

WHY ANY GOVERNMENT?

An Anarchist Writes a Book. He Wants All Law and Government Abolished. AND SHOWS HOW TO DO IT. A Review of the Work by George Howard Gibson, in Which He Shows Up Its Errors.

opinion to the will and wisdom of the majority, whenever the individual differs and is unable to convince the rest that he is right. So government means necessary agreement, and is evolved naturally from voluntary co-operation.

SKETCHES OF LEGISLATORS.

Short Biographical Sketches of Senators and Representatives.

SENATOR DARNER. J. H. Darner was born in Muskingum County, Ohio, June 13, 1841. He was raised on a farm, receiving a common school education in his native state and Iowa to which latter state he removed with his parents in 1854.

SENATOR SMITH. Geo. N. Smith was born in Goffstown, N. H., Oct. 30, 1843. Like most of the independents he was brought up on a farm receiving a common school education.

SENATOR CUSTER. C. W. Custer was born in Audrain County, Mo., Apr. 25, 1860. He was raised on a farm, attending common school in winter. Attended Hillsdale (Mich.) college for four years, from 1881 to '86.

DOBSON OF FILLMORE. Richard Dobson, otherwise known as "Orator Dick" is a man who has seen something of the world. He was born in England in 1846; educated in the British public schools; came to America in 1863, staying in New York the first summer, going to Illinois during the winter and on to California the next spring.

RHODES OF VALLEY. Henry F. Rhodes of Valley is rapidly developing into one of the foremost leaders of the independents on the floor of the house. He was born in Ithaca, New York, April 16, 1856.

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Voluntary industrial co-operation which our anarchist author believes in, necessitates in large undertakings the temporary subjection of individual

HIGH LOCAL RATES.

[Continued from First Page.] Number of different industries, 77. Manufacturing establishments, 626. Hands employed, 7,533. Total wages paid, \$4,707,482. Capital invested, \$15,626,166. Cost of material used, \$27,779,394. Value of products, \$38,961,523.

The following is a carefully prepared list of the manufacturing interests of Nebraska's capital city:

Table with 4 columns: Class, No. of Firms, Class, No. of Firms. Lists various industries like Artificial stone, Harness and saddlery, etc.

The national census bulletin for 1900 give the following facts concerning Lincoln's manufacturing industries: Number of different industries, 28. Establishments, 117. Hands employed, 1,519.

The manufacturing industries of the state are by no means confined to these large cities. They are scattered all over the state. Almost every county seat has a number of enterprising establishments.

KEARNEY. Cotton mill with capital of half a million, O meal mill, flouring mill, canning factory, plow factory, paper mill, bottling works, brick, ice industry and foundry.

GRAND ISLAND. Great sugar factory, canning, creamery, brewery, five cigar factories, foundry and machine shops, brooms, pressed brick and ice.

NEBRASKA CITY. Plow factory, foundry, flour mills, distillery, soap, cigars, brick, brewery.

FREMONT. Creamery, foundry, carriage factory, brewery, canning factory, brick and the great twine factory.

ASHLAND. Flouring mills, and very large ice business.

FALLS CITY. Windmills, brooms, cigars and Brewery.

PATTSMOUTH. Three wagon factories, cigars, brick, flour, iron works.

TECUMSKH. Large flouring mills, brick, ice and canning factory.

FAIRBURY. Creamery, windmills, nurseries, foundry, and machine shops and flour.

INDIANOLA. Has the largest oar paint factory in the world, brewery and flouring mills.

WEEPING WATER. Chase Manufacturing Co., which makes sewing machines, windmills and a number of other articles; also brick factory and patent hog trough factory.

BEATRICE. Washing machines, buggies, cigars, confectionery, cement works, shirt factory, book bindery, paying brick, building brick, windmills, mill stones, barb wire, oat meal, flour, canning factory, paper mill, boots and shoes, statch, tile, ice, cooperage, bottling works, three foundries, paper bags and planing mills. A brewery will soon be in operation.

FAIRFIELD. Very large sorghum factory and one of the largest creameries in the west.

At Steel city there are extensive pottery works. Schuyler has very large flouring mills and a brewery.

Oscola has a creamery, flouring mills, and brick yards. Stromburg makes windmills, and a great many brick.

Loup City has a creamery. Norfolk has a great beet sugar factory and other industries.

Sutton has a large creamery. This list might be greatly extended but it is not necessary. Enough has been said to show how rapidly the manufacturing industries have developed in the state.

It is of course impossible to give more than an estimate of the capital invested, materials used, and products of factories outside of Omaha and Lincoln.

tion the figures of the whole state would be: Capital invested, \$23,385,725. Materials used, \$32,894,486. Value of products, \$51,036,871.

These are the values of materials and products at the factories. The cost of shipping the materials to the factory has been included, but the cost of shipping the product to the consumers has not. These are the matters in which we are now interested.

Let us suppose that only one-third of the materials used came to the factories by rail, and that only one-half of the products are shipped out by rail.

We have \$36,483,000 of products and materials on which somebody pays the freight. Now nearly all the materials used and a large share of the products turned out are bulky, and costly to ship.

The benefit of such a reduction would nearly all go to the consumers of the state. The manufacturer adds the cost of shipping his materials to the price of the products and the cost of shipping the goods to the consumer is added to the cost at the factory.

But suppose the benefit should go in part to the manufacturers. It would act as a stimulus to the development of manufacturing. It would increase the capital invested, give employment to more hands, build up our cities and make a better home market for the products of the farms.

A more important phase of this subject is the effect of high freight rates in preventing the development of manufacturing industries. This phase of the subject will be discussed in our next issue.

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