THE OPINIONS OF THE PEOPLE

In this department we will publish communications of a worthy and suitable maracter, received from subscribers to this paper. No communication should ENTAIN MORE THAN 800 WORDS. Manuscript will not be returned.

A STATE RAILROAD.

For the last twenty-five years the question of railroad rates has been agitated by the people of the state of Nebraska, and during that time members to the legislature have been elected and bills have been introduced to lower freight and passenger rates lower freight and passenger rates. cessful in defeating every bill tending to cut down railroad rates until the session of 1893, when the maximum rate bill was passed. People then felt a hope of relief from established railroad rates. Did the people get it?
After hanging it up in court for five
years we find the highest tribunal in
the land say the railroads must have a good interest on watered stock, taking as a basis the report of the republican board of railroad commissioners of 1891. I will not dwell upon this case as it is so well known to the people of the state, especially to those that read the Nebraska Independent.

Now the question comes to us, what can we do to get a reasonable rate when we know that it is of no use for our lawmakers to spend any time in trying to pass railroad bills that interfere with the interest of railroad magnates? We now understand their mode of procedure. We know they own and control the courts. I hope the renders of the Independent will read Senator Butler's letter, "Why Trusts Prosper," the issue of March 10, of the Independent. Read it, and you will shake with fear for what will become of the people of this great and wealthy nation?In regard to railroads I will only quote a few lines: "What do we see today? One man

J. Pierpont Morgan, representing a foreign gold syndicate, composed of London Jews, owning and absolutely controlling, as the agen of that trust eight of the largest railroad systems in this country. The powerful systems with their tributaries, which they dominate and control, comprising more than 55,000 miles; govern every means of modern transportation in all the great populated and important sections of the nation, from Chicago east and south.

I repeat it, read Senator Butler's letter and you will see how the railroad corporations and other trusts have it in their power to levy tribute on every man and every industry in this nation, in order to enrich themselves and their allies.

But what is the remedy? You will say for the government to own and operate the railroads for the common good of the people, and your theory is correct. But I am afraid that I, with the rest that had the privilege to settle on government land as a homestead, will be under the sod before any such law will pass congress. The government had a chance to buy the Union Pacific railroad, but instead of doing that, let the syndicates buy it under the assumed name of re-organization committee. What then, are we going to do? Simply this: Let the people of Texas, Oklahoma, Kansas, Nebraska and probably the Dakotas, build their own railroad to the gulf at a point, either Galveston or Port Arthur. It can be done and must be done, and then we have no need of any more railroad legislation, because that will test the question of railroad rates. But I venture to say that we, in such a case, could get our grain to the sea coast at about one half of what we are paying today, and it would be more than self supporting from the beginning.

Now let us compare the rates on eorn, as the staple product of Nebraska, from Shickley, Fillmore county, Nebraska to Galveston, 28 cents per 100 pounds; to New York City, 381/4 cents per 100 pounds; to Boston, 401/2 cents per hundred pounds. From the above, and the following speial dispatch from Chicago to the Globe-Democrat, you will readily see that the Gulf coast is the shipping point for our grain:

"Carefully prepared tables of the export shipments from the various scaports in this country show conclusively that New York has lost its prestige as the leading export point for grain. On corn shipments Baltimore has run far ahead of it, and New Orleans is not far behind it. It now develops that New York is also in danger of losing its supremacy as the export point for provisions.

Announcement was made today that some of the large packing firms of this city have begun shipping provis-ions and packing house products from Chicago to Port Arthur, Texas, via the Chleago Great Western and the Kansas City, Pittsbury and Gulf roads, and that they will continue to do so as so as long ase they can save from 714 to 10 cents on each 100 pounds on through shipments from Chicago to European ports. The steamship Drumelzier, which sailed from Port Arthur today, carried 5,000 tons of packing house products, fully one-half of which came from Chicago. It also had as part of its large cargo, large quantities of flour, meal, cotton and spolter. The steamship is bound for Liverpool and is the first of the Port Arthur trans-Atlantic steamers to sail. Regular fortnightly trapa will follow.

Chicago packers say they find it impossible to ship provisions via New New York to European ports. The 30 cent rate now in effect from Chicago to New York is prohibitive. To make shipments via New York possible the rate on provisions and packing house products would have to be put down 1914 cents or less for 100 pounds. If this is not done the Chicago ing houses will be destroyed and Kansas City will become the parking house center in the west. Kansan City has a great advantage over Chicago and 35% cent such 100 pounds can be saved by shipping from that point direct to

Europe via Post Arthur. From Chicago to New York the rate on packing house product is 30 cents. and the steamship rate from New York to Rotterdam is 25 cents, making a through rate from Chicago to Restardam of \$5 cents. The rate from Kanssa City to Chicago is 1955 coats

which, if added to the rate from Chicago makes the through rate from Kansas City to New York 781/4 cents. The products can be shipped from Kansas City by way of Port Arthur for 45 cents, a difference in favor

waiting for months for some one to But railroad lobbyists have been suc- bring the question before the people, because it is a very important one, and especially have I been waiting for Hon. Warwick Saunders, as I understand that he once made the remark, after being south by appointment of the governor, to get information on the subject: "The road must be built if I have to build it myself." In order to bring this matter up for discussion I will give my idea and I hope others will present better ones. will confine myself to our own state of Nebraska. I am sure that every township in which the railroads will run through will donate the right of way for the tracks and all lands needed for depots, warehouses, switches, elevators, etc. Then let the state legislature next winter so amend our laws, or if need be, our constitution,

that will give the legislature the power to appropriate the amount necessary to build and equip a railroad through this state from north to south, to intersect with a road built by the people of Kansas, Oklahoma

The next question is: What sum of money would it require to build and equip a railroad through the state of Nebraska? Experienced railroad men unbiased by selfish motives, claim that a prairie state like Nebraska, with few streams to bridge, a railroad can be built and equipped for \$10,000 per mile and as the state from north to south is 200 miles, ft would cost the taxpayers of this state about \$2,000,000, about the amount our republican state officials have appropriated for their own use out of the state treasury during the last six years. Two million dollars is a big sum, but I understand that is about the amount of taxes we pay in this state in one year. So if you should pay it in one year, which will not be required, you may simply have to pay a double tax for one year. Figure what you sell of corn or wheat in one year and see the difference you pay in freight and what you pay for lumber, which in such case could be bought from the great pineries of the south, and you will find this difference will bring you more than four times the tax you pay

in one year, and you have the bene-

fit of every year to come, besides the

value of the railroad property belongs to you. Now friends, discuss this matter with your neighbors and through the press. Bring forth your proposition and we will accept the best one. Let some one call a meeting at some convenient time and place, and let every county be represented. We have no understand what is just and fair bebraska and the railroads. One thing the United States at large. I can not understand is that when the railroads pleaded before the supreme court "that they could not ha ve a reasonable profit if the maximum rate case was sustained." How can they give away so many free passes? It looks like discrimination when one person pays for his ride and another rides without paying. Is there no law to step it, and if there is, let it be en-

NELS ANDERSON, Ong, Nebraska. etaoi nirhsud shrdi emfwhm

You will find the date at which your subscription expired marked on this week's issue of your paper. Take notice of it and if you are in arrears you should

make a payment at once. SCHOOL FUNDS DISBURSEMENT

Office of the Republican Executive Committee of State House Funds Lincoln, Neb., Jan. 1st, 1898. Mr. J. W. Johnson, Secretary-Treasurer. Sir: You will at your earliest convenience pays the difference in freight. piease transmit to this committee detailed itemized statement of the financial disbursement of your office. (omiting State Journal items.)

This unusual request is made for the eason that it is very important that the financial resources of the cimmittee may be accurately estimated. The time was, as you know, when this was not necessary, but it has now become an imperative necessity. Our most benefited source of funds (state house) are now in the hands of the popocrats. It is not definitely known what the railroad people will do in the next There is, however, a rumor that they are making overtures will realize the importance of making this departure from former customs. Respectfully.

Lincoln, Neb., Jan. 4, 1808. To the Republican State House Funds Executive Committee. Gentlemen: In compliance with your recent request herewith submit is detail the items of expenditures of this office for the cears 1896 and 1807. There is no data in this office for years prior to 1886.

Very respectfully. 30E Correcting the eighth command nent, \$4.00.

April 3, 1896, embellished Pontius. applied manna balm to his bald head.

many People Cannot Drink

coffee at night. It spoils their sleep. You can drink Grain-O when you please and sleep like a top. For Grain-O does not stimulate, it nourishes, cheere and feeds. Yet it looks and tastes like the best colles. For nervous persons, young best coffee. For nervous persons, young people and children Grain-O is the perset drink. Made from pure grains. Get a package from your grocer today. Ty't in place of Coffee. 15 and 25c.

annointed his wounded soul and put new ribbon in his bonnet, \$20,00 April 16, cleaned the ears of John U. P., Balaam's ass, renovated his

voice and shod him, \$14,640. May 2, decorated John's ark, whitewashed his golden calf and oiled his

tongue, \$10,000. May 26, adulterated the sulphur of hades, hyponitized the devil, elipped his claws, put an extra curl in his tail and diamonds for his crown, \$14,000. June 3, contributed to Macus A. Hanna fund to buy the keys to the bottomless pit, dethron saten and pros-

titute his imps, \$100,000.

June 4, washed Pontius' Rosa's servants, focussed their glasses and put carmine on their cheeks, \$15,220.40. June 16, rebordered the robe of John P., Balsam's silverine, (international), for his front face, and disinfected his former quarters, \$10,000,

Sept. 18, reanimated the flames of the popocrat's purgatory (but it was a fizzle), turned loose the devil dogs of war,

March 4, 1897, replumed and gilded the wings of Joe and Gene's guard ian angel and trimmed his hoofs, \$11,-040,80. June 10, services and money paid in

behalf of Joe and Gene in endeavoring to quash the fires of hell and banish the torment of the worm that dieth not, (one-half of original fee, \$35,000) \$17,500.

Nov. 10, put a stone in Herod Powel's sling, gall for his stomach and extended his breech cloth, \$4,200.

Dec. 14, two extra niggers to stand between Joe and Gene and the furnace, (\$6,00 discount 50 per cent) \$3.00 Soothed the parson's meek spirit, ballasted his wounded piety, put a tail on his rooster and done other odd jobs for the Fifth district statesman, \$6,

Total, \$229,666.80.

By Jonathan Higgins.

Just try a 10c x of Cascarets, the finest liver and nowel regulator ever made.

Editor Independent.

I notice for the past two months in your valuable paper names of candi-dates for governor this fall, any of which in my estimation would make model governors if nominated and elected. But Mr. Editor, this is an agricultural state, and why not give us a framer for this position, one who is thoroughly competent and if nominated could carry the state by 20,000 at the coming election. My business is such that I have been in over twenty counties within the last three months and have been inconsultation with some of the leading farmers and business men and they all are of the same opinion that we should have a farmer and business man to head our ticket, and say just give us (a Pointter, he fills the bill as farmer and business man.

J. W. MAHER, Humphrey, Neb., March 27, 1898.

SMALL HAPPENINGS.

F. W. Cramb of Fai rbury was in Lincoln this week.

Boone county has again experienced a newspaper change. D. J. Poynter. other alternative. It can be done and the ex-county treasurer, and J. F. it must be done. Courts and railroad magnates defy us. Let us show to the wise (?) men of our supreme court and consolidated the two plants and that whatever they know they do not will proceed to turn out a paper representing the best interests of Boone tween the people of the state of Ne-county, the state of Nebraska, and

> The Carthage Democrat says: carpet trust has been formed. It ought to be put down." This suggests that the cracker trust is getting in ite work. It ought to be cracked.

The state convention of the people's party of Pennsylvania will be held at Williamsport on Wednesday, April 27 1898, for the purpose of adopting platform and placing in nomnation

The populist state convention of south Dakota has been called to meet it Aberdeen June 22.

Mark Hanna is very much interested in Ohio coal mines. It is announced that these mines have received a government order for 250,000 tons of coal to be delivered at Key West. Alabama coal is just as good and many hundred miles nearer Key West, but Mr. Hanna is reported as getting one dollar a ton more than the Alabama article was offered for, and the government

The Missouri populist state commit ee has been called to meet at Lindell hotel in St. Louis, Saturday, April 2

Mr. J. M. Gilchrist has gone to Im perial, Chase county, to make an expert examination of the books of the county treasurers' for several terms.

Hon. J. N. Gaffin made this office of hort call while in the city last week He is emphatic in his decision on the Cubus question and says that noth ing short of prompt intervention and the liberation of Cuba can sequit the to the demo-pops. We hope that you United States with honor to herself and Justice to Cuba. When asked what he thought of the political situation of the stat c he said he had been, so busy putting in a large crop of wheat place in the evangelization of the Goths that he had not had time to look after politics. He seems to think there is more money in a crop of wheat than there is in a crop of politics.

> LOOKING OUT FOR HIS CONSTITU L'ENTS.

> Judge Strode of the Pirst congress ional district of Nebraska some time and made a request for the re-survey of a strip of land in Frontier county. Neb. Several parties who would be inused by the re-survey called the atention of Congressman Sutherland to t, who protested against any action. as the hand had passed from the gevrament into the hands of private

adaubiritus. On March 16th the department of he interior informed Representative intherland that no re-survey would be extered unless with the consent of all parties in interest.

EASTER HARE MYTH.

THE RABBIT IDENTIFIED WITH THE MOON IN SYMBOLISM.

Mythology of the Nations Respecting This Period - Origin of Many Customs and Traditions - The Moon Goddess and

The story of the hare, or, as it is told in this country, the rabbit, who lays the wonderful Easter eggs is only one of a number of confidence games which children of men.

The prevalent skepticism of the age fails utterly of transmission to the little ones. Every Christmas a very impossi ble saint with preposterous nocturnal habits is introduced into the children's calendar of "truly people" and is harmonized by infant sophistry, which differs little from much of the logic of the elders, with the budding theology of the baby mind.

But of all the queer stories whose certainty of credence is based on the strength in children of the broad principle of human gullibility expressed by Casar in the statement that men readily believe those things which are pleasant to believe the legend of the Easter hare is the most transparent and yet most successful gold brick game that is annually played upon the little "come

The common, everyday product of the industrious hen is gilded with glittering foil or boiled in some weirdly patterned, mendacious piece of "fast color" calico and deposited in all the resultant crudity of its color scheme in an impossible nest in an outlandish place, which only a creature "mad as a March hare" would ever think of choosing for a homestead site. The children then, in willing mystification, are sent hunting for "bunny's nest" and its wonderful contents.

The sight of the eggs is sufficient proof to the children of the truth of the whole story, as Baron Munchausen desired the moon's presence to be to his auditors, after he had recounted his lunar adventures. Besides, have not the his fantastic "Ballade a la Lune," aposgrown folks told the tale with solemn faces? And if a smile should thereafter "twitch the bearded ambush" of a man-



PREPARING THE "GOLD BRICKS."

child, it might be well to remind him that he himself has accepted on simple testimony the truth of statements equally astounding. Does he not believe in the existence of the "zoological paradox," the ornithorhynchus, a hairy mammal that yet lays eggs?

The reason why the hare story has come down to our children is that in former generations grown people believed in it sufficiently to perpetuate it. The explanation of its origin is mythological. The symbolism of the egg, in connection with the celebration of the resurrection, is obvious. It represents the new life, the bursting of the soul from material bonds into a freer and higher existence. Long before the rise instances. of Christianity the egg was used as the symbol of the physical universe and the awakening of life therein. As such it was given among friends as a token of good wishes for the new year, which began, as it still does among the Chinese, with the vernal equinox.

It would seem that we ought to be entisfied with the sufficient symbolism of the egg without running after the bare and tracing the myth concerning him to its origin. He, however, is not a meaningless accompaniment to the Easter egg, with whose production he is credited. After the advice of the old recipe, therefore, let us "first catch our hare." To do this we must follow him from country to country, from America and England and Germany through Greece and Egypt to India, and catch him at last-where do you suppose?

The Saxon goddess Eastre, from whom the name Easter is derived, has generally been identified by learned men with Astarte, the Phoenician goddess of the moon, whose name is familiar to Bible readers as Ashtaroth. Her festival was celebrated in early spring at the beginning of the ancient year and therefore since Christ's passion was also a festival of that date in the harmonizing of Christian customs and pagan rites which took and the Saxons Easter and the resurrection were identified in observance. Now the double symbolism of the physical and spiritual resurrection found a parallel in the character of the moon goddess. Not contant with being a woman and hence privileged snough, one would think, in the exercise of "mutable and variable" characteristics, she ago called at the general land office even had the advantage of changing her sex! The Greeks addressed her as a three formed goddess and as a male. In Germanic speech the tooch yet persists as masculine in gender.

The best explanation of this dualism is that the moon was at the same time. both musculine and feminine; that there were two moons, a dark and a light, the 'old moon in the new moon's arms" being properly enough the "woman in the case." When the moon was full-usually a masculine trait, by the way-the light, or male element, alone

was present, and the "man in the moon" reigned free of all feminine influence. He was lord of light and of time; Mas, the measurer, as the Sanskrit called him. When the moon was waning, it was, in Egyptian mythology, Typhon, the type of evil, whose sway diminished with the return of the new moop and ended at the full, at which time a black pig, the symbol of Typhon, was offered in sacrifice to Osiris, the sun, supposed to be his victorious enemy. The leg of pig which is eaten in some parts of England on Easter Monday is probably a survival of this custom, and the tradition about the sun are played with certain success upon dancing on Easter morning may also be generation after generation of the rising a reminiscence of the old Egyptian myth. It would be interesting to know if these traditions came through the Druids or the Saxons. The former rep-



resented the moon as two goddesses Llywy and Kreirwy, the analogues to Demeter and Persephone of the Greeks, the Mother and the Virgin, and of Vinata and Kaden of the Sanskrit, the former of whom is connected with our modern observance of Easter in that she bore an egg, whence issues the ser pent which, according to tradition common to many primitive peoples, brings about the waxing and waning of the moon by swallowing and disgorging it. This conception is not confined to savages, for Musset, the French poet, in trophizes the moon as follows:

Is it a snake that gnaws
Thy disk? Whose swart embrace To long affright thy face?

But why is the hare rather than the serpent, which is the more plausible egg producer, connected with the survival of moon worship at Eastertide? It is because from the earliest times people fashioned the spots of the moon in the form of a bare, just as the majestic mien and rayonnant mane of the lion made him the fit symbol of the beaming sun. And as the moon seemed to shrink from the presence of the lord of day, what was more natural than to represent it in proverb and story as the timid hare leaping up in the absence or the subjugation of its powerful enemy?

As the moon in mythology was rep resented as changing its sex, so its ani mal symbol, by that mental process which evolves fact from fancy, was in time thought to do so in reality. From the days of Pliny and Plutarch to the reigns of Elizabeth and James the astounding statement was accepted without question. It is referred to in the following incantation from Beaumont and Fletcher's "Faithful Shepherdess," which also connects the hare with the moon:

Hares that, yearly, sexes change; Proteus, altering oft and strange: Hecate, with shapes three, Let this maiden changed be.

Even in the succeeding days of dawning science the author of "Vulgar Errors," in his chapter upon the belief in this metamorphosis, denies only that the change occurs annually and admits that it may have taken place in exceptional

Another zoological fable which connects the hare with the watchful moon, 'Spy since that man was born," was that the hare, born, unlike the rabbit, with open eyes, never closed them, and so, in the old medicine, his brain and eyes were prescribed to induce wakeful-

Superstitions connecting the hare and the moon are innumerable. The hare that crosses your path brings either ill luck, as does the shadow that crosses the moon in eclipse, or else disorders your wits, as the beams of the moon are thought to bring lunacy by shining upon the unprotected face and head. In this latter capacity as a lunatic maker the flesh of the bare was supposed to induce melanchely. But whether hatters, who are proverbial for their "madness," become so by walking bareheaded (on the same principle that sheemakers' children run barefoot) or are rendered "hare brained" by an especial diet upon puss' pelt bereft carcass is a question for anthropology, and neither scolegy nor mythology, to decide.

A. L. GERNON



T'day alone in buh shu'ch are Maltada per da swedles' hat-She got dat but folt Eastah (mc) De preachab tell now Adam bit De fruit an los' de garden fair. But Lindy got dut garden yet. Hit purch up top kith kinky late! Is caused by torpid liver, which prevents diges-tion and permits food to ferment and putrify in the stomach. Then follow dizziness, head

rouse the liver, cure headache, dizziness, con stipation, etc. 25 cents. Sold by all druggist The only Pills to take with Hood's Sarsaparille

What does it cost to get there? When and how should one go? What should one take? Where are the mines? How

one take? Where are the mines? How much have they produced? Is work plentiful? What wages are paid? Is living expensive? What are one's chances of "making a strike?"

Complete and satisfactory replies to the above questions will be found in the Burlington Route's "Klondike Folder," now ready for distribution. Sixtees pages of practical information and an pages of practical information and as up-to-date map of Alaska and the Klondike; Free at Burlington Route ticket offices, or sent on receipt of four cents in stamys by J. Francis, Gen'l Passenges agent, Burlington Route, Omaha, Neb.

To Puget Sound and Alaska Points.

The Northwestern-Union Pacific is the direct route to the Puget Sound and Alaska points. Morning and afternoon trains make direct connection at Fre-mont with through tourist sleepers and free reclining chair cars to Portland. For correct information call on A. S. Fielding, city ticket agent, 117 south 10th st., Lincoln, Neb.

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IS NOW OPEN.

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Chicago, Rock Island and Pacific

Passengers arriving in Chicago can, by the new Union Elevated Loop, reach any part of the city; or, for a five-cent fare, can be taken immediately to any of the large stores in the down town district.
All Elevated Trains will stop at the "Rock Island" Station. Train every minute. These facilities can only be offered by the "Great Book Island Route."
If you will send a 2-cent stamp for postage we will mail you at once a new hird's every view of Chicago interior in the state of the second in the state of the second in the state of the second in the se

bird's eye view of Chicago, just issued in five colors, which shows you just what you want to know about Chicago and the new Loop and Elevated System. This map you should have, whether you live out of the city and expect to come to it, or whether you now live in Chicago and you or your friends contemplate making a trip. Address John SEBAS-TIAN, G. P. A., Chicago.

NEW TOURIST CAR LINE.

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On February 17, and every Thursday thereafter at 6:10 p. m., Pullman tourist sleepers, in charge of our own excursion conductors, are scheduled to leave Lincoln for Portland via Denver, Leadville, Salt Lake City, Ogden and the Oregon Short Line, passing through the grandest scenery of the Rockies and stopping several hours in at Salt Lake City to allow a visit to the many points of interest there. Births, tickets and full information may be obtained at B. & M. depot or city ticket office, corner of O and 10th GEO. W. BONNELL, C. P. & T. A.

20 per cent off to California and Other Pacific Coast Travelers.

The above reduction applies to the time enroute. By the Northwestern-Union Pacific route the time is one night, or 13 hours, less than by other lines. This saves money, berth rate, and thirteen hours of wearisome car riding. At Fremont connections are direct with through tourist and Pullman sleepers, chair cars to Denver, Orden, Salt Lake city, Portland and San Francisco, Dining car through to the coast. Get tickets and berth reservations of A. S. Fielding, city ticket agent, 117 south 10th st., Lincoln, Neb.

Fifteen Hours to Chicago

Is all it takes, if you leave Lincoln on the flurlington's new fast train at 11:10 p. m., any day. No change of cars. En-tire train of Pullman sleepers and free reclining chair cars runs solid to Chicago union depot. Call at B. & M. depot or city office, cor O and Touth streets for berths, tickets and full information. GEO. W. BONNELL, C. T. & P. A.

Certificate of Publication.

OFFICE OF

Auditor of Public Accounts. State of Nebraska.

Lincoln, March 11, 1806. IT IS HERRBY CERTIFIED. That the

Nebraska Mutual Life Insurance Company of Stromsburg, in the State of Nebraska.

has compiled with the insurance law of this finite said is authorized to transact the business of Musual Life Insurance in this finite for Life narrance pasts.

Witness Mr hand and the east of the Auditor of Public Assumpts the day and year about with ten. JULES P. CHANGAL. SAMUEL LICETT, Inn Deputy.