

# The Commoner.

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### THE COMMONER'S SIXTH YEAR

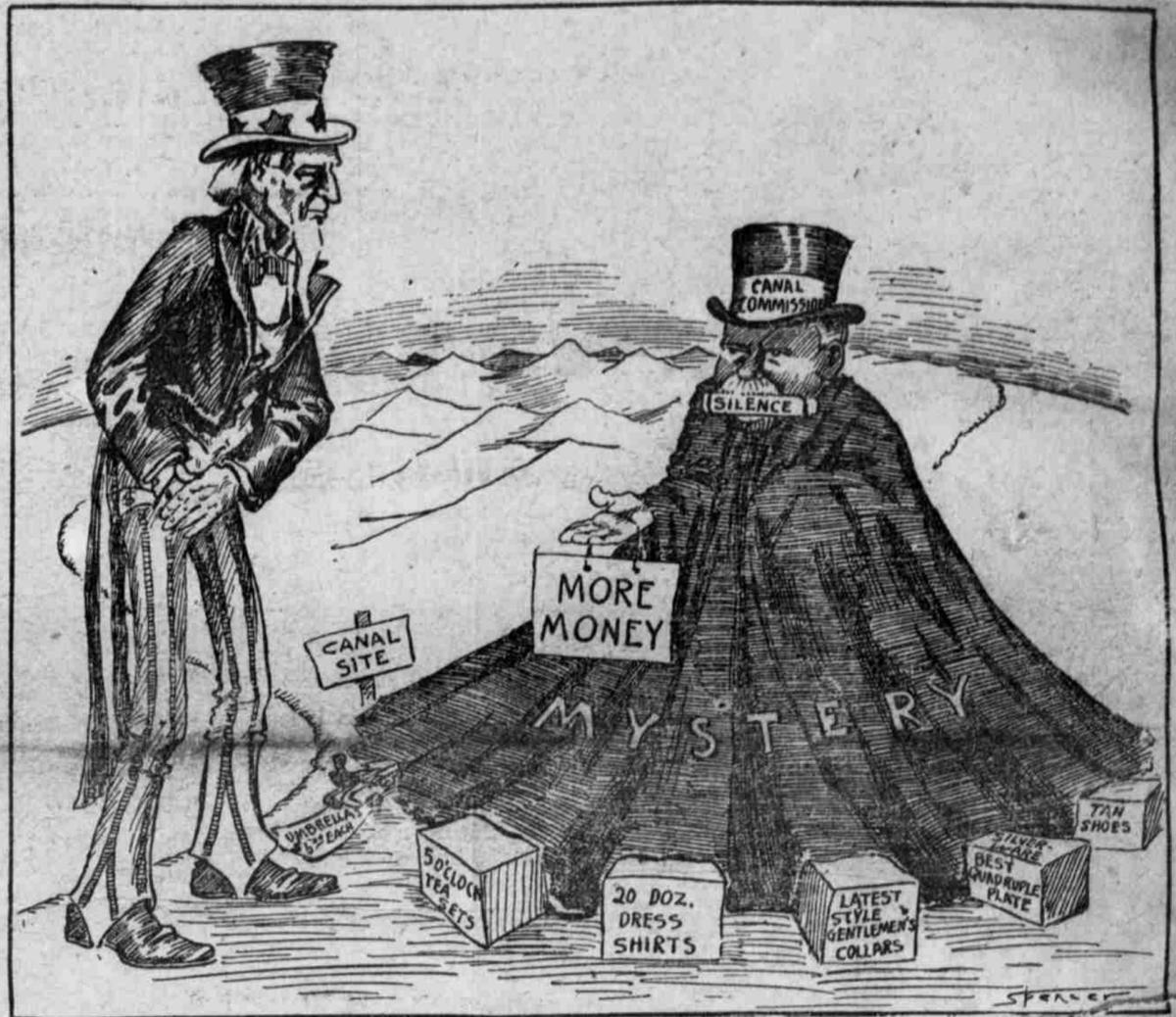
In the first issue of *The Commoner*, published in January, 1901, it was said: "The Commoner will be satisfied if, by fidelity to the common people, it proves its right to the name which has been chosen."

With this issue *The Commoner* enters upon its sixth year. Thanks to the generous co-operation of those readers who believe that *The Commoner* has established its right to the name it bears, the beginning of this year seems to be full of great promise—promise not only for the continued co-operation of those readers whose kind words and substantial aid have been so helpful, but promise of enlarged opportunities for *The Commoner* to do battle for the people and to wage war against those who would oppress the people.

It would be too much to say of any publication, as of any man, that its ideal had been realized. In language with which the readers of this publication are familiar, "the ideal must be far enough above us to keep us looking up toward it all the time, and it must be far enough in advance of us to keep us struggling toward it to the end of life." But every publication and every individual can do his best, and when one, ever keeping in view a lofty ideal, does his best, he does all that may be expected of him. While it would be too much to say that *The Commoner* has realized its ideal in the field it has chosen it is not too much to say that it has proved its right to the name it bears provided it has shown fidelity to the common people and has exerted its best efforts along that line.

It is for the faithful readers of *The Commoner* to say whether this paper has discharged its duty; and the kind words and generous co-operation of which *The Commoner* has been the grateful beneficiary have greatly encouraged *The Commoner's* editor and all the members of its working force. For 1906 it can be promised, as was promised of former years, that the efforts of this publication will be ever exerted in support of that doctrine wherein the people are recognized as the source of power, where the government is required to respond to the desires and conform to the character of its people, and where "the greatest good to the greatest number" is the end ever to be kept in view by the public servant.

Administration papers point to the recent earthquake in Nicaragua as a vindication of the commission that selected the Panama route. Perhaps, but there are multiplying evidences of an earthquake in Panama canal affairs that will make the seismic disturbance in Nicaragua look like the jar caused by dropping a dry sponge.



UNCLE SAM—What Have You Done With What I Gave You?

## Crossing the Pacific--Hawaii

Mr. Bryan's First Letter

There is rest in an ocean voyage. The receding shores shut out the hum of the busy world; the expanse of water soothes the eye by its very vastness; the breaking of the waves is music to the ear and there is medicine for the nerves in the salt sea breezes that invite to sleep. At first one is disturbed—sometimes quite so—by the motion of the vessel, but this passes away so completely that before many days the dipping of the ship is really enjoyable and one finds a pleasure in ascending the hills and descending the valleys into which the deck sometimes seems to be converted.

If one has regarded the Pacific as an unknown or an untraversed sea, the impression will be removed by a glance at a map recently published by the United States government—a map with which every ocean traveller should equip himself. On this map the Pacific is covered with blue lines indicating the shortest routes of travel between different points with the number of miles. The first thing that strikes one is that the curved line indicating the northern route between San Francisco and Yokohama is only 4,536 miles long while the apparently straight line between the two points is 4,791 miles long—the difference being explained by the curvature of the earth, although it is hard to believe that in following the direct line a ship would have to climb over such a mountain range of water, so to speak, as to make it shorter to go ten degrees north. The

time between the United States and the Japanese coast has recently been reduced to less than eleven days, but the northern route is not so pleasant at this season of the year and we sailed on the *Manchuria* (September 27), going some twenty degrees farther south by Honolulu. This route covers 5,545 miles and is made in about sixteen days when the weather is good.

The *Manchuria* is one of the leviathans of the Pacific and is owned by Mr. Harriman, president of the Union Pacific and Southern Pacific railways. The ship's crew suggests the Orient, more than three-fourths being Chinese, all wearing the cue and clad in the national garb. There is also a suggestion of the Orient in the joss house and opium den of the Chinese in the steerage.

In crossing the one hundred and eightieth meridian we lost a day, and as we are going all the way around, we cannot recover it as those can who recross the Pacific. We rose on Saturday morning, October 7, and at nine o'clock were notified that Sunday had begun and the remainder of the day was observed as the Sabbath (October 8.)

According to the chart or map above there are three countries on the Pacific. Honolulu, the Midway Islands, and the Hawaiian Islands, are two hundred miles from the Hawaiian Islands, about