

of Wisconsin, chairman of the committee on insular affairs. Much of his speech was a general defense of the policy of the administration in those islands.

Gen. Jacob H. Smith, who recently was court-martialed in Manila, has been instructed to proceed to San Francisco, there to await further orders. Although not officially admitted, this fact is accepted in military circles as practical confirmation of the press dispatches from Manila that he was acquitted.

#### COST OF THE WAR.

On June 19, Secretary Root made answer to the senate resolution of April 17, calling for information as to the cost of the war in the Philippines.

It is shown that \$50,000 was advanced for the expenses of the Philippine commission originally from the United States treasury, but this amount afterward was reimbursed out of the Philippine treasury.

For railroad transportation of troops and supplies to and from the Philippines since the peace treaty was ratified the costs has been \$4,803,448.

Reports from the various bureau offices are submitted to show the cost of the Philippine war including outstanding obligations, showing that the total up to date is \$170,326,586. The expenditures by years were as follows:

Fiscal year 1898 (two months, May and June), expended, \$2,686,850; liabilities, nil.

Fiscal year 1899, expended, \$26,230,673; liabilities, nil.

Fiscal year 1900, expended, \$50,868,543; liabilities, nil.

Fiscal year 1901, expended, \$55,567,42; liabilities, \$12.

Fiscal year 1902, (ten months, July to April, inclusive), \$34,499,022; liabilities, \$473,060.

Total expended, \$169,853,510; liabilities, \$473,072.

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Secretary Root concludes with the following explanation: "Attention is invited to the fact that large quantities of valuable property, such as ships, lighters, etc., horses and mules, wagons and harness, clothing, equipage and ordnance, medicine, signal and engineer supplies, the cost of which is included in the foregoing statement, still remains on hand in the Philippine islands for use. Parts of these supplies are already being appropriated to the country.

"It should also be observed that a large part of the expense during the past year should not properly be treated as occasioned by military operations in the Philippines for the reason that it consists of pay and maintenance of troops whom we would have had to pay and maintain, whether they were in the Philippines or not, in order to keep up the minimum number of regular troops required by law as a safeguard against future contingencies. The minimum at which the regular army is required to be maintained, by the act of February 2, 1901, is 52,967 men, and the maximum is 100,000. We have now less than 13,000 in excess of the minimum number. The cost of that excess only is properly to be treated as occasioned by operations in the Philippines.

"The present scale of expense in the Philippines is of course greatly reduced from that shown in the foregoing statement, because of the continuous reduction of the army made by the restoration of peaceful conditions. Thus in the middle of the fiscal year ending June 30, 1901, there were about 70,000 American soldiers in the islands. That number is now reduced to about 23,000. Orders have now been issued for the return of the Tenth, Fifteenth, Twenty-fourth and Twenty-fifth infantry and a squadron of the Tenth cavalry, and when these orders have been executed the number of American troops in the Philippines will have been reduced to 18,000. For the past six months we have been bringing troops home as rapidly as we could do so economically, by the use of our own transports."

#### PANAMA WINS.

An Associated press dispatch under date of Washington, June 19, says:

When the senate convened today it was with the intention of voting upon the isthmian canal question at 2 o'clock.

Mr. Morgan (Ala.) presented the following letter from Secretary of State Hay, concerning the point raised in the isthmian canal debate by Mr. Kittridge (S. D.):

"I am requested by the minister of Costa Rica to inform the committee on interoceanic canals that he has been instructed by his government to make known to the United States that the government of Costa Rica is prepared to take all necessary steps to negotiate with the government of the United States a treaty for appropriate concessions for an isthmian canal on terms substantially as proposed by the government of the United States."

Consideration of the isthmian canal question was resumed, and Mr. Spooner offered formally his amendment as a substitute for the pending so-called Hepburn Nicaragua canal bill. Mr. Clark (Mont.) then addressed the senate in support of the Nicaragua canal route. Mr. Clark declared that the Panama canal scheme was a hoodoo which ought to be shunned and avoided. He said the Panama canal plan had left a heritage of ruin, disaster and desolation.

Mr. Allison explained why he should vote for the Spooner substitute.

He believed there was a general desire among the American people for an isthmian canal, and the people desired, too, that the United States government should construct and control the canal.

Mr. Morgan, chairman of the interoceanic canal committee, at the conclusion of Mr. Allison's remarks, be-

gan his speech closing the debate.

Mr. Morgan particularly denounced the pan-American canal route as a "place where labor and death join hands." He said he had been trying to protect the United States from the shame of intercourse with it. Those who wanted to "touch that thing might do so. I would not do it," he declared, "for both canals."

Mr. Morgan urged congress to determine the question of route and not cowardly refer the matter to the president.

At 2 p. m. debate on the canal question was concluded by previous agreement.

Mr. Spooner then perfected his amendment, the changes made being principally verbal. An amendment providing for the appointment of an isthmian canal commission to direct the construction of the canal, and providing that seven members of the commission shall receive such compensation as the president shall prescribe until it is otherwise fixed by congress, was agreed to—52 to 22.

An amendment providing that if the president could not in six months get a clear title to the Panama Canal company's rights and concessions he should proceed with the Nicaragua canal, was laid on the table—44 to 31—and one limiting the time of the president's decision as to the Panama route to twelve months was rejected—35 to 32—and the same fate, by a vote of 42 to 32, awaited Mr. Mitchell's amendment to the Spooner substitute providing that even though the president is satisfied he can obtain a clear title to the Panama company's property, if he shall be convinced for any reason that it is not for the best interests of the United States to purchase the Panama property, or if he shall think the canal ought to be constructed by the Nicaragua route, he shall proceed to the construction of the canal by the Nicaragua route. A direct vote was then obtained on the Spooner amendment. It was adopted by 42 to 34, the detailed vote being:

Yeas—Aldrich, Allison, Bard, Beveridge, Burnham, Burrows, Burton, Clark (Wyo.), Cullom, Deboe, Dietrich, Brysen, Fairbanks, Foraker, Foster (Wash.), Frye, Gallinger, Gamble, Hale, Hanna, Hansbrough, Hoar, Jones (Ark.), Jones (Nev.), Kean, Kittridge, Lodge, McComas, McCumber, McMullan, Mason, Millard, Platt (Conn.), Pritchard, Proctor, Quarles, Scott, Spooner, Teller, Warren, Wellington, Wetmore—42.

Nays—Bacon, Bailey, Bate, Berry, Blackburn, Carmack, Clapp, Clark (Mont.), Clay, Cockrell, Culberson, Daniel, Dubois, Foster (La.), Harris, Hawley, Heitfeld, McLaurin (Miss.), Mallory, Martin, Mitchell, Morgan, Nelson, Patterson, Penrose, Perkins, Pettus, Platt (N. Y.), Quay, Simons, Stewart, Taliaferro, Turner, Vest—34.

The following pairs were announced the first name in each case being favorable to Panama and the second against it: Depew with McEneaney, Dillingham with Tillman, Dolliver with Money, Kearns with Gibson, McLaurin (S. C.) with Simon, Elkins and Rawlins were absent and unpaired.

Mr. Hoar (Mass.) then offered a substitute for the Spooner proposition making it the duty of the president to decide by which route the canal should be constructed. It was rejected—13 to 62.

Mr. Fairbanks then offered an amendment providing for the issue of \$130,000,000 of gold bonds, bearing 2 per cent interest, to pay for the construction of the canal. Mr. Culberson moved to lay the amendment on the table. The motion was defeated, 36 to 39.

The amendment then was adopted 38 to 36, as follows:

Yeas—Aldrich, Allison, Beveridge, Burnham, Burrows, Burton, Clapp, Cullom, Deboe, Fairbanks, Hanna, Hansbrough, Hawley, Hoar, Jones (Nev.), Kean, Kittridge, Lodge, McComas, McCumber, Millard, Mason,

Miller, Platt (Conn.), Nelson, Proctor, Quarles, M. Scott, Spooner, Warren, Wellington, Wetmore—38.

Nays—Bacon, Bailey, Bard, Bate, Berry, Blackburn, Carmack, Clark (Mont.), Clark (Wyo.), Clay, Cockrell, Culberson, Daniel, Dryden, Dubois, Foster (La.), Harris, Heitfeld, Jones (Ark.), McLaurin (Miss.), Mallory, Martin, Mitchell, Morgan, Patterson, Penrose, Perkins, Pettus, Platt (N. Y.), Quay, Simons, Stewart, Taliaferro, Teller, Turner, Vest—36.

Mr. Mason offered an amendment to Mr. Fairbank's amendment, providing that all the people of the United States should have an opportunity to subscribe to the proposed loan. The amendment was agreed to without division.

Mr. Morgan then offered the Nicaragua canal bill as a substitute for the Spooner proposition, thus raising the question previously passed upon. Mr. Spooner moved to lay the Nicaragua bill on the table and the motion was agreed to, 41 to 33. The bill then passed, 67 to 6, the votes in the negative being cast by Messrs. Bate (Tenn.), Cockrell (Mo.), Daniel (Va.), Dubois (Idaho), Pettus (Ala.), and Vest (Mo.).

#### Whitelaw Reid Rides by Himself.

A special cablegram from London says: Special Envoy to the Coronation Whitelaw Reid is to have a carriage to himself in the royal procession. When the official order of procession was submitted to Mr. Reid he found that he was to ride with his back to the horses in a carriage with the Turkish Pasha, the special representative of the Sultan of Turkey, and Admiral Gervais, representing the French republic, who were to ride in the seat of honor. Mr. Reid immediately protested that as the envoy of the United States he could not accept the position allotted him. The Lord Chamberlain was very sorry, but urged that his place was fixed strictly in accordance with the table of precedence. Mr. Reid expressed his regret that he should have to definitely decline to join the procession under such conditions. The matter was referred to King Edward, who at once directed that the United States envoy should have a separate carriage.

#### The Present Issue.

This is the issue for 1902, the utter republican incompetency at home and abroad. Our own people are oppressed by the trusts. The Filipinos are oppressed by imperialism abroad, and our people are paying for it and getting no return but a harvest of hatred and shame. Upon this issue the democrats will win in 1902 and again in 1904, after which America, freed from the trusts, will blossom like the rose and the Filipinos will be allowed to possess their distant islands in peace, and we will no longer be a nightmare to them and they will no longer be a nightmare to us.—Houston Post.

#### The Man to the Goose.

A man was engaged in picking a live goose. The feathers did not respond readily to the process, and the bird addressed the man thus:

"If you were a goose, would you enjoy this sort of thing?"

"Your hypothesis is absurd," answered the man. "You miss the point entirely."

"How so?" asked the goose.

"It is true that I am causing you inconvenience, and there may be some pain connected with the operation; but this does not alter the fact that if I don't pluck you some other fellow will."

This fable teaches that our administration in the Philippines is wholly justified by precedent.—Rochester (N. Y.) Post-Express.