

The Frontier

Published by D. E. CRONIN.
ROMAINE SAUNDERS, Assistant Editor
and Manager.
\$1.50 the Year 75 Cents Six Months
Official paper of O'Neill and Holt county.

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Display advertisements on pages 4, 5 and 8
are charged for on a basis of 50 cents an inch
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AS IT APPEARED TO J. J.

A Chapter From McCafferty's History
of Holt County.—Twenty Years of
Local and National History.

Holt county has always taken her place in the front ranks of the state's and nation's reformer. She needed such services her self, and contributed her full quota of able advocates of the people's cause. A four or five years agitation culminated, back in 1887, in the passage of the inter-state commerce law, and a Holt county man, G. M. Cleveland, was one of the very early advocates of the law which, through official connivance, remained a dead letter law for well nigh 20 years. Our county also contributed more than her share of defenders of the double standard of values in 1896, which had been our nation's pride and boast for almost the span of its history and it was supposed to be the bulwark of the toilers of safety, but the money power wanted it change and hired able writers and subsidized the nation's press with the result that the masses were made to believe that the defenders of existing law, at that time, were the innovators and advocates of a change in our money system. The contractionists had their way and won at the ballot box, but a just Providence robbed them of the fruits of that victory by opening up vast treasures of the preferred yellow metal and as the law of free coinage for that one metal was in full force it was freely coined into the money of the realm and plentiful the medium of exchange and reduced the purchasing power of its own coin and facilitated the paying of debts by advancing the prices of labor and labor products. The free coinage doctrine of the "reformers" was only a means to a desired end and the end sought was to make money plenty as every political economist, from Ricardo to Adam Smith and J. Donnelly, has taught us that the quantity of money governs its quality and purchasing power. In 1896 we had a per capita money medium of exchange of less than \$21 and now in 1907 it exceeds \$33. Then labor and everything produced by labor was low priced and in a languishing condition and today labor and its products are high priced and in a brisk demand. Holt must have had a score of able advocates of the double standard, or bi-metalists, among which number I may mention James P. Mullen, M. F. Harrington, B. S. Gillespie, T. V. Golden, H. R. Henry, the two Copics, Hugh O'Neill, D. W. Rosenkrantz and the writer of this book who was then busy in his humble way sowing double standard seed.

Whether it proves the theory of cycles or is merely a chance coincidence in point of time there appears to be a remarkable parallel between 1887 and this year of stress and strenuous strife, 1907. Then as now, the whole people were up in arms and in a mood to investigate and reform things, especially railroads. One of the last acts of congress which expired in March, 1887, was to pass a law creating the inter-state commission which laid the foundation of federal regulation of railroads, which was opposed to the last minute by every railroad man in the land. While it was under discussion the newspapers printed long, impassioned interviews with railroad officials, all pretty much of one mind as to the dire consequence and doubtful hereafter. The burden of their song was that the law was meddling, some, abnoxious, destructive and confiscatory and could never be enforced—and if enforced ruin would be sure to follow in the after math.

J. J. Hill, the president of the St. Paul, Minneapolis & Manitoba railroad, got himself interviewed and said: "Should the bill become a law and be enforced there will have to be an extra session of congress called within 90 days for the purpose of repealing it. The railroads could live under the bill but the people of the west would go bankrupt." And President Perkins, of the Chicago, Burlington & Quincy road, put up a great argument against the enactment of that law, winding up as follows: "Why then attempt to regulate, by legislation, the inexorable laws of trade regarding railroads, when it is admitted that such an effort in any other direction would be folly." Chas. A. Dana, of the New York Sun, wrote: "No point is better settled than that congress has the exclusive right to regulate commerce between the states. It has long exercised the right in reference to commerce carried by steamboats, and it has been certain for the last 10 years that sooner or later it would exercise it on commerce carried by railroads from one state to

another." Poor Dana is dead and the great newspaper he founded and so ably conducted is the property of Pierpont Morgan and the tool of railroads.

The bill passed and the new inter-state commission was appointed and if it had been properly enforced it would have been the biggest "stick" the people ever had put into their hands to defend their rights against the encroachments of the predatory railroads. But, for some reason and for some cause, the commission was put to sleep and it might be said it went out of business "as soon as it was born" and slept till the nation was shocked and had a rude awakening in the robberies of the Pacific railroads by Jay Gould and his associates. The nation demanded and got an investigation in the next congress which provided and spurred the inter-state commission into action and some of the more timid ones were emboldened in their demands by the nation having an interest in these subsidized highways. It was first planned to merely investigate the roads finance to determine if there was not a margin of profit out of which something might be paid to the government on account, but the scope of the proposed investigation gradually widened in obedience to popular sentiment, until at last a commission of three, by act of congress, was invested with authority to conduct a more rigid inquiry, covering freight and passenger rates, discriminations and relations of the roads to the welfare of the communities.

This committee was appointed by President Cleveland who named Robert E. Patterson, E. Ellery Anderson and David T. Lott. Clothed with extraordinary powers to procure books and witnesses the commission met at No. 10 Wall street, New York, and started the "railroad inquiry." Speculators like Jas. R. Keene and A. Commack, railroad officials, clerks, private secretaries and captains of finance, having a "holy horror" of publicity—all were dragged forth from the inaccessible recesses of Wall street. Some told frankly what they knew and others were reticent and defiant. C. P. Huntington, builder of S. P., frowned in defiance on the committee as did also Russell Sage. But the climax came with the testimony of Jay Gould who then held about the same relation to railroad finance that Harriman holds today. He had been foolishly eulogized as well as intemperately condemned. He was feared by all, hated by many, admired by some and loved by a few. He was the conundrum of the world and the wizard of Wall street. Under his magic touch one thing would flourish and another decay and it was said that he reaped a rich harvest of profits both from the living and dead enterprises. He was on the stand for 3 days and was a vulnerable and taciturn witness by spells. When questions were put which seemed likely to lead into details of his financial transactions he became short in his answers and was out of memory, but when he was given an opening to propound theories of life and government, or to dwell upon his achievements as a builder, or to discourse upon railroading as a science, his answers expanded into voluminous verbosity; but when cornered about books which had disappeared or plied with questions relating to specific transactions he would be taken with painful and sudden lapses of memory. It came out in his testimony that he and Russell Sage were the trustees of a mortgage under which, among other collateral, a large amount of Denver Pacific stock was pledged. The stock was of uncertain value and they desired to have it released from the trust, and Sidney Dillon brought a friendly suit against them. Dillon and others testified that the stock, as it stood, was practically worthless, but Gould said it might be worth 10 cents on the dollar to his system and he got it at that figure and sold it the following day at par, or \$1. Gould was rather hazy in his recollections of this transaction but finally said: "We could just as well have put in Denver Pacific at \$500,000 as \$4,000,000 which we got."

The government took the Pacific roads and put them in the hands of a commission to run and after the lapse of a few years it sold them to a syndicate or trust, but the commission demonstrated the fact that the roads could be operated at a big profit even on their watered stock. Mr. Harriman was on that commission which is an argument against the claim that the roads would go to the bad under federal and political management as it is claimed favoritism would hold sway in place of efficiency.

The railroad question is now up for settlement and it tops all other questions in its stupendous proportions, and railroading is still in its infancy though it has outgrown the measurements and capacity of its present system and management. This question is such a momentous one that it occupies the minds of every public man from Theodore Roosevelt down to Frank Phillips, our representative in the state senate who voted for every anti-railroad measure advocated in the Nebraska legislative session of 1907. That session, though overwhelmingly republican, abolished the

railways most potent weapon of corruption, the politico-railway pass, and gave the people a batch of good and wholesome laws, among which was a two-cent flat passenger fare; though it used to be the cry that the railroads owned the republican party of Nebraska, but if they ever did they evidently lost their corporate grip on a majority of that party in the legislature of 1907.

All parties and every politician has now some kind of a prod aimed at the railroad corporations, and any kind of an anti-railroad cry is sure of a popular reception at the hands of the people regardless of the matter of being right or wrong. And Holt county is in the fore-front of the anti-railroad crusade and has the president of the public ownership of the railroads league living in its county seat. But it seems that the advocates of government ownership of the roads let their opportunity pass when they allowed, without a protest, the sale of the Union Pacific and Southern Pacific roads. Still they have a nest egg left and a nucleus round which they may rally and work in the public ownership of the Panama railroad. There is one thing that must be done for the people's safety and protection, and it must be done quickly, and that is that the water must be squeezed out of the expanded railroad stocks, and fixed charges of transportation must be based on actual cost and honest value. If the people get this measure of protection they will come through government control or public ownership. But there is no good and valid reason why a person should put a dollar into a railroad enterprise and bond it for two dollars or more and compel you and I to pay charges on the swollen figures, when we buy transportation, than if we put a dollar in a bank deposit and asked the cashier for a certificate for two and the payment of interest on same. If you would make such a demand would the bankers look at you in wonder and blank astonishment, and yet this is the very thing that has been going on since the oldest of us were boys and we scarcely ever murmured a passive dissent.

But time is passing and a change is coming and we know not how far the new breeze will blow or the kind and nature of the clouds it will gather in its path but watered stock of railroads and other fictitious values of corporate villainy is doomed, and the future historian will gaze in awe and wonder at our patience and criminal folly in the permission of our surrounding episodes of contemporary exploiting plunder.

Don't Like Game Preserve Idea.

Valentine Republican: An effort is being made to establish a game preserve on the Fort Niobrara military reservation. Knowledge of this movement comes through a letter from George L. Carter, deputy game warden to Mr. Cornell. This letter was submitted to the commercial club and several other citizens for an expression of opinion, all of whom opposed the move. People here are practically a unit in desiring that, if the reservation is not to be used for military purposes, it be thrown open to settlement. In view of this sentiment Mr. Cornell in replying suggested that the Niobrara timber reserve be utilized as a game preserve, setting forth its advantages, which do not exist on the Fort Niobrara military reservation. As regards Fort Niobrara, first of all, the people here desire it to be rebuilt and garrisoned as a full artillery post. It is not likely the government will permit this tract of land, highly valuable for military purposes, being thrown open to settlement, but people here are anxious that the war department make use of it soon.

Methodist Church Items.

The "Week of Prayer" is being observed at the Methodist church, a service being held each evening. We cordially invite all to participate. Next Sunday morning the pastor will take for his subject, "The More Abundant Life." His evening subject will be, "God's Expectation of Vineyard." Everybody welcome. We are anxious that our friends remember the Sunday morning class meeting, held at 10 o'clock. This is always an interesting and profitable service and could be well sustained.

At the annual meeting of our Sunday school board held on Thursday evening of last week, the following officers were elected for the current year: Mr. McKee, superintendent; Miss Mabel Nash, assistant superintendent; Miss Edna Barnard, secretary; Mrs. Mary Polk, treasurer; Miss Mary Howe, treasurer of the missionary fund; Oren Bowen, librarian; Miss Edna Howe, organist; Archie Bowen, assistant organist.

Our Sunday school session follows the morning service and we should be pleased if every one would remain for the same. Junior League at 3 o'clock Sunday afternoon and Epworth League service at 6:30 p. m. These services are open to everybody, especially to the young people and children.

T. S. Watson, Pastor.

EWING.

Miss Louise Pfund of O'Neill visited with the Misses Hubbard Wednesday.

Jas. O'Donnell of O'Neill has been looking after the affairs of the Pioneer bank this week.

A great amount of sickness still prevails in this community. Both of our doctors are busy night and day.

Supervisors Keyes of Inman and Golden of O'Neill were looking after county business here the first of the week.

Miss Maggie Bauman of Atkinson and the Misses Margaret Brennan and Mary Mechaley of O'Neill visited with the Misses Sanders Tuesday and Wednesday.—The Advocate.

ATKINSON.

A. O. Perry went to Norfolk Monday to close a deal whereby he becomes owner of the Pacific hotel at that place.

Henry Martfelt passed through Atkinson, from Emmet, on his way to Newport to look over the hotel property he recently purchased.

Mrs. A. O. Perry received a telegram last Thursday, from Council Bluffs, stating that her sister, Mrs. John Bates, who has been taking treatment there in a hospital, was dead. Mrs. Perry left for Humphrey, Nebr., Friday morning, to attend the funeral.

A. G. West, who formerly lived near Fairmont, West Virginia, where a recent explosion killed a number of men who were working in the coal mines, circulated a subscription paper among our business men, for the temporary relief of the widows and orphans, who were left destitute and with no means of support. He succeeded in raising \$33, which amount will be forwarded to them along with the names of the donors. The charitable action of Mr. West is to be commended as is also the liberal spirit shown by our citizens.—The Graphic.

PAGE.

Geo. Page returned to Wayne Monday morning, after spending Christmas week at home.

Mrs. Dr. Skelton and two children of Spencer, Neb., are visiting her parents, Mr. and Mrs. P. E. Chase and other relatives and friends.

The Misses Louisa and Grace Kennedy are home from the O'Neill normal for two weeks vacation. They expect to return to school Monday.

Miss Ruth Page left Wednesday for Lincoln where she will attend the State Teachers' association. Miss Lydia Page has been spending Xmas vacation with her mother, Mrs. S. A. Page, she returns to her school at Naper, Jan. 5.

Harry, the youngest son of Mr. and Mrs. Wm. Parks met with a serious accident, Monday morning. He was holding the gate open for the horses to pass out when one kicked him on the forehead, over the eye, cutting a gash so the brain oozed out. Dr. Bild was called and he advised them to take him to the hospital, and they took the train for Sioux City Tuesday morning.

Mr. and Mrs. W. P. Evans of Meadow Grove spent the holidays in Page and vicinity. Mr. Evans has recently procured patents on an automatic hay or straw baling press, which expects have predicted would revolutionize the hay baling business. The machine is designed to do as much again work with less labor as any other machine now in use, and will also attach to a threshing machine and bale the straw as fast as it comes from the machine without any extra labor.—The Reporter.

STUART.

Mr. and Mrs. W. M. Drayton, accompanied by their two daughters, Althea and Mary, left this morning for a three or four months visit to the Pacific coast. They will go via Kansas City, and Austin El Paso, Tex., will spend about a month in San Diego, Cal., will visit San Francisco, Portland, Ore., Takoma, Spokane and Seattle, Wash., Billings, Mont., Denver, Colo., and home via Omaha.

Rev. Light informs us that there are a number of people in the Cleve. land and Dustin neighborhoods who have contributed money to a fund being raised to be given to Mr. Yantzi, who was so badly burned while trying to save his little girl from burning to death near O'Neill, as reported in our last paper. Anyone in or near Stuart who wishes to contribute to this fund may leave the money with Mr. Light who will give the receipt for the amount and see that it is duly forwarded to Mr. Yantzi. It is thought Mr. Yantzi will lose one or possibly both of his hands as a result of the burns. This will indeed be a terrible affliction to this stricken family, in addition to the loss of their little girl.

Our representative, the Hon. S. W. Green of Ewing, a bachelor of many summers who has had many royal battles with the little winged archer, Cupid, has at last fallen a victim and will soon take unto himself a bride. In support of the above we quote the following, clipped from the Valentine Republican: "Thursday afternoon occurred a most enjoyable event at

the home of Mrs. W. W. Wells who announced the engagement of her daughter, Claudia, to Hon. S. W. Green of Ewing, Neb. The bride elect was grown in yellow silk mull, the flowers and decorations harmonizing. The advice given by the married guests, "How to keep your husband sweet," was very interesting to the young ladies present and caused much merriment. The refreshments were very dainty and carried out the color scheme of yellow and green. The place cards being especially appropriate. About thirty guests were present.—The Advocate.

ITEMS FROM ROUTE ONE.

The funeral of John R. Bellar was largely attended from this vicinity. Interment being in the Mennonite cemetery.

We are glad to hear that Mrs. Richard Koch is improving after a serious illness of three weeks.

Master Irwin Harding has recovered from a severe attack of pneumonia and will soon be able to resume his studies.

John Robertson of Joy shipped in another car load of corn for his neighbors in the hail district.

Mrs. Margaret Ross of Ray will receive about \$3,000 from her father's estate in New York.

The following officers will serve Rock Falls township the coming year: Chas. Bigler, clerk, W. R. Johnson, treasurer, Hiram Stearns, justice of the peace. At the annual meeting there was \$235 on hand after allowing all indebtedness, with the exception of some road receipts which were not presented.

The father of Chris Yantzi is visiting in this neighborhood. He was formerly a resident here for many years and has many friends and old acquaintances.

The Pure Food Law.

Secretary Wilson says, "One of the objects of the law is to inform the consumer of the presence of certain harmful drugs in medicines." The law requires that the amount of chloroform, opium, morphine, and other habit forming drugs be stated on the label of each bottle. The manufacturers of Chamberlain's Cough Remedy have always claimed that their remedy did not contain any of these drugs and the truth of this claim is now fully proven, as no mention of them is made on the label. This remedy is not only one of the safest, but one of the best in use for coughs and colds. Its value has been proven beyond question during the many years it has been in general use. For sale by Gilligan & Stout.

Mrs. Hetty Green, America's richest woman, is the owner of considerable real estate in Boston. This includes a number of houses and stores. Mrs. Green occasionally makes a visit of inspection there to see that things are kept in good order, and is prone to express dissatisfaction with the work of persons whom she employs to clean and repair her houses. She has been known to get on her knees and scrub a dirty floor to show an efficient scrubwoman how to do it properly. She sweeps out littered rooms and tidies up yards herself, rigidly bosses carpenters and plumbers, and compels them to perform their work well. Attired in shabby clothing, she makes no more presentable appearance than the poorest woman in her employ.

Don't Take the Risk.

When you have a bad cough or cold do not let it drag along until it becomes chronic bronchitis or develops into an attack of pneumonia, but give it the attention it deserves and get rid of it. Take Chamberlain's Cough Remedy and you are sure of prompt relief. From a small beginning the sale and use of this preparation has extended to all parts of the United States and to many foreign countries. Its many remarkable cures of coughs and colds have won for it this wide reputation and extensive use. Sold by Gilligan & Stout.

In commenting upon the wealth of John D. Archbold, who is worth \$150,000,000, all made, as he says, by fifty years of "hard and honest toil," the Topeka Capitol admits that it is a long time to work, but the compensation of \$3,000,000 a year must be encouraging.

The immense amount of timber used for railroad ties is a sharp reminder of the rapid disappearance of the forests in the United States. The railroads in 1906 used \$50,000,000 worth of timber, equivalent to 600,000 acres of forest; 100,000,000 ties were used.

Stomach Trouble Cured.

If you have any trouble with your stomach you should take Chamberlain's Stomach and Liver Tablets. Mr. J. P. Klote of Edina, Mo., says: "I have used a great many different medicines for stomach trouble, but find Chamberlain's Stomach and Liver Tablets more beneficial than any other remedy I ever used." For sale by Gilligan & Stout.

The postmaster general has decided that the Homeseekers' Co-Operative Colonization company of Hot Springs, Ark., is conducting a land lottery and has denied it further use of the mails.

NEGLECTED BAYBERRIES.

Time Was When the Crop Was Eagerly Harvested.

Years ago when the first frosts had come Connecticut people went out to pick the bunches of bayberries to make the pale green wax candles which when burning gave out the aromatic smell of the leaves that the pickers crushed in pulling off.

We no longer pick bayberries for company candles for the winter time. Except a few romantic souls who gather berries enough to make a candle or two for old memories, a few faddists who want to try to make bayberry candles by some discovery or other in a magazine and some stanch old New Englanders who love to get out in the pastures on a crisp fall day—these are all who gather the bayberries now.

Left to themselves, the clumps of bushes have spread out and in some cases overrun whole pastures. In some parts of Connecticut the bushes have grown very tall.

In Branford, on the coast, there are almost bayberry trees, as many can be found growing along the highways ten feet tall and some even taller. These bayberries must be very old. You cannot help wondering how many crops have been picked off them in years past.

As early as 1717 the town records show that the gathering of bayberries on the highways and common was forbidden before Sept. 15. A fine of 10 shillings for each violation was the penalty. It appears that the wax from the berries was used in making a blacking and a salve and that bayberry wax continued an article of trade in Branford down to the last fifty years.

Human nature being about the same one century to another, there was probably in 1717 a great complaining of people who picked the berries "before they were half ripe" or "got up mornings before anybody else had a chance," hence the regulation and the fine.

But what a breathless, hurried bayberry picking it must have been the morning of Sept. 15!—Hartford Courant.

Ways of the Green Moray of Bermuda and the Devilfish.

When one speaks of dangerous fish the first that come to mind are the shark and the octopus. But neither of these is really formidable to fishermen. The shark never attacks a boat and the octopus very rarely.

A much worse creature than either shark or octopus is the devilfish—a large ray that is common in the warm waters of the Atlantic. This fish grows to a weight of a ton and a half and, besides formidable teeth, is armed with a horrible barbed and poisoned spike in the tail. It has often been known to attack boats.

A fishing party in a launch succeeded in harpooning one of these fish in the bay known as Aransas Pass, Texas. The brute towed them eighteen miles out to sea and very nearly upset the launch. It was twenty-five feet long and weighed 3,000 pounds.

A very nasty customer is the green moray of Bermuda. This rather resembles a conger eel, but is green in color and savage beyond any fish that swims. An English marine officer, fishing off Bermuda a year or two ago, hooked a large specimen and began to pull it in.

His negro boatman, his eyes staring with fright, begged him wildly to cut the line. The officer at first refused, but when he saw the fish turn on itself and with a crunch of saw edged teeth bite a large piece out of its own body he came to the conclusion that it was not a nice thing to have in a small boat.

The swordfish is a dangerous creature. Swordfish are caught for the sake of their oil and flesh, especially along the Atlantic coast of the United States. They are harpooned in the same manner in which whales used to be killed. Quiet enough until attacked, the swordfish then seems to go raving mad and fights with unmatched ferocity.—London Answers.

Hindoo First Steps in English.

A native had been caught at Calcutta scaling the wall of the premises into the compound of No. 3, Chowringhi, dressed in a complete suit of European clothes. The man had on the previous evening concealed himself inside a shop and had employed his time till morning in fitting himself with a complete suit of clothes, including a white shirt, with studs and links; a red tie, carefully put on; black socks, a pair of boots, a watch and chain, handkerchief and even a pocketknife, with a straw hat and stick. He even went the length of writing his name inside the hat. On being caught he said he wanted to learn English and as a preliminary step thought it best to dress himself in sahib's clothes.—Bombay (India) Advocate.

The Difficult Handshake.

It is a difficult matter, this of shaking hands. To start with, it is not always easy to know whether to shake hands or simply bow or even just scatter a gentle smile around. Books of etiquette devote pages to the handshake. However, if one decides to do it, then 'twere well 'twere done quickly. Let the action be swift and brief.—London Globe.

No Recourse.

"John, I think I hear a thief in the dark closet beneath the stairs."
"I don't doubt it. I have known it was there for some time."
"Telephone for the police."
"What's the use. You can't arrest a gas meter?"—Houston Post.

The Future.

Teacher—What is the future of "I love," Lulu?
Chicago Child—"I divorce."—Bohemian.