

The Commoner.

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THE COMMONER, Lincoln, Neb.

All that Mr. Comerford has to do is to prove it to the satisfaction of the people.

The latest 'burn this letter' episode is calculated to boom the use of the long distance 'phone.

There are a number of arrogant corporations that need "toe-marking"—in another and physical sense.

The democrats in congress are trying to make the president feel at home on the democratic platform.

Political victories like military campaigns are won by early and thorough organization. Organize now.

That "Mysterious Stranger" at Jefferson City seems to be the old familiar lobbyist in a new disguise.

Why all this fuss about a "talking tree" in Paducah, Ky.? All of you have heard of "barking trees."

Bigamist Hoch seems to have been working under the impression that he was "organized in New Jersey."

By the way, why has Mr. Dennis Donahue waited all these years to tell us what a bad man Mr. Lawson is?

Seventy millions in gold have been exported during the last five months, and there is no new silver coinage to take its place.

Six members of the Delaware legislature announce that they "will stick by Addicks to the end." If they do they are in for a hot finish.

It is not so much a question of which nation can build battleships the fastest, as which of them will soonest succumb to the useless financial drain.

"What are we to eat?" inquires a physician in an article written for a popular magazine. "How are we to eat?" is a question that bothers a greater number of people.

Secretary Shaw wants alarms placed on the treasury vaults. A few months ago Secretary Shaw was telling us that there was no need of alarm about the treasury.

Mr. Rockefeller is now trying to furnish the country with another spectacle of "bleeding Kansas." This time, however, Kansas may refuse to be the one to supply the gore.

The Illinois legislature's vote on the expulsion of Representative Comerford looks very much like a grave fear that Comerford would prove it unless shut up without loss of time.

The Nebraska legislature is considering a bill calculated to drive Christian Science healers out of the state. "This is much easier than trying to drive Standard Oil out of the state university," sagely remarks the Joplin Globe.

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"Will the senate deliberate?" asks the Boston Herald. Is the Herald really seeking information, or merely joking?

February this year will be a day shorter than February of last year, due perhaps to the fact that cold causes contraction.

The Harvester trust is spreading out. Well, it is only a question of time when it will take in too much territory and then the people will attack it in earnest.

The democrats are making it plain that they do not intend to run away from the democratic platform merely because a republican president sees fit to get on that platform.

Having toe-marked the president on the rate bill, the house democrats should now proceed to "toe-mark" a number of eminent counsellors who would lead them from democratic paths.

The "eminent gentlemen" responsible for the General Slocum disaster in New York have been acquitted. There will be another trial—over there, where the victims may appear as witnesses.

Knowing just what it wants to do with the freight rate bill, the senate will appoint a committee to sit in vacation for the purpose of framing up an excuse the senate may give for doing it.

A Delaware man was given twenty lashes on the back and ten days in jail for stealing three mackerel. He should spend the ten days rejoicing that he did not steal Boston's sacred codfish.

The officials inform the public that there are "no more jobs on the Panama canal." Still there are those who believe that plenty of jobs will be shown up before the ships go sailing through.

The petition for the expulsion of Senator Thomas Platt has been referred to the committee on privileges and elections. It will be acted on immediately after the "friends of the tariff" revise the tariff in the interests of the consumers.

Some excitement has been created by the announcement of a forthcoming book entitled "Love Letters of a Senator." Greater excitement would doubtless be created by the publication of a book entitled "The Burned Letters of a Senator."

The "burn this letter" postscript is enjoying another revival, which fact should attract the attention of inventors. An ink that would fade from the sight of the public but remain visible to the corporations doubtless would meet with a gratifying sale in Washington.

The Sioux City Journal, usually so correct in its English and so choice in its diction, mixes things occasionally. It says: "If anything is done for the people" it will be done by the republican party. Of course the Journal meant that whenever the people are done for anything it is usually by the republican party.

"West Point is to be made the largest and finest military school in the world," says William E. Curtis in the Chicago Record-Herald. And will it continue to graduate men who will sneer at and snub a mere man who manages to achieve high military rank without a West Point diploma through sheer ability as a fighter and a campaigner?

Representative Ware of Minnesota has introduced a bill: 1st, prohibiting the issue of passes by railroads; 2d, reducing passenger fare to 2½ cents per mile, and 3d, compelling the issuance of 500 mile interchangeable books, good on any railroad in the state, for 2 cents per mile. It is a good bill and is being copied in other states, notably Nebraska and North Dakota.

Secretary Morton awarded the armor plate bid to the trust, giving as a reason for ignoring the Midvale company that it "couldn't supply the plate," although the company says it could. Secretary Morton also opposes government shipyards, the use of which would knock the ship building trust higher than a kite when it comes to building government ships. Secretary Morton is also the eminent rebate fixer who is in the cabinet for the purpose of advising the president how to knock out the rebate system. For versatility Secretary Morton is entitled to a prize.

A Wall street victim, after squandering his own money and his wife's, committed suicide, and yet some of the New York clergymen who are so active in denouncing the small gambling houses have not a word to say against the New York Stock Exchange which slays its tens of thousands where the small gambling houses slay their thousands.

Some of our democrats have fallen into the dangerous habit of defending a protective tariff when it hits some industry in their locality. They say that while opposed to the principles of protection, they want their people to have the benefit of protection if anybody is to be benefited. The trouble with that argument is that it silences opposition to the principle of protection and increases the number of those who are entrenched behind the law.

"Freight: the Shippers' Forum," takes exceptions to The Commoner's statement that "Freight" is a railroad publication. This handsome magazine under the peculiar title is not a "railroad publication" in the sense that it advocates the cause of the railroads as an organ of railroad monopoly. It is a railroad publication in the sense that it deals largely with railroad matters, but from the standpoint of the shippers, and gives them a line of information not to be had elsewhere with equal facility. If The Commoner has perpetrated any injustice by its designation of "Freight" as a "railroad journal," it desires here and now to apologize.

President Tuttle of the Boston & Maine railroad, opposes railway rate regulation on the ground that it is "an attempt to violate the principles of individual liberty." Like many another, President Tuttle fails to make distinction between liberty and license. He goes even further in the way of making mistakes by entertaining the idea that a railroad corporation is an individual. The railway corporation exists only through law, and President Tuttle makes the very common mistake—common among corporationists—of holding that a creature of law is not amenable to law. President Tuttle is doubtless a great railroad manager, but when it comes to a matter of law, logic and liberty, he has much to learn.

A great many people will credit President Stickney with having scored a point when he declared that President Roosevelt was inconsistent in assuming a hostile attitude towards railroads while using their passes and private cars. Thoughtful people credit the president with being sincere in his position on the railway rate matter, but would he not be in a better position to push his fight if he were under no obligations to the railroads for favors received? The claim that the railroads like to carry the president's specials because of the advertising it brings is silly in the extreme. They carry the president for the same reason that they carry congressmen, senators, members of state legislatures, federal and district judges, county attorneys and influential politicians. President Stickney's point was well taken, and President Roosevelt can strengthen his position by refraining from accepting railroad "favors" in future.

A year ago the average price paid by the Standard Oil company to Kansas producers for crude oil was \$1.04 a barrel. During the last twelve months the oil fields of Kansas have been developed with almost magical rapidity, and the price paid for crude oil has dropped until it now averages 48 cents per barrel. The Standard Oil company has a practical monopoly on refining. The Kansas legislature, seeking to protect Kansas oil men, will enact a law making pipe lines common carriers, and fixing a maximum rate for carrying oil inside of the state's boundaries. The Standard Oil company of course, is seeking to defeat the bill. Ten years ago the proposition to enact such legislation would have been denounced as "populistic," "anarchistic," "wild-eyed," etc. Now the republican leaders in Kansas are very earnest in declaring that their efforts are not populistic. Kansas people, like the people of other states, are rapidly learning that corporation declarations that this or that thing is "populistic" is not a sufficient argument against it.