

The Commoner.

Issued Weekly.

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So many have expressed a desire to have their subscription begin with the first number of THE COMMONER that ALL SUBSCRIPTIONS RECEIVED BEFORE FEBRUARY SIXTH, THE DATE OF THE THIRD ISSUE, WILL BE ENTERED AS OF JANUARY TWENTY-THIRD AND THE SUBSCRIBERS WILL RECEIVE THE PAPER FROM THE BEGINNING. If any subscriber receives the first or second number as a sample copy, he can pass it on to someone else and still have his own file complete.

THE COMMONER enters the newspaper field with an issue of thirty thousand.

The latest reports from Manila are to the effect that General Veracity has not yet assumed command.

General Kitchener is not in any immediate need of a garter. What he wants is a supply train that is Boer immune.

Blood-bought commerce may be profitable for a time, but the average will show a preponderance of red ink entries.

Sending captured Filipino leaders to Guam may necessitate an increased army in order to preserve the peace in Guam.

The Krag-Jorgensen and Lee-Metford attachments of "Christian civilization" appear to be running hot in their bearings.

The trusts and corporations feel amply able to provide all the income tax they need—upon the incomes of the consumers.

Since the "redemption" of Kansas it appears that fire is being used to cauterize some of the bleeding wounds of fifty years ago.

The men most interested in the enactment of a shipping bounty law can not make even the argument that they need the money.

In the Colorado legislature Edward Wolcott received 8 votes for United States senator, while Thomas Patterson received 91. Yet it must not be believed of Colorado that this represents the proportion of citizenship that believes in the

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repudiation of solemn pledges and trafficking in the hopes and aspirations of a people. The Wolcott vote was abnormally large.

The chief trouble with that asphalt controversy in Venezuela is that the warring companies are not to be left to fight to a finish.

It is not difficult to believe that Paul Kruger's name will be remembered long after the world has forgotten why General Roberts was made an earl.

It may be that they call them "infant industries" because the people seem never to grow old enough to take notice of how nicely they are being plucked.

It is more than likely that Francis Drake, were he given an opportunity, could make some important amendments to his famous poem, "The American Flag."

It is passing strange that no watchful guardian of our infant industries has demanded protection for the Belgian hare industry. The Belgian hare must be protected.

The wise man who declared that oil and water would not mix could, by returning to earth and visiting Ohio, gain some valuable information on that point.

It does not take an eagle eye to see that the men who were loudest in their ridicule of the Farmer's Alliance sub-treasury plan are foremost in their advocacy of a ship subsidy.

Rousseau says, "There is in liberty as in innocence and virtue, a satisfaction one only feels in their enjoyment and a pleasure which can cease only when they are lost."

In the estimation of the gentlemen who so ably managed the republican campaign there are no bad trusts, unless it be one or two that failed to mail checks in time to be available.

Men who are quickest to give the people cause for entertaining doubts about the integrity of the courts are always the first ones to cry out against the expression of those doubts.

"Simultaneous journalism" is by no means a new idea. The truth of this assertion may be demonstrated by reviewing the editorial pages of the g. o. p. organs during the last campaign.

A \$60,000,000 river and harbor bill is not unexpected. High water and corroding tides have weakened several congressional levees and they must be properly reinforced before November, 1902.

The subsidized college definition of free speech is: Permission to say what one pleases provided one says what "the one" is pleased to have him say. Time was when this definition was not accepted, but times have changed.

While THE COMMONER expects to receive a large number of subscriptions through the aid of the friendly newspapers with which clubbing rates have been arranged and through precinct agents, its main reliance must be upon the readers who feel sufficiently interested to bring the paper to the attention of others. THE COMMONER acknowl-

edges with grateful appreciation the kindness already shown by those who have sent in their subscriptions (many subscribing for others also) before even a sample copy issued from the press.

The Chicago taxpayers who protest against the order prohibiting expectoration on the streets should withdraw their protests and be thankful that the street railway and gas magnates who own the streets allow them to walk thereon.

THE COMMONER is not a rival of the weekly papers which have a local circulation. Every citizen should subscribe for some paper published in his town or county and if he can only subscribe for one such paper it should be one which supports the policies in which he believes.

Neither does THE COMMONER supplant the National Watchman. That excellent paper, published at the National Capital and chronicling political events from that vantage ground, is an indispensable adjunct to every democratic household.

As a collector of general news THE COMMONER will not compete with the weeklies, semi-weeklies and tri-weeklies issued by the great dailies, but as an exponent of democratic sentiment and as a defender of Jeffersonian principles it hopes to make itself useful. If the reader does not find in THE COMMONER everything he wants it is hoped that he will find enough to justify him in welcoming it to his home.

Cape
to
Cairo.

Cecil Rhodes' "Cape to Cairo" railroad may be realized in the future, but present indications are that when it is it will embrace several hundred miles of aerial transportation because of the pernicious activity of a few thousand Boers, who are foolish enough to believe that the land they found, rescued from the wilderness and cultivated belongs to them and their children.

Towne's
Maiden
Speech.

Mr. Towne, of Minnesota, made his initial effort in the senate a few days ago. His speech was an eulogy of Senator Davis, and while it did not afford him an opportunity to discuss those questions which have made his name familiar to the reading public and given him a warm place in the hearts of reformers, it displayed his extraordinary powers of oratory and rhetoric and showed his ability to recognize merit in a political opponent.

A Great
Railroad
Trust.

The recent consolidation of railroads indicates a fulfilment of the prophecy made by the interstate commerce commission, when that body predicted that these combinations among railroads would soon become "more extensive, more permanent, and more far-reaching in their ultimate results than those of any other department of industry." It cannot be doubted that the dream of the railroad magnate involves the combination of all the railroads of the country into one great system. This is the tendency of the times, and yet the advocates of such a combination do not realize what they are doing. Nothing will so hasten government ownership of railroads as the combination of the railroads of