

Japan desires to have it, for neither Korea nor Russia nor China is in a position to question her decision. Besides building railroads through Korea, the Japanese have established banks and issued a currency for Korea in place of the copper cash generally used. The government recognizing the inconvenience of a currency which had to be kept in huge boxes and paid out at the rate of a thousand or more to the dollar, had farmed out the right to coin nickles and these were soon counterfeited. The counterfeit nickles have been classified as, first, better than the originals, second, good imitations, third, poor imitations and fourth, those that can only be passed on a dark night.

Japanese soldiers are to be seen everywhere and Japanese settlements are to be found in all the larger cities. The Koreans as a rule regard the new Japanese invasion with silent distrust and are in doubt whether the purpose of Japan is simply to protect herself from future danger at the hands of China and Russia, or whether she is expecting to colonize Korea with her own people. If Japan purifies the government and makes it honest; if she establishes schools and raises the intellectual standard of the people; if she revives the industries now fallen into decay and introduces new ones; if, in other words, she exercises her power for the upbuilding of Korea and for the advancement of the Korean people, she may in time overcome the prejudice which centuries of hostility have created. But what nation has ever exercised power in this way? And how can Japan do it without developing an educated class which will finally challenge her authority? If she keeps the Koreans in ignorance and poverty, they will be sullen subjects; if she leads them to higher levels they will the more quickly demand their independence and be the better prepared to secure it. Which course will she pursue?

Copyright.

#### WHEN THE PEOPLE ARE "NOT LOOKING"

A reader of The Commoner asks: "Can you explain why republican leaders push the ship subsidy scheme at this time, when public sentiment has become aroused against measures of that kind, and is awakened to the importance of anti-monopoly legislation? Why did they not try to carry the ship subsidy through at a former session and before the railway legislation agitation reached its present stage?"

The very fact that public attention is centered upon railway legislation had something to do with the selection of this day for pushing the ship subsidy. So much attention has been given railway rate legislation that the general public seemed to have lost interest in the ship subsidy question. Many republicans have advocated and voted for railway rate legislation whose hearts were not in their speech and vote, and whose actions were controlled by the strong popular sentiment in favor of that legislation. Many of these gentlemen are foremost in advocating the ship subsidy, and according to Washington dispatches they have the support of Mr. Roosevelt. This is an opportune moment for ship subsidy or any other scheme that has not recently attracted public attention, and the leading champions of the ship subsidy understand this fact. They have already pushed their measure through the senate and some Washington correspondents say there is excellent prospect for its passage through the house. Republican leaders seem to be united on the measure, although it has repeatedly been denounced by republican newspapers and by republicans distinguished in the service of their country and their party.

But now that the people are "not looking" particularly on the ship subsidy scheme, now that their attention has been attracted in another direction, this is the time for the ship subsidy schemers to strike a blow, and they move hopefully because they have the support of Mr. Roosevelt and most of the republican leaders who have stood with Mr. Roosevelt for railway rate legislation.

In 1902 an effort was made to pass the ship subsidy, but the people were "looking" at that time and the Washington correspondent for the St. Louis Globe-Democrat wired his paper that "all hope of ship subsidy legislation at the present session of congress has been practically abandoned." This correspondent said that the farmers of the west had suddenly been aroused to a deep concern in the measure, and he added:

"Farmers' alliances, grange organizations and individual farmers from all over the western portion of the country are sending letters and resolutions to members of con-

gress in opposition to the bill. So general has this movement become, and so similar are the arguments and resolutions presented, that friends of the subsidy legislation are convinced that there is more than a coincidence in the simultaneous protests that are coming from farmers of twenty states. The effect of these protests is being manifested in an anxiety on the part of the western members to have the bill remain in the committee during the rest of the session."

Efforts to pass the bill at that session were, therefore, abandoned. It is plain that the ship subsidy schemers are determined to make a desperate effort to push the measure through the house at this session, and men who, regardless of political prejudice, have supported Mr. Roosevelt in the matter of railway rate legislation will regret to learn that this obnoxious measure has his unqualified support.

#### THE "CUTEST THING"

A dispatch to the Cincinnati Enquirer, under date of Cleveland, Ohio, February 27, follows:

John D. Rockefeller is so thoroughly lost that even his pastor does not know where he is.

When asked today the whereabouts of his elusive parshioner, Dr. Charles A. Eaton, said:

"Honestly, I don't know; I haven't the slightest idea. If I knew I would tell you."

Then Dr. Eaton chuckled.

"Cutest thing Rockefeller ever did," he said. "The whole thing's a farce anyway. I saw Rockefeller last November, just before he began to be so badly wanted. Then—poof! And all the cunningest process servers, shrewdest detectives and smartest reporters in the country can't find the richest and most conspicuous man in the world."

Not for the world would we detract from the great credit due John D. Rockefeller by reason of his successful flight from the officers of the law. It is very "cute," indeed. But with all due respect for Mr. Rockefeller's pastor, we deny that it is the "cutest thing Rockefeller ever did." The skill with which he has avoided the process servers is insignificant compared with other accomplishments. He built up a business institution which came to be the greatest commercial concern in the world. He did this through special favors obtained within the law and without the law; he did it by the destruction of the property and fortunes of rivals, by corruption of public officials, and by trampling under foot every law of God and committing nearly every crime written in the statute books of man.

Through the system Rockefeller has built up, the spirits of strong men have been broken and the hopes of women and children have been crushed. Out of the millions he has taken from the pockets of the people he has contributed a comparatively insignificant sum of money to the erection and support of colleges and to the furtherance of the work of foreign missions; and although in the light of his foul record none should be so poor to do him reverence, there are preachers and teachers all over the country who lose no opportunity to pay him tribute.

Even at this moment he occupies, practically, the position of an outlaw; and the pastor of his church declares that the successful flight he has made from the officers of the law is "the cutest thing Rockefeller ever did!"

It is well for this great government of ours that the mass of the people have a higher conception of morality than is shown by the preachers and educators who have rushed to the defense of the notorious fugitive. There would be small hope for the future of popular government, small hope for the rising generation, if men and women generally looked as lightly upon methods of the Rockefeller order as do some of the eminent gentlemen who see virtue where others see vice.

#### THE MYSTERIOUS CROMWELL

The Chicago Record-Herald says: "Messrs. Morgan and Cromwell should be assured that their passages at arms will not be dramatized. Attend to business, gentlemen."

It will occur to a great many people that Senator Morgan is attending strictly to business when he undertakes to penetrate the mystery surrounding William Nelson Cromwell's connection with Panama canal affairs. It is significant that in every instance where Cromwell has refused to answer pertinent questions submitted by Senator Morgan his refusal to answer has been sup-

ported by the votes of the republican members of the committee. What about all this "publicity" talk in which republican politicians have indulged in recent years?

Long ago the public began to suspect that something was wrong, and the attitude assumed by Mr. Cromwell, who seems to have had a great deal to do with every phase of Panama canal affairs, has simply confirmed the general suspicion.

The Record-Herald would do well to direct its admonition: "Attend to business" to Mr. Cromwell. He has assumed considerable authority in a great public enterprise, and he ought to take the public into his confidence. He may, perhaps, have reasons for secrecy, but certainly no American newspaper is justified either in putting him on the back or in seeking to reduce to his level a United States senator who seems bent upon learning the truth.

#### LESSONS IN TRAGEDY

The New York Tribune, republican, refers to the "impressive lesson" conveyed in the life and death of John A. McCall, formerly president of the New York Life Insurance company. The Tribune says that Mr. McCall "was long an exponent and at last one of the victims of a vicious system which became established through slow gradations and which, therefore, never impressed its ugly features on those who grew up with it." While condemning the system, the Tribune shows the pity it feels for Mr. McCall's unhappy end, and concludes:

"The exposure of wrongdoing in the insurance world has been accompanied by tragedies which it is painful to contemplate, but it is not unreasonable to hope that the truths which they illustrate have been effectually taught."

The tragedies are, indeed, painful to contemplate, but it is not so certain that the truths which they illustrate have been effectually taught. Hamilton, who received a considerable sum of the policyholders' money in exile. McCall died from a broken heart. But the leaders of the political party which the Tribune faithfully serves, seem not at all disturbed by the fact that their organization received at least \$148,000 of money belonging to policyholders in the New York Life. No effort has been made on the part of the managers of the republican party to restore these stolen funds, and the chairman who officiated at the time when at least \$48,000 of this money was misappropriated yet holds his place in the president's cabinet.

The truths illustrated by the tragedies growing out of life insurance investigations will not have been effectually taught until republican newspapers of the standing of the New York Tribune call upon republican party leaders to "put it back."

#### IN THE NORTH, TOO

In Springfield, Ohio, February 28, two negroes fatally wounded a white man. A mob formed for the purpose of lynching the negroes and a riot and race war resulted. The houses of many negroes were stoned and the occupants driven from their abodes. One house occupied by negroes was burned, and several companies of militia were called out in order to put down the disturbance.

Strange to say, one does not read so much bitter comment on this riot in the columns of republican newspapers as is to be found with respect to similar disturbances occurring in southern states. Can it be that, after all, race prejudice is not confined to the south? Can it be that the concern for the welfare of the negro manifested by the republican editors is confined to the negroes of the southern states?

#### UNDER THEIR TRUE COLORS

A reader of the New York Sun recently complained that the Standard Oil company in New York had not displayed the national emblem on Washington's birthday, and this reader asks: "Is commercialism gradually obliterating all patriotic sentiments?"

Referring to this communication, Ryerson W. Jennings of Philadelphia makes this blunt and altogether appropriate statement: "This is the first instance on record as far as I have been able to see that the Standard Oil people have had a sense of decency. For them to hang a flag out to honor Washington would have been a travesty. There should be a flag on that building, however, every day in the year, a large white flag with the old time pirate emblem printed on it in black, the skull and crossbones."