



THE COURIER

LINCOLN, NEB., SATURDAY, JANUARY 30, 1897



ENTERED IN THE POST OFFICE AT LINCOLN
AS SECOND-CLASS MATTER

PUBLISHED EVERY SATURDAY

THE COURIER PRINTING AND PUBLISHING CO

Office 1132 N street, Up Stairs.

Telephone 384.

SARAH P. HARRIS,

Editor.

Subscription Rates—In Advance.

Per annum.....	82 00
Six months.....	1 00
Three months.....	50
One month.....	20
Single copies.....	05

OBSERVATIONS.

Dr. Charles Eliot Norton of Cambridge, essayist, translator, and critic, in an address to the Industrial Art Teachers' association in Boston said that "chewing gum had such a large sale because young women have not risen far above barbarism." If to chew gum is to be guilty of barbarism, in what ooze of savagery, what foul recess of the under world, shall the chewer of tobacco find his fitting place? In what circles of the neither hell shall the common expectorator be confined?

The high hat nuisance is in the way of being abolished, but as long as women have not the suffrage they will be obliged to sit in a car that men have made impossible with cigar and catarrh spit. The subject is unpleasant, but the daily contact with this filth is unpeepably more so. The instinct of cleanliness and of respect for other's rights is undeveloped, has not even begun to sprout in the man who will sit in a car and spit when he knows that a woman's dress must inevitably sweep over and be smirched with it. A woman looks very ugly when chewing gum and sometimes the sound is very trying. It is annoying to sit behind a high hat in a theatre but it is much worse to sit in front of something which leans forward and squirts a foul smelling stream within a few inches of your ear onto an inclined plane which will conduct it on to the folds of your dress which necessarily touch the floor.

Since the laboratory student has decided that tuberculosis is contagious and that the most common source of infection is the sputum which consumptives leave in public places, and which dried by the air of Colorado or other

consumptive haunted places, is blown into the cells of healthy human beings, several states are considering ways and means to make consumptives innocuous by compelling greater care on their part in this respect. If such legislation might prove effective this earth would be a pleasant place to walk on once more, as it was before Sir Walter Raleigh discovered tobacco. Funny that Sir Walter, who thought the wet earth not clean enough for a woman to step on, introduced a vice which makes a walk, in trodden paths, a most nauseating experience. To be sure the high hat is a great nuisance, but "it is not the only pebble on the beach."

Railroad legislation is pending an thirteen of the state legislatures now in session and six bills regulating railroad relations with the public through its agents have been introduced into congress where Representative Sherman of New York has introduced a bill to compel common carriers to provide all agents authorized to sell tickets with certificates of their authority which must be conspicuously displayed in their office. It makes it unlawful for other parties to sell or transfer tickets or passes under heavy penalties also of fine and imprisonment for counterfeiting tickets, and provides that all unused tickets must be redeemed by the companies by which they are issued.

If the above becomes a law it will embarrass many newspapers which have sold transportation to scalpers for years. If it were not for the fact that any law can be evaded, under the conditions that this bill proposes, the railroads would have to pay for advertising and the editor and his staff would join the small, the very small number who pay, and expect to pay, for transportation the same as for merchandise or any commodity in a market composed of buyers, sellers, and their wares.

The senate committee on Pacific railroads authorized a favorable report on Senator Gear's bill providing for a commission of cabinet officials to settle the indebtedness of the Pacific railroads to the government.

Another bill proposes to put sleeping car companies under the jurisdiction of the interstate commerce commission, and it declares that "it shall be unlawful for any person having control of such cars to charge for the use of the upper berth more than two-thirds of the price charged for the lower one, and that it shall be unlawful when only the lower berth in any section is sold, to let the upper berth drop, or in any way prepare it for use as a sleeping place."

Another sleeping car bill provides that all common carriers engaged in inter-state commerce by railroad and running night service shall accommodate the poor class of passengers with sleeping berths as good and as cheap as those available in second class cars.

The price of a night's rest shall not be over 50 cents a passenger.

Senator Sherman has offered a bill making a uniform classification for wheat, corn, rye, oats and barley.

Our own legislature has introduced bills prohibiting the giving of passes under penalty, together with a bill requiring the companies to give all state officials free passes. In his inaugural message Governor Holcomb said:

"Some action might very properly be taken to discourage discrimination between political parties by railroad companies operating within the state. The issuing of passes to an army of political workers and the giving of special rates for political meetings make the railroad companies a power in shaping the political destinies of the state. Railroad companies do the business of the public, and should be restrained by wholesome legislation from active participation in party politics."

In Montana petitions are being circulated all over the state, asking the members of the legislature to reduce the fares from 5 cents to 3 cents per mile.

In New York, Frank Sargent, chief of the Brotherhood of Locomotive Firemen, has prepared, and Assemblyman Bondy of Syracuse has introduced, a bill providing for the maintenance of employees of railroad corporations injured in the discharge of their duty.

The Brotherhood of Locomotive Firemen has also presented a bill to the Indiana legislature of similar purport to the New York bill.

In South Carolina a "Jim Crow" car bill, requiring separate coaches for the races, has been introduced in the house, and the indications are it will become a law. The roads have been fighting such legislation for years.

Missouri, Iowa, South Dakota and Minnesota are struggling with maximum freight rate bills and a 2, 2½ and 3 cents a mile passenger fare.

It is fortunate that state legislatures are composed of men of brain and brawn or the subject of freight classification might stump them. Conic sections is a game of alphabet blocks compared to the classes of freight and the charges when considered in relation to the volume carried.

"He writes from far Nebraska, an' the story's mighty short; I just can't tell his mother; it'll crush her poor ol' heart! An' so I reckoned, parson, you might break the news to her— Bill's in the legislature, but he doesn't say what fur."

"The Triumph of Death," by Gabriele D'Annunzio, translated by Arthur Hornblow from the Italian, is an end of the century novel. It is without action and almost without incident. The movement or action is internal. The external world does not appear in the four hundred pages except to give the author a chance to show his ability as a landscape and weather

painter. The hero is a degenerate. When confronted by a necessity for action he is incapable of taking it. Followed from his birth by a hereditary tendency to suicide, he finally accomplishes it by jumping from a high precipice with his mistress whom he has dragged shrieking and imploring to the edge of it. The woman loves him but he kills her because she has enslaved him and deadened his spiritual nature.

Utterly unconscious of any moral purpose in life, D'Annunzio describes with the power, and modernity of Zola, things which the most depraved seldom speak of. Like Zola he shows that the end of sensuality is death in the most repulsive form. Perhaps there is no better way of teaching this. To those who must learn the lesson it is better than the experience, because after an actual experience it is impossible to begin over again and the literary experience leaves only the mind tainted and the soul has received a Spartan lesson which will at least prevent ignorant sinning. But it is a terrible danger which can warrant such a warning. It is a far cry from the gentle persuasive saints of old Italy to Gabriele D'Annunzio who is more the vogue there today than the classics. Yet I can not think it is worth while to read him. Tried by the sane, healthful literature of Shakespeare, D'Annunzio's story becomes obscene, fanciful scrawling on the walls of a madman's cell. He is unsanitary and although his art is exquisite the English translation of "The Triumph of Death" has no mission in Great Britain or America.

The thirteenth biennial report of the Nebraska Hospital for the Insane shows, among other things, that the institution is overcrowded. Dr. Abbott estimates that the average number of patients for the coming two years will be 350, and that the expense per capita yearly will be \$171.45. Therefore the amount required for the biennium is \$120,000. If, however, the legislature should deem it proper to grant the permanent improvements asked for (sewing room for women and work shop for men), thereby permitting an increase of the number of patients to 425, it would require a total appropriation for current expenses of \$134,500.00 for the biennial period ending March 31, 1899, the same being a yearly per capita cost of \$153.25 a saving to the state of \$13.20 for each patient annually. The report shows very careful bookkeeping and attention to detail.

The State Journal has just issued an almanac which appears to be a valuable book. It is impossible to think of anything, off hand, that you cannot find in this book, but just wait till you really want to know how to stop a runaway horse, or to keep a baby from choking to death and you cannot find it. But politics, numismatics, marriage laws, associations, sporting records,