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MR. BRYAN ON THE ROCKS

The ship on which Mr. Bryan is sailing to Jamaica went aground and newspaper dispatches indicated great danger to the passengers. The following telegrams received by Charles W. Bryan are self-explanatory:

S. S. Prinz Joachim at Sea, Nov. 22.—Via Key West, Fla., Nov. 22.—Charles W. Bryan, Lincoln, Neb: Ship aground mile from land. No danger. Do not worry. BRYAN.

New York, N. Y., Nov. 24, 1911.—Chas. Bryan, Lincoln, Neb: Have received cable advices Joachim passengers proceeded by Vigilancia last evening to Santiago and Jamaica from where they will proceed to their destination. HAM. AMN. LINE.

S. S. Vigilancia, at Sea, Via Key West, Fla., Nov. 23.—Charles W. Bryan, Lincoln, Neb: Safe, Ward line steamer Seguranca. Will reach Cuba via Nassau. BRYAN.

Following is an Associated Press dispatch: New York, Nov. 25.—The following message from W. J. Bryan, who, with his wife and grandchild and the greater portion of the other passengers of the wrecked steamer Prinz Joachim, are on the steamer Vigilancia, bound from Nassau, New Providence, where they were taken after the wreck to Kingston, Jamaica:

Thanksgiving services were held this afternoon in the cabin of the Vigilancia. The services were opened with the twenty-third psalm, the passengers reciting the scripture in concert and then listening to solos rendered by several members of the company. All joined in singing 'Nearer, My God, to Thee,' and repeated the Lord's prayer. The services were concluded with the benediction.

During the voyage funds were raised to purchase loving cups for Captains Curtiss and Jones and also to present a purse to the sailors who had endured hardships.

Kingston, Jamaica, Nov. 26.—The passengers of the stranded steamer Prinz Joachim were landed at Port Antonio today by the Ward Vigilancia to which ship they were transferred from the steamer Seguranca, twenty miles from Nassau.

The passengers reported that the Prinz Joachim is lying easy off Atwood bay, and that attempts are being made to salvage her. William Jennings Bryan is among the passengers here and is proceeding to Panama.

New York, Nov. 26.—The difficulty in getting word by wireless from the Prinz Joachim to steamers in the vicinity when the Prinz Joachim went ashore in the Bahamas last Wednesday had led William J. Bryan, a passenger on the steamer, to suggest legislation requiring the assignment of two wireless telegraph operators to each steamship at sea. Mr. Bryan's ideas on this point are contained in a wireless message received today from him before the steamer Vigilancia reached Port Antonio.

Mr. Bryan's dispatch follows: On Board the Steamer Vigilancia at Sea, Nov. 25. (by wireless, via Tampa, Fla., Nov. 26.)

Our ship Prinz Joachim went ashore on a coral reef at Atwood key at 3:45 o'clock Wednesday morning. Fortunately, the vessel

Will Democrats Stand by Stanley of Kentucky

The house committee charged with the duty of inquiring into the affairs of the Steel trust of which committee Stanley of Kentucky is chairman, has rendered great service to the public. It was the investigations by this committee that forced the administration to begin the Steel trust suit and upon the disclosures made by this committee the government must depend for a conviction of the Steel trust. Recently Alfred and Leonidas Merritt gave sensational testimony before the Stanley committee with respect to the methods used by John D. Rockefeller in securing control of certain ore mines and railroads. Mr. Stanley and his democratic associates undertook to summon John D. Rockefeller as a witness. In this effort Mr. Stanley was supported by Representatives McGillicuddy of Maine, and Beall of Texas. He was opposed by the republican members and

Martin Littleton, the democratic member from New York. Messrs. Stanley, Beal and McGillicuddy announced that they will call upon the democrats in the house to aid them in forcing Littleton's retirement from the committee.

In this position Messrs. Stanley, McGillicuddy and Beall will have the sympathy of democrats generally. It is very plain that Mr. Littleton can not be depended upon to aid in carrying out a democratic program of genuine antagonism to trust imposition. He is a thorough-going reactionary and he will be retired from the committee if the house democrats really desire that democratic profession on the trust question be accepted seriously.

The three faithful democratic members of the steel committee have raised a question that can not be dodged or trifled with. It can only be met by removing Littleton from the committee.

Shall the People Rule?—Pass it Along

The democratic precinct club organization work is now proceeding in an encouraging way. Every Commoner reader ought to help in this work. The headquarters of this movement has prepared a pledge to which it asks the signatures and address of all democrats who want to keep the democratic party true to its great mis-

sion. The Commoner prints herewith a copy of this pledge and asks every reader to clip the same and forward it to Senator Robert L. Owen, chairman Federation Democratic Precinct clubs, Washington, D. C. The headquarters will send out on request printed copies of this pledge. Here it is:

Shall the People Rule? is the Overwhelming Issue—Democratic National Platform, 1908. PLEDGE The Presidency in 1912. Let Us Organize

I believe in The Rule of the People, and the party and the legal mechanism to make it effective; an Honest Registration and Election Laws, a thorough going Corrupt Practices Act and in the Election of Senators by the direct vote of the people.

I favor the election of party committeemen and of party delegates to the Democratic National Convention of MEN who are KNOWN to favor the People's Rule Program as above indicated and the progressive principles of the Jeffersonian Democracy.

It is of the utmost importance to the masses of the people that a man be nominated as candidate for the presidency who is Democratic from Principle, who is Identified with the Progressive Movement to bring the government closer to the people and make it responsive to the peoples' will and one who is Courageous Enough to lead a fight for such principles.

I will endeavor to attend all Caucuses, Conventions and Primary Elections of the party and will assist in organizing a Democratic Precinct Club in my precinct as a part of the National Federation of Democrat Precinct Clubs and will assist in making effective the principles above set forth in seeing that the Democrats are registered and attend the primaries and elections.

Name..... P. O..... County..... R. F. D.....

NOTE—If you favor the above principles and desire to see them enacted into law kindly sign this slip and mail it to R. L. Owen, Chairman Federation Democratic Precinct Clubs, Washington, D. C.

(SEE OTHER SIDE)

On the reverse side of this pledge the following appears:

AN APPEAL

The time for action is at hand and we appeal to progressive democrats to immediately write for copies of the constitution, by-laws, organization blanks and literature for use in organizing precinct clubs that will affiliate with the State and National Federation of Democratic Precinct Clubs in an effort and determination to have the Democratic platform declare for progressive principles and to nominate candidates who are in sympathy with and who will wage a fight in behalf of the principles set forth in the platform. Address

THE FEDERATION OF DEMOCRATIC PRECINCT CLUBS

Bliss Building, Washington, D. C.

was almost upright and the passengers were assured that there was no immediate danger.

Captain Fey made all necessary arrangements for taking the passengers off in life boats and used the wireless constantly in search of relief. The station at 42 Broadway, New York city, and six other land stations responded, but no ship answered for several hours, owing to the fact that ships in this section carry but one operator and in consequence there are often times when danger signals can not be heard. This should be remedied by legislation requiring two wireless operators on each ship.

Captain Jones arrived with his steamer,

Seguranca, about 2 o'clock and the passengers were transferred before 5. The transfer was across several miles of rough sea in open boats and full of exciting incidents.

The Seguranca took us to Nassau, where about eighty of us were transferred to Captain Curtiss' ship, Vigilancia, the rest returning to New York.

The rescue has been remarkably complete and all are happy. We are now sailing for Port Antonio, Jamaica, over smooth seas and under a smiling sun, and will arrive tomorrow morning. Land will look good to us.