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of Washington. Ten republicans voted in favor of the bill and five democrats and two republicans voted against it. The two "bolting" republicans were Wilson of Illinois, and Swasey of Maine. Representative Hobson of Alabama, reported to be for the bill, and Maynard of Virginia, against it, both democrats, were absent.

The democratic members of the committee were greatly wrought up over what they characterized the "railroading" of the measure without consideration and opportunity to amend it, and tonight they held a meeting in the room of Representative Champ Clark, the minority leader, to map out the future party course against the bill.

Today's hearing was the first given on the subject, and the opposition to the bill pointed out that those who were heard today were in favor of ship subsidy, but were opposed to parts of the Humphrey bill. The democrats desired to offer several amendments, and Representatives Sulzer, Clark of Florida and Kustermann had notified the committee that they desired hearings on their own ship subsidy bills. The action today was a surprise to them, as well as to the minority of the committee, they declared.

The executive session of the committee was characterized by tense feeling. The democrats endeavored to secure an amendment and to amend the bill, but were voted down. An amendment was offered striking out the subsidy sections of the bill, but it was lost. However, Mr. Humphrey turned a deaf ear to the appeals, declaring immediate action on the bill was imperative. When the final vote was taken it was shown that Representative Humphrey had figured correctly on a safe majority for his measure.

The open hearing given today to the Merchants' Association of New York resulted in a hot row between Mr. Humphrey and Attorney James H. Dougherty, representing the association. Immediately following Mr. Humphrey moved that the committee go into executive session and consider the bill without hearing further evidence.

It was the first hearing on the measure and its opponents were taken completely by surprise when Mr. Humphrey announced that the committee would go into executive session to consider the bill.

Representative Alexander objected. "You mean you are going to vote on this bill today?" he asked.

"Yes, sir," replied Mr. Humphrey, sharply. "I protest against this railroading," declared Mr. Alexander.

Representatives Wilson and Hardy joined in

Representative Alexander's protest.

"This is the first hearing we have had on the bill," said Mr. Wilson.

"I have given two days to the opposition," answered Mr. Humphrey.

"You haven't given anything," was the reply of Mr. Wilson, "and you have nothing to give. We demand a hearing on this bill."

Shortly afterward the hearing was adjourned and the committee went into enforced executive session.

Washington, D. C., February 4.—In order to permit the arrival in the city of counsel for Secretary Ballinger and to allow counsel to become familiar with the case, the Ballinger-Pinchot investigating committee adjourned its hearing today until next Friday, February 11. John J. Vertree of Nashville, Tenn., and Carl Rasch, formerly United States district attorney for Montana, have been selected to represent Secretary Ballinger, Land Commissioner Dennett and Field Agent Schwartz in the Ballinger-Pinchot controversy.

MR. TAFT TAKES PART

The president has shown his active interest in the Ballinger-Pinchot controversy. Apparently he concluded from the report of the inquiry so far published that the case was not proceeding in a fair, judicial manner, and he has insisted on the retention of counsel to represent the administration officers, Secretary Ballinger, Land Commissioner Dennett and Chief Field Agent Schwartz.

Today Secretary Dickinson brought to the White House John J. Vertrees, a distinguished lawyer of Nashville, Tenn. They talked with the president for half an hour and then Secretary Ballinger joined the conference, which lasted for another hour.

At its conclusion, Secretary Ballinger, accompanied by Mr. Vertrees, left the White House, although the cabinet was just about to assemble and proceeded to the interior department to confer with Messrs. Dennett and Schwartz.

The secretary refused to make any statement such as he had promised to publish earlier in the week, declaring that whatever he had to say in regard to the charges made against him by Mr. Glavis would be made under oath before the committee.

After the secretary's departure from the White House it was formally announced that Mr. Vertrees and Carl Rasch, formerly United States district attorney for Montana, had been chosen as counsel for Messrs. Ballinger, Dennett and Schwartz. Mr. Vertrees was recommended by Secretary Dickinson, who vouched for his special abilities.

Representative Dwight of New York, republican whip in the house, issued a statement making great boast as to what the republican party in congress would do. Champ Clark, democratic leader in the house, commenting upon Mr. Dwight's statement, said:

"What the republicans are really going to do is to pass a few appropriation bills, some bridge bills, some private claims and one or two of the Taft propositions and then adjourn and get away from Washington as quickly as they can. They want to adjourn early and get home as quickly as possible to save as many republican congressmen this fall as they can, but they haven't the slightest hope in the world of electing another republican house of representatives."

Attorney Brandeis for R. L. Glavis complained that the interior department was withholding documents for which Brandeis had asked.

FIGHT CANNONISM

Some republican leaders, impressed with the protest against Cannonism, are now seriously urging Mr. Cannon to refuse to be a candidate for re-election as speaker. They think that this will quell the protest. It is safe to say, however, that the people understand by this time that Mr. Cannon is only part of the republican machine. Should popular protest cause Mr. Cannon's retirement he would be replaced with a man who would work for the special interests just as effectually as Mr. Cannon has done. Let it not be forgotten that the fight to be waged by the friends of popular government is against the republican party. That party has been in power so long that all sorts of official corruption have thrived under its administration. That party must be driven from power if popular government is to be preserved.

WESTERN CANADA

In returning from the Seattle exposition Mr. Bryan traversed western Canada from the Pacific to the lakes, from Victoria to the twin cities on Lake Superior, Fort William and Port Arthur. Victoria, the capital of British Columbia, is a very substantially constructed city, with splendid hotels and public buildings and a cultured population. The tourist reaches the city by boat from Seattle and, as the boundary line follows the channel of the Sound, one can not tell when he crosses it; and, it may be added, the American spirit pervades western Canada to such an extent that one scarcely realizes that he is under another flag even when he gets among the people.

Vancouver is destined to be one of the great seaports of the Pacific. It is now the terminus of the Canadian Pacific and will soon be the terminus of the Canadian Northern. The harbor is one of the best in the world. Vancouver has had, as might be expected, a remarkable growth. It is twenty-three years old, has about fifty thousand inhabitants and is planning for a city of double that size. It is not only favorably situated for a commercial center but its location enables it to combine beauty with utility. Its natural park of immense trees is not surpassed upon the continent.

The trip through the mountains can hardly be described. In crossing the Rockies on the transcontinental lines of the United States one sees much of the grandeur of mountain top and canyon, but the Canadian Pacific runs for some three hundred miles through scenery, every mile of which would be worth a visit on its own account. The canyons of the Frazier, the Thompson, the Columbia, the Illecillewaet, the Kicking Horse and the Bow furnish a succession of intensely interesting views. The mountain peaks to be seen at Field and Bauff, the glaziers to be seen at Sezier, and the peaks, glaziers and lakes to be seen at Laqqan—all these combine to give to the Canadian Rockies a charm possessed by but few spots on the earth.

From the mountains to Winnipeg one rides through wheat fields or through land which only awaits the pioneer's plow to be converted into wheat fields.

Alberta, Saskatchewan and Manitoba, the wheat provinces, have been settled very rapidly—in some sections a majority of the people being from the United States. The cities have sprung up as if by magic; Calgary, Edmonton and Lethbridge in Alberta, Moose Jaw and Regina in Saskatchewan and Winnipeg, Brandon and Postage, La Prairie in Manitoba have growing records that equal the western cities of the United States. One is reminded of the Seattle story: Two men met in New York. "Have you ever been in Seattle?" one asked the other. "I live there," replied the second. "But have you been there lately?" inquired the first. "I was there ten days ago," responded the other. "O, but you ought to see Seattle now!" exclaimed the Seattle enthusiast.

Fort Williams and Port Arthur share the distinction of being the ports through which the wheat of the west is sent by water to eastern Canada and Europe, and through which coal and other heavy commodities are brought in to supply the west. Immense elevators and coal docks tell the story of the industries of these cities and rumors of new improvements planned are as numerous as the tales of lucky finds in a mining camp.

It is predicted that within twenty-five years a majority of Canada's population will live west of Winnipeg and the most conservative of the real estate dealers will tell you that Canada is sure to produce more wheat than the United States before a quarter of a century passes. The railroad development is keeping pace with the growth of population. The Canadian Pacific is building new branches, while the Canadian Northern and the Grand Trunk Pacific are preparing to reach the ocean through the Zellow Head pass, at an elevation of less than three thousand feet, the latter road having established a terminal station at Prince Rupert.

It must not be thought, however, that Canada's energies have been applied entirely to the development of her material resources; her school buildings and churches bear witness to the fact that the plans of the settlers include permanent provision for intellectual and moral progress.

Mr. Bryan's trip was made under the auspices of the Young Men's Christian Association and he had an excellent opportunity to measure the interest taken in the branch of Christian work and he was gratified to find that the people of western Canada recognize the responsibility they