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THE LINEUP

The trust question, the tariff question and the railroad question present the same issue between the general public and the privileged classes. Shall the government be administered in the interest of the whole people or in the interest of a few? This is the issue presented by the trust question, the tariff question and the railroad question.

While democrats may differ as to the relative importance of the trust question, the tariff question and the railroad question, all must agree that the party must take the side of the common people on all three questions.

Let the line be drawn between those who want to make this a government of the people, by the people and for the people and those who want it to be a government of the corporations, by the corporations and for the corporations.

GOVERNOR GLENN'S VICTORY

Governor Glenn's victory is a notable one and may prove the beginning of a successful movement to compel the recognition of the right of the state to control commerce within its borders. The federal courts are constantly interfering with state regulation of railroads, but it takes a flagrant case to attract attention and it would seem that Judge Pritchard's ruling was outrageous enough to make the country take notice.

It is fortunate for North Carolina that she has a governor with the necessary courage to enforce the law.

THE BOISE VERDICT

The prompt acquittal of Haywood will please those who have followed the evidence submitted in the famous trial at Boise. The case will be discussed in the next issue, but expression is here given to the gratification felt that the evidence did not connect the leaders of the miners' federation with the murder of Governor Stuenenber.

SILENT

The railroad papers are already squirming. They were having a good time building up forceful objections to government ownership, but it is an entirely different task to explain why they remain silent on the subject of effective regulation.

SIGNIFICANT

The St. Louis Globe-Democrat insists that free silver and government ownership are paramount issues. The remoteness of the Globe-Democrat's editor's mind from the subject under discussion—effective regulation—is in itself significant.



NONE SO HUMBLE AS TO ESCAPE THE MONSTER

DID PAUL MORTON CONFESS

H. H. Kohlsaat, of Chicago, Mr. Roosevelt's intimate friend, has a somewhat remarkable interview in the July 27 number of the Saturday Evening Post.

Mr. Kohlsaat, it seems, was the gentleman who introduced Paul Morton to Mr. Roosevelt when the latter was governor of New York. Mr. Kohlsaat says:

"After Mr. Roosevelt became president he invited Mr. Morton to become a member of his cabinet. This offer of a portfolio was repeatedly declined, but President Roosevelt insisted. In the course of the conferences on the matter Mr. Morton declared that the navy portfolio was out of his line, and that all the practical knowledge he had of ships was gained in touring Kansas in a 'prairie schooner.' More than this, he bluntly told President Roosevelt that his own road, the Santa Fe, had been technically guilty of rebating. But the president still urged him to come into the cabinet, and gave as his reason that he wished to have a strong, practical railroad man at his elbow, as an adviser, because he wished to become thoroughly familiar with the railroad question from a practical viewpoint. He felt that the federal supervision of railroads was one of the biggest problems of his administration, and he wanted to know all about it from the inside. Later, when the matter of persecutions for rebating was at a sensational pitch, and the newspapers were pointing at Mr. Morton, the president stood pat and stuck by his faithful cabinet adviser. And on this point Roosevelt cov-

ered the situation by saying: 'I'd have been a skunk if I'd done anything else.'"

This is, indeed, "important if true."

According to Mr. Kohlsaat, when the navy portfolio was offered to Mr. Morton he bluntly confessed to Mr. Roosevelt that his road had been guilty of rebating. In spite of this confession Mr. Roosevelt urged him to enter the cabinet. Then when the American people learned what, according to Mr. Kohlsaat, Mr. Roosevelt had all along known, Mr. Roosevelt, in the language of Mr. Kohlsaat, "stood pat and stuck by his faithful cabinet adviser." And on this point Mr. Roosevelt, in the opinion of his friend Kohlsaat, "covered the situation" by saying: "I'd have been a skunk if I'd done anything else."

Mr. Roosevelt might, at least, have put it on the ground of comradeship.

It will be remembered that Judson Harmon of Cincinnati, and F. N. Judson of St. Louis, were retained to investigate the charge that the Santa Fe had violated the anti-rebate law. These gentlemen reported that the road had been guilty of that offense and recommended the prosecution of its officials, among them Paul Morton. But why were Harmon and Judson appointed by Mr. Roosevelt to make an investigation as to a fact confessed to Mr. Roosevelt himself by Paul Morton at the time Mr. Morton was offered a position in the president's cabinet?

Mr. Roosevelt sustained his attorney general who rejected the Harmon and Judson report, saying:

"I entirely agree with your conclusions. In my opinion you would be wholly without