

# The Frontier

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Chicago is out with a sensation sim-  
ilar to the Thaw horror. The Windy  
City doesn't like to be outclassed by  
the metropolis.

Hastings' ambition to become the  
seat of the state government is not  
shared by enough outsiders to cause  
Lincoln any alarm.

The people of Nebraska would be  
better satisfied if the legislature would  
put that flat 2-cent bill through right  
away without any monkey shins.

Considerable inquiry is heard as to  
the whereabouts of the late populist  
county treasurer, who has not been  
seen around the old haunts for the  
past two weeks.

No hint has been heard as to what  
effect the attitude of the legislature  
in session at Lincoln is having on the  
schemes of the Midland Central propo-  
sers in this territory.

The government ownership agitators  
are having a hard struggle to enthrone  
the people of Holt county. The agita-  
tors are too well known at home to  
try to work any more political gags.

It is mere folderol to say that rail-  
road passenger trains cannot be operat-  
ed at a 2-cent rate and make money in a  
state like Nebraska where about all  
there is to railroad building is laying  
the track on the prairie. It is a differ-  
ent proposition than tunneling  
through the Rocky mountains.

Missourians are getting excited over  
the announcement by one of their col-  
lege professors that the largest brood  
of the seventeen-year locusts known in  
the history of the state is due there  
the coming summer. If this predic-  
tion is no nearer verified than a simi-  
lar one made a year ago in reference to  
Iowa and Nebraska, citizens of that  
state have no cause for alarm.

The Great Northern railroad has  
been indicted by the federal grand  
jury of New York for rebating the  
sugar trust. Other railroad corpora-  
tions and express companies are mark-  
ed for federal proceedings in connec-  
tion with the grain and ore rates and  
also violation of the safety appliance  
law. The railroad magnates have dis-  
covered not only that the people are  
demanding a square deal but that the  
government is in dead earnest.

Dr. Frank Billings, head of the Illi-  
nois board of corrections and charities,  
has told the city club of Chicago that  
one person in ninety in that city and  
its suburbs is either crazy or unstable  
in his mental equilibrium. This means  
that 25,000 intermittent lunatics are  
at large in that county. In Illi-  
nois one person in every 100 is unstable  
mentally, or a total of about 58,000,  
12,000 of whom are already in public  
institutions.

Members of the Omaha Commercial  
club, with railroad passes in their  
pockets, sent a memorial to the legisla-  
ture in an endeavor to defeat the 2-  
cent passenger bill. The pass riders  
everywhere have opposed the bill be-  
cause they want the people who pay  
for their railroad rides to continue  
paying 3 cents a mile so they can keep  
on riding for nothing. The more the  
pass question and 2-cent rate is dis-  
cussed the more injustice there ap-  
pears in a 3-cent rate for one class of  
people and a 0-cent rate for another  
class.

An astronomer at Rome ventures  
the prophesy that a serious calamity  
will befall old mother earth along the  
last of March. He has cited a comet  
in the far away heavens that he pre-  
dicts will come in contact with this  
terrestrial ball and set the same ablaze,  
meaning the destruction of the inhabi-  
tants thereof by fire. The biblical  
prophets have foretold a similar disas-  
ter as the climax of earth's history,  
but which is not to come to pass until  
the fulfillment of other prophesies that  
are too numerous to all come to pass  
during the month of March.

## STATE WINS SUIT.

At the price of \$100,000 interest on  
deferred payment of taxes and the  
court costs, the railroads in the suit  
known as the Nebraska tax case have  
found out that they will have to put  
up on the basis of the assessment  
made by the state board.

The supreme court of the United  
States on Monday decided the case in  
favor of the state and against the rail-  
roads. This lands the two great rail-  
way systems who have been fighting  
payment of their taxes in Nebraska  
the past three years at the end of the  
rope. It means that they will have  
to pay into the treasuries of the vari-  
ous counties through which the rail-  
roads pass over \$3,000,000 of deferred  
taxes and interest.

The outcome of the long pending lit-  
igation is cause for general rejoicing  
in Nebraska, as well as congratula-  
tions for the good work done by Messrs.  
Brown and Thompson in prosecuting  
the case being in order.

## HOIST BY THEIR OWN PETARD.

Omaha Bee: In the matter of the  
2-cent passenger fare the railroads of  
Nebraska are hoist by their own pe-  
tard. To all practical intents and  
purposes they have estopped them-  
selves from making any effective op-  
position to reduction of passenger  
rates to the 2-cent maximum.

The Bee, as is well known, started  
out with the idea that a flat 2-cent  
rate applied alike to branches and  
small roads as well as to main lines  
without elasticity of any kind would be  
endangered in the courts if attacked  
on the ground of being non-compensa-  
tory. The railroads have, however,  
themselves ordered the sale of inter-  
changeable 2,000-mile books at 2-cents  
a mile, good on every mile of road in  
the state of Nebraska. In other words,  
they have voluntarily said that 2 cents  
is enough for branches and small roads  
as well as big roads, providing a 2,000-  
mile book is bought in advance.

Having offered to carry one set of  
passengers at 2 cents, the railroads  
cannot go into court and prove that to  
compel them to carry at 2 cents an  
other set of passengers occupying the  
same cars and perhaps the same seats  
would be confiscatory. It is theoreti-  
cally possible for every passenger in  
every car on every mile of roads in the  
state to equip himself with mileage  
books and ride for 2 cents now as soon  
as the new books are on sale, in which  
event the 2-cent maximum would have  
been put in force by the action of the  
railroads themselves.

Under such circumstances, what-  
ever differences of opinion may  
have existed as to the exact  
method of legislating for reduced pas-  
senger fares, seem to have been entire-  
ly eliminated and the problem brought  
down to a simple question of fixing  
by law and opening up to every one  
without discrimination the 2-cent  
maximum which the railroads  
have established for mileage book  
travelers.

People of the west pay for every  
mile of railroad built in bonuses and  
land grants. The first thing a rail-  
road company asks before entering a  
new territory is a bond issue, right of  
way and other trimmings in the way  
of land grants that just about pay for  
the construction and equipment of  
the road. The Union Pacific, one of  
the great trunk lines, is an example  
of the public's bounty in bestowing  
gifts to this class of corporations. In  
return the public has a right to ex-  
pect a square deal on freight and pas-  
senger rates. A railroad is entitled to  
a fair profit on money actually invest-  
ed, but when they turn the gifts of  
taxpayers into a means of extorting  
fabulous profits on those gifts it is  
time the laws were affording some re-  
lief.

In the five years from 1900 to 1905,  
farm values throughout the United  
States increased more than one-third.  
General prosperity, improved transpor-  
tation facilities, methods of farming  
that produce more per acre and the  
growing scarcity of desirable home-  
stead lands have caused the increase.

The chief of police of Sioux City is  
quoted as saying that "if the law  
was strictly enforced there is no sal-  
oon in Iowa but would suffer." A  
head of a police department that takes  
that view of laws he has sworn to en-  
force ought to vacate.

# \$5,000 PUBLIC SALE

Having decided to retire from farming, I will sell my personal property at public sale, at my farm 16 miles north and 4 miles east of O'Neill, 1 mile east of Blackbird P. O., 12 miles south of Bristow and 4 west of Scottville, commencing promptly at 10 o'clock a. m., on

## Wednesday, March 6, 1907

ABOUT \$5000 WORTH OF PROPERTY, AS FOLLOWS:

### 18 HEAD OF HORSES

2 brood mares in foal, weight 1400  
2 brood mares in foal, weight 1000  
2 bay geldings, 1300 and 1400  
1 gray gelding, weight 1350  
2 sorrel geldings, 1200 and 1300  
2 bay horse colts, coming 3 years  
2 yearling horse colts, coming 2  
1 large black mare coming 3 years  
4 mules 2 and 3 years old

### 100 HEAD OF CATTLE

16 head of choice milch cows  
34 head common cows and heifers  
15 head steers coming 2 years  
12 head of yearling steers  
15 head of yearling heifers  
5 little calves  
3 yearling bulls, well bred  
HOGS---25 head of shoats

## FARM MACHINERY, HOUSEHOLD GOODS, ETC.

1 riding lister, 1 Plano grain binder, 1 disc and seeder combined, 1 new rid-  
ing cultivator and 3 old ones, 1 3-section harrow, 1 wooden harrow, fanning  
mill, 1 circle saw with frame, 1 6-ft mower, 1 12-ft rake, 1 cycle grinder, 1  
grindstone with frame, 1 emery stone with factory frame, 1 riding plow, 1  
walking plow, 1 stalk cutter, 1 hay sweep, 3 farm wagons one having low  
wheels, 2 hay racks, 2 buggies, 1 12-ft box seeder, a set of blacksmith tools  
and other utensils too numerous to mention.

**HARNESS.** 4 sets of harness and leather flynets.

4 dozens chickens, 2 dozens pigeons, 5 ducks.

A good dwelling house 12x16 ft. 1 Majestic range nearly new, 1 heating  
stove, 1 wardrobe, 2 bureaus, writing desk, sofa, rocking chairs, sewing  
machine, chairs, tables, beds, fruit jars, dishes, many other useful articles.

**GRAIN.** Corn, oats, alfalfa seed, beans, seed corn, some hay and straw.

## FREE LUNCH WILL BE SERVED AT NOON

**TERMS**—1 year's time will be given on bankable note at 10 per cent per  
annum on sums of \$5 and over; 3 per cent discount for cash. Sums under  
\$5 cash.

GEO. E. HANSEN, Owner.

Col. M. T. ELLIOTT, Auctioneer.

ED F. CALLAGHER, Clerk.

At the dinner of the Iowa Society of  
New York, Theodore P. Shonts, speak-  
ing as the new director of the New  
York transit system, committed him-  
self to the principle of profit sharing  
with the people. He said his first pur-  
pose would be to devise ways and  
means, even of a temporary character,  
to relieve the aggravations of the ex-  
isting congestion, after that he would  
prepare plans looking into the future,  
and comprehensive enough to provide  
adequate facilities for the next fifty  
years of the city's growth. His idea  
was "that the people and the share-  
holders should be partners in the bene-  
fit to be derived from the execution of  
such a plan." He had not yet decided  
whether this sharing of profits would  
be in the way of fixed rentals, taxa-  
tion, or a percentage of the profit. His  
belief was that the public cared more  
for reliable, safe and adequate trans-  
portation than for mere reduction of  
rates.

Mr. Hill, the Great Northern mag-  
nate, says he sees indications of a fi-  
nancial panic ahead. The thing that  
is troubling Mr. Hill most and that  
which inspired his recent utterances,  
is the movement throughout the coun-  
try to bring the railroads to time.  
With many state legislatures now in  
session and enacting, or likely to en-  
act, legislation affecting railroad  
traffic, the magnates would like to get

up a scare and thus prevent further  
legislative action. With abound-  
ing prosperity on every hand and the large  
manufacturing institutions having  
orders enough ahead to keep them  
busy for another year, there is no  
likelihood of Mr. Hill's doleful words  
having the desired effect on the states-  
men now at work on measures to give  
the people a square deal with the  
railroads.

**Hastings Nursing Ambition.**  
Hastings Tribune: For years the  
people in central and western Nebr-  
aska have realized that by reason of  
Hastings' central and otherwise ad-  
vantageous location it should be the  
capital of the state. As a matter of  
fact, for some years agitation for the  
removal of the state capital from  
Lincoln to Hastings has been taking  
shape and which has now crystallized  
to the point that a supreme effort is  
to be made in this direction. This  
much is certain: if there is not a  
change and that quickly, on the part  
of Lincoln and its political ringsters  
towards Hastings and its institutions,  
it may be depended upon that a bill  
will be presented to the state legisla-  
ture for the removal of the capital to  
either this city or some other city in  
the state more centrally located than  
Lincoln, and they may also depend  
upon it that if a move of this char-  
acter is once made there will be some-  
thing doing, for the people of central  
and western Nebraska will be found  
on resourcefulness when once they put  
on the armor for the fight. It has  
been only about a year since a large

delegation of Omaha business men  
came to Hastings and the late Edward  
Rosewater of the Omaha Bee and  
Editor Hitchcock of the World-Herald,  
both, in extended addresses, speaking  
for Omaha on this very subject, told  
the Hastings business men present  
that whenever Hastings was ready for  
a removal of the capital from Lincoln  
to Hastings they could count on Oma-  
ha's help. It is time for Lincoln to  
open its eyes and take warning.

### New York City's Wealth.

New York Globe: According to the  
tabulation just completed by the Tax  
Board the assessed valuation of the  
land of New York City is \$400,000,000  
larger for 1907 than it was for 1906.  
The city's debt creating power has  
been increased \$40,000,000, and the  
total land valuation of the city now  
reaches the enormous total of \$5,800,  
000,000.

These figures are so staggeringly  
large in size that it is not strange their  
full significance is not appreciated.  
The estimated value of all the prop-  
erty in the United States is \$110,000,000,  
000—the valuation of all farms, all the  
mines, all the railroads, all of every-  
thing. New York's share in land  
alone is more than one-twentieth of  
the whole. New York City's land  
wealth is greater than the entire  
wealth of many states proud to call  
themselves imperial—it is equal to the  
entire wealth of one territorial quar-  
ter of the United States.

Comparisons with foreign countries  
afford results even more startling. The  
land wealth of New York City is ap-  
proximately equal to all the wealth of  
continental Australia or of crowded

Belgium or of wide sweeping Canada.  
It is 25 per cent, more than the entire  
wealth of Holland, or of Spain, or  
Sweden and Norway combined, and  
double that of Switzerland, or Den-  
mark, or Portugal, or Roumania. It  
is one-third that of Italy, one-fourth  
that of Austria-Hungary, one-fifth  
that of Russia, one-seventh that of  
Germany, one-eighth that of France,  
and one-tenth that of Great Britain  
and Ireland.

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