic agreements if approved by commission. This has been strongly recommended by President Roosevelt and will make for the benefit of the business.

Physical Valuation of Railways.

Some of the suggestions of the democratic platform relate really to this subordinate and ancillery machinery to which I have referred. Take for instance the so-called physical valuation of railways. It is clear that the sum of all rates or receipts of a railroad, less proper expenses, should be limited to a fair profit upon the reasonable value of its property and that if the sum exceeds this measure it ought to be reduced. The difficulty in enforcing the principle is in ascertaining what is the reasonable value of the company's property and in fixing what is a fair profit. It is clear that the physical value of a railroad and its plant is an element to be given weight in determining its full value; but as President Roosevelt in his Indianapolis speech and the Supreme Court have pointed out, the value of railroads as a going concern, including its good will, due to efficiency of service and many other circumstances may be greater than the value of its tangible property and it is the former that measures the investment on which a fair profit may be allowed. Then, too, the question what is a fair profit is one involving not only the rates of interest usually earned on normally safe investments but also a sufficient allowance to make up for the risk of loss, both of capital and interest in the original outlay. These considerations will have justified the capital in imposing charges high enough to insure a fair return on the enterprise as a whole. The securities at market price will have passed into the hands of subsequent purchasers from the original investor. Such circumstances should properly affect the decision of the tribunal engaged in undermining whether the total of rates charged is reasonable or excessive. To ignore them might so seriously and unjustly impair settled values as to destroy all hope for investment in new railroad construction which in returning prosperous times issue is to be essential in our material progress.

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National Control of Inter-State Commerce Corporations.

Another suggestion in respect to subordinate and indirect machinery necessary to carry out republican policies is that of the incorporation under national law, or the licensing by national licenses or enforced registry of companies engaged in interest to trade. The fact is that nearly all corporations doing a commercial business are engaged in interstate commerce and if they were all required to take out a federal license, or a federal charter the burden upon the inter-state business of the country would be intolerable.

Should be Limited to Small Percentage by Classification.

"It is necessary, therefore, to devise some means for classifying and insuring federal supervision of such corporations as have the power and temptation to effect restraints of interstate trade and monopolies. Such corporations constitutes a very small proportion of all engaged in interstate business.

Destructive Policy of Democratic Platform.

"The democratic platform does not propose to destroy the plants of the trusts physically, but it proposes to do the same thing in a different way. The business of this country is largely dependent upon a proper system of tariffs. The building industry, the railroad industry, a proper share of the essential industries of the country depend upon the maintenance of a tariff adequate to equalize the difference between the cost of production abroad and at home, including a reasonable profit. Without such a tariff these industries cannot be maintained. The democratic platform declares that the tariff has been a prolific source of trusts and monopolies. This is disproved by the fact that the most potent trusts, the formation of which aroused the whole country, the Standard Oil, the Tobacco, the Sugar trusts, the Steel trust, the Harvester trust, the Powder trust, the Paper trust, the Wall Paper trust, the Plate Glass trust, the Coffee trust, the Linseed Oil trust, the Lead trust, the Cordage trust, the Gunny Bag trust, the Ice trust, the Refrigerator trust, the Wire trust, the Wire Nail trust, the Bicycle trust, the Malleable Iron trust, the Salt trust, the Watch trust, the Thread trust, the Shipbuilding trust, the Elevator trust, the Lumber trust, the Oatmeal trust, the Starch trust, the Typefounders trust, the Rubber trust, the Asphalt trust, the Barbed Wire trust, the Brick trust, the Coal trust, the Fertilizer trust, the Wall Paper trust, the Wood Pulp trust, the Woolen trust, the Cotton trust, the Window Glass trust, the Wrapping Paper trust, the Yeast trust, the Zinc trust, the Anthracite Coal trust, the Bituminous Coal trust, the Fire Brick trust, the Gas trust, the Hardware trust, the Hay, Straw and Feed trust, the Iron Pipe trust, the Leather trust, the Lime trust, the Linoleum trust, the Oil Cloth trust, the Patent Leather trust, the Pipe Line trust, the Sewer Pipe trust, the Stamped Ware trust, the Tin Plate trust, the Tube