

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 legis-
lature 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 in-
habitants 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 li-
tigation 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 transpor-
tation 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 abounding
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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