

# The Commoner.

WILLIAM J. BRYAN, EDITOR AND PROPRIETOR

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### SENATOR TILLMAN IN CHARGE

The selection of Senator Tillman to manage the railroad rate bill in the senate was a wise one. It is true that Mr. Tillman was chosen at the suggestion of Senator Aldrich, and by the votes of men who are opposed to railway rate legislation. Doubtless these gentlemen had two ends in view. They thought that by placing the measure in the hands of a democrat and one between whom and the president friendly personal relations do not exist, they would administer a rebuke to Mr. Roosevelt. They also thought that by putting the measure in charge of a democrat they would be able to say that it was not a republican measure, and therefore not deserving of republican votes.

It is to Mr. Roosevelt's credit that he has accepted the situation gracefully. He does not appear to have been at all hurt by the attempted rebuke. It is true, also, that the fact that the measure is in charge of Senator Tillman inspires confidence among the friends of railway rate legislation. Whatever Mr. Tillman's critics may have said, it has never been claimed that he is under the control of corporation influences. It is generally agreed that he is a free man, able, honest, and plainspoken, and that he will make a vigorous fight in behalf of railway rate legislation. Senator Tillman is in favor of amending the Hepburn bill, but the amendments he proposes will only make it more effective in the way of serving the public interests.

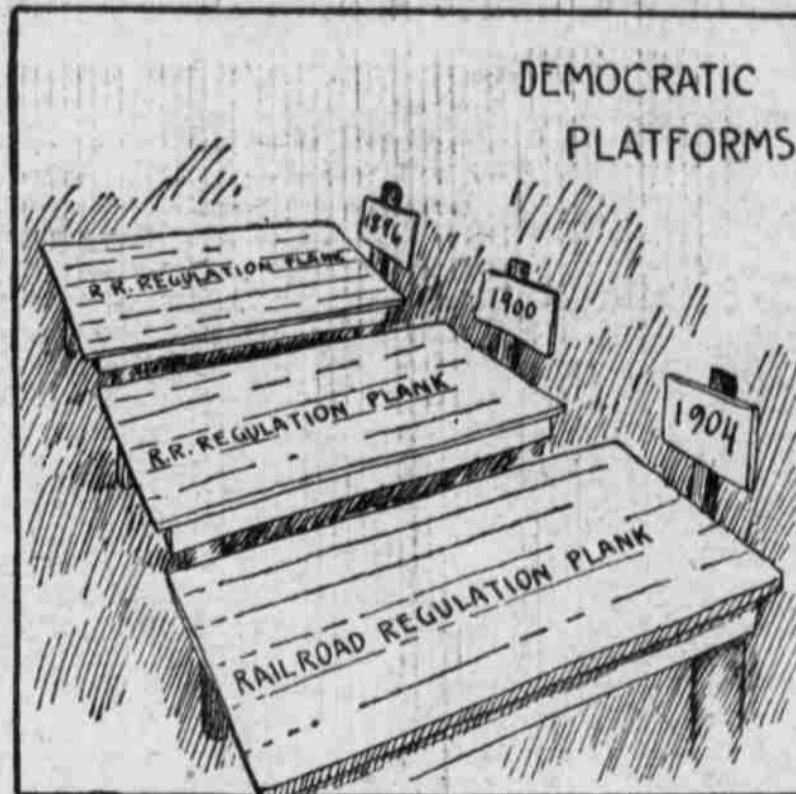
Already it is beginning to dawn upon the enemies of rate legislation that they made a mistake when they selected Senator Tillman as the leader in the senate, and already the American people are congratulating themselves that for once in his life, Senator Aldrich rendered distinct service to the public. True, in suggesting Senator Tillman as the manager of the fight for rate legislation, Senator Aldrich did not intend to act in the public interests. But whatever his motives may have been, the measure was placed in the hands of a man in whom the friends of rate legislation have implicit confidence.

It was the wisest possible selection made at the suggestion of a man who acted with the worst possible motives.

### TELL IT TO YOUR FATHER

In his Bible class at New York, February 25, John D. Rockefeller, Jr., said: "Let us so live that we can walk along the street and look every one in the eye unflinchingly." Mr. Rockefeller would do well to give that advice to his father, who is just now a fugitive from the officers of the law. The elder Rockefeller cannot even "walk along the street," but is hiding—none of the authorities know where—in order to avoid the service of a writ commanding him to appear and tell the truth.

Is the Measure the Special Property of the Republican Party that is--



First Endorsed by  
Democratic Platforms,--



--Earnestly Denounced by a great  
Leader of the Republican Party,--



--Rescued from a Hostile  
Committee by Democratic votes--



and officially championed by  
a Democratic Senator?

## KOREA--"The Hermit Nation"

MR. BRYAN'S EIGHTH LETTER

Poor little Korea! One hardly knows whether to be amused or grieved so strangely have comedy and tragedy been blended in her history.

Mr. Griffiths in his very comprehensive book bearing that title, calls Korea the "Hermit Nation," and the appellation was a fitting one until within a generation. Since that time she might be described as a bone of contention, for she has been the cause of several bloody quarrels.

The position of Korea on the map of Asia very much resembles Florida's position on the map of North America, and Japan's relative position is something like that which Cuba bears to Florida. Separated on the south from Japan by about a hundred miles of water and joining both China and Russia on the north, it is not strange that all three of these nations have looked upon her with covetous eyes and begrudged each other any advantage obtained. The surface of Korea is quite mountainous, the ranges and valleys extending for the most part from the north-east to the southwest. Until recently the country was inaccessible and few of the white race have penetrated the interior. A few years ago

a railroad was built from Seoul thirty-five miles west to Chemulpo, the nearest seaport. Since then the Japanese have built a road from Seoul north to Peng Yang, and southeast to Fusan. The last line, which has been finished less than a year, is two hundred and seventy-five miles long and connects the Korean capital with the nearest seaport to Japan. This railroad is of such great military importance to Japan that she aided the building to the extent of guaranteeing six per cent interest on the investment for fifteen years with the provision that the cost of the road should not exceed twenty-five million yen. The Korean government gave the right of way for the road and the free admission of material imported for its construction and equipment. The engines and cars are of American style and make and the road is standard gauge. It is now so easy to pass through Korea in going from Japan to Peking that the tourist should not miss its strange and interesting sights, but the trip should be made before November. We took the train at Fusan and made the ride nearly all the way in daylight, thus