

WILLIAM J. BRYAN Editor and Proprietor.  
 CHARLES W. BRYAN Publisher.  
 RICHARD L. METCALFE Editorial Rooms and Business  
 Associate Editor. Office 324-330 So. 12th Street.

Entered at the postoffice at Lincoln, Nebraska, as second-class mail matter.

One Year.....\$1.00  
 Six Months.....50c  
 In Clubs of 5 or more per Year.....75c  
 Three Months.....25c  
 Single Copy.....5c  
 Sample Copies Free  
 Foreign Postage 52c Extra.

**SUBSCRIPTIONS** can be sent direct to The Commoner. They can also be sent through newspapers which have advertised a clubbing rate, or through local agents, where sub-agents have been appointed. All remittances should be sent by postoffice money order, express order, or by bank draft on New York or Chicago. Do not send individual checks, stamps or money.

**DISCONTINUANCES.**—It is found that a large majority of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. It is therefore assumed that continuance is desired unless subscribers order discontinuance, either when subscribing or at any time during the year. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect they will receive attention at the proper time.

**RENEWALS.**—The date on your wrapper shows when your subscription will expire. Thus, Jan. 31, '08, means that payment has been received to and including the last issue of January, 1906. Two weeks are required after money has been received before the date on wrapper can be changed.

**CHANGE OF ADDRESS.**—Subscribers requesting a change of address must give OLD as well as the NEW address.

**ADVERTISING**—rates furnished upon application. Address all communications to

THE COMMONER, Lincoln, Neb.

There are perhaps 50,000,000 reasons why Mr. Rogers will not be jailed for contempt of court, and each reason is preceded by a dollar mark.

The re-election of Mr. Schmidt to be mayor of San Francisco ought to teach democrats not to combine with republicans against the labor candidate.

The author of "My Old Kentucky Home" is to have a statue, and it is to be paid for by the school children of Kentucky. The only regrettable feature is that it was not erected some time ago.

After Mr. Corey steps down the directors of the steel trust should insert a clause in their contracts with future presidents providing that the wife shall call and sign the receipt for the pay envelope.

After being stuck for some sixty or seventy millions of dollars and nothing to show for it but a lot of men drawing fat salaries, the American people are coming to look upon the Panama canal job as a "big stick."

A visiting foreigner of real royal blood says that the millionaires of Pittsburg are "too plebian to enjoy any pleasures but those of sense." It will strike a great many people that some of those Pittsburg millionaires did not display any sense at all in their selection of pleasures.

Ex-Insurance Commissioner Lou Payne of New York declares that he was looking for a man whom he personally knew to be honest. Perhaps Mr. Payne spent most of that time looking in a mirror and congratulating himself upon the successful conclusion of his search.

The former football coach of Nebraska university has declined to return and work three months this year for \$2,000. The average pay of Nebraska school teachers for three months is about \$40 a month, or \$120 for the quarter. But the young idea must be taught how to kick.

Secretary Root made the mistake of thinking that a majority of the senators might think more of the good of the consular service than they did of seizing opportunities to ladle out fat political jobs. The secretary is not so verdant, however, when he tackles corporation matters.

The St. Louis Globe-Democrat says that if a man can get a job on the Panama canal board and keep it until the canal is completed he will need no other pension. Quite correct. And if he lives until the canal is completed under the present system he will make Colonel Methuselah look like a young one.

## The Commoner.

## WASHINGTON CITY LETTER

Washington, D. C., Feb. 5.—Few negative votes will be cast in the house of representatives against the bill for the regulation of railroad rates. On leaving the house it will bear the name of Colonel "Pete" Hepburn, of Iowa. There is no telling what its name will be after the senate gets through with the measure. The friends of the administration will not be pleased if Senator Elkins gets his cognomen mixed up too much with the proposed legislation. And the name of Aldrich, Kean or Foraker is not pleasing to the ear of the administration, for these senators all are credited with a desire to frame a law that will apparently satisfy the people and not even mildly offend the managers of the railway properties of the United States. At the same time they are classed among the statesmen more inclined to guard the interests of the corporations than to correct the abuses complained of by the masses.

The legislative committees of various labor organizations whose duty it is to keep a close watch on the proceedings of congress are much provoked with the republican leaders of the house on account of the action of that body with reference to the eight hour law in the Panama canal zone. It will be recalled that while the urgent deficiency bill was before the house Mr. Dalzell, of Pennsylvania, brought in a special rule that this law should not apply to alien laborers employed in the construction of the isthmian canal. Minority Leader Williams vigorously opposed the special rule, and ninety-five other democrats stood by him in trying to defeat it, but 153 republicans voted the other way and the house managers carried out their policy. Several of the prominent representatives of the labor organizations are much incensed at this action and have no hesitancy in declaring that the republicans will find it costly work when the next elections for representatives in congress take place.

One of the labor advocates made substantially the following statement to me: "The republicans in the house have professed to be the friends and champions of labor. Our organizations are unalterably opposed to the schemes that we believe to be already arranged whereby certain favored ones will have it in their power to preclude the employment of laborers from the United States. There is a pretty well authenticated story to the effect that a Chicago man, who has the backing of big men connected with the building of the canal, will get the contract for supplying the laborers on the canal. Men in our own country will not go to Panama and work for the small wages that will be paid, especially if they are compelled to work ten hours or more a day. But the men in charge of the canal operations are bent on securing chiefly the negro laborers from Jamaica and other islands in the West Indies. These fellows will be numbered, not registered by names, and they will be willing to work for much less than men from the United States would be willing to take. There will be money in the job for the favored ones. I can not say that a great many of our people would care to go to the isthmus under all the discouraging circumstances, but I do happen to know that in the city of New York there are from 50,000 to 60,000 Italian laborers, formerly employed on the subway and other large projects in the metropolis, perfectly willing to start for the isthmus. Our organizations are anxious that these Italians should go out there. Their departure would better the conditions very much for laboring men in this country. We know it to be a fact that the concerns having the contracts for the construction of the subway in New York agreed to pay \$1.10 a day only for the Italian laborers. The shrewd Italian agents who secured these padrones for the contractors tagged them with numbers and paid them about 80 cents a day. The padrones were perfectly satisfied. They huddle together and live very cheaply, and are enabled to save money when receiving wages that would starve Americans and their families almost to death. As a result of the system during the building of the subway there are now, to our certain knowledge, not less than eighty prosperous Italians conducting private banking business in the Italian quarter of the greatest city on the American continent. The American laborers could not afford to work on the subway for less than \$1.50 per day, for the reason that the risk was great and the prices of the necessities of life have been increased largely under the 'blessings' of the Dingley tariff, and on account of the combinations fixing the price of all food products in this country."

The representatives of the labor organizations are also much displeased with some of the lead-

ing republican senators on account of their attitude towards the employers' liability bills. It seems that in a former congress measures of this character were introduced and they were referred to the judiciary committee. That committee did practically nothing with them. This session Mr. Daniel, of Virginia, and Mr. Penrose, of Pennsylvania, introduced bills of a similar character, and they were referred to the interstate and foreign commerce committee of which Mr. Elkins, of West Virginia, is chairman. Some testimony has been taken, but the inquiry has not gone very far. Much to the surprise of senators generally Mr. Elkins tried to have his committee relieved from further consideration of the bills and asked that they be sent again to the judiciary committee. Mr. Daniel and other democrats stoutly insisted that they should remain with the interstate and foreign commerce committee where they think they properly belong, inasmuch as the object sought to be accomplished concerns more directly the railroad employes than any other class. Railroad employes, on account of the nature of their work, run greater risks of meeting with accidents than any other workingmen.

The question is still hanging up in the senate, and one of the legislative watchers for the labor organizations has this to say of the tactics on the part of certain republicans: "Six hundred thousand railroad employes are directly interested in this matter. Their attention will be called to it, I assure you. They will discover that Mr. Daniel, a leading democrat, made a gallant fight in behalf of the organizations. If they will look over the record they will find out that their interests were antagonized by senators who are suspected of working always for the corporations and hardly ever in line for anything calculated to benefit the cause of labor. The senators who blocked the efforts of Mr. Daniel are Messrs. Elkins, Spooner, Foraker, Aldrich, Kean and Hopkins. Senators Daniel, Tillman and Newlands—all democrats—are entitled to the thanks of labor organizations for their work in behalf of the bills referred to."

Unless all signs fall there is going to be another big rumpus in the house soon. The hazing business at the naval academy down at Annapolis will be the cause of the upheaval. At the beginning of the session numerous resolutions were introduced for a sweeping investigation by a house committee of that large and expensive institution. It costs something like \$20,000 for Uncle Sam to educate, clothe and prepare a cadet to become an officer in our navy. And within recent years the government has spent several million dollars for new buildings and to improve the grounds used by the future captains and admirals. Until these dreadful scandals were unearthed our naval academy was looked upon by foreign powers as the finest on the earth, but of late the capers of a large percentage of the boys at Annapolis has lessened the esteem in which the institution is held both at home and abroad, and it is conceded that as we are constructing many additional battleships and cruisers that will require efficient young officers in the next three years' discipline at the academy is scandalously lax, the studies of the cadets have been seriously interfered with, and if the boys believed to be guilty of infraction of the regulations are punished as the law requires nearly one-half of the students ought to be expelled. This is the information now in the possession of the house naval affairs committee. There are eighteen members of this committee—eleven republicans and six democrats. Fifteen are said to be in favor of a rigid investigation. Their plan is to wait about two weeks longer on the speaker and the two other republican members of the rules committee who dominate legislation at the south end of the capitol. If they do not report one of the resolutions for an investigation of the naval academy, the naval affairs committee propose to make a determined move. Several of the members of this committee hope and believe that the triumvirate will come to terms. They do not want another insurrection if it can be avoided. But rather than have things continue as they are at Annapolis they will take the bull by the horns and force an investigation, they say. And if there is another rumpus the belief is that the insurrection brought about during consideration of the joint statehood bill will be mild in comparison. The laws now on the statute books in reference to hazing require absolute expulsion if a cadet is found guilty of the charges preferred. To repeal them and adopt the bill recommended by Secretary Bonaparte would not cure the evil, in the opinion of members of the naval affairs committee.

ALFRED J. STOFER.