

THE OPINIONS OF THE PEOPLE

In this department we will publish communications of a worthy and suitable character, received from subscribers to this paper. No communication should contain more than 800 words. Manuscript will not be returned.

Watkin's to the Journal.

VERDON, Neb., April 21, 1898.

EDITOR INDEPENDENT—I sent the following inquiry to the semi-weekly State Journal:

VERDON, Neb., April 4, 1898.—To the Editor of the State Journal: I see by the Semi-weekly of the 25 of March an editorial in which the statement is made that the United States owes about one billion dollars (\$1,000,000,000) to foreigners. I suppose this includes individual as well as public debt. I see by statistical abstract of the United States, 1896, nineteenth number, pages 61, 62 and 78, that we have exported since 1847 over two billion dollars more of gold, silver and the products of the farm and factory than we have imported in that time. Will you kindly explain how we came to be in debt to foreigners at all? Also what we got for this debt and how we got it? It looks to me if I am selling to other fellows more than I buy of them and let them have more money than they do me that they will be in debt to me and not me to them. By neglecting me on the above you will oblige an old subscriber.

GEO. WATKINS.

To this inquiry the Journal replied in its daily of the 8th and semi-weekly of the 12th, stating, first, that my bunching exports and imports of gold and silver specie and bullion with our exports and imports of merchandise was misleading. As I gave my authority and where to find the facts stated I do not see what reason the Journal had for being misled, but they were. They seem to think I am trying to show less specie per capita than the section of money gives. This I did not think of. My questions are three in number. Their answer starts out with the statement that tourists, which they state number 50,000 in our more prosperous years, use a great deal of this amount. By this the Journal tells what it considers prosperity. In the year 1892, when labor was getting a little something for its services, we exported only \$495,873 in excess of our imports of gold. The next year, when labor was in deplorable condition, we exported \$27,506,463 in gold in excess of our imports, to pay tourist expenses presumably. We exported just about enough silver in 1893 to pay for our excess imports of merchandise. My object in asking this question was to see how it was possible to get into debt when we were sending more abroad than we got from foreigners and also to see about this sacred honor which is pledged to pay with the so-called best money. As I am now clear on my object, I will try to consider this question further. Right here may be a good place as any for me to say of the act of 1873 demonetizing silver, I would consider it just as honorable for congress to pass a law putting 516 grains of gold in a dollar as the act of 1873. But all debts contracted after such a law was passed would be binding, both in law and honor. So the question comes as to the time these debts were contracted. The Journal says our imports of merchandise always exceeded our exports prior to 1847. This being a time of bi-metallicism, the Journal or any other gold-standard advocate would not claim that the difference should be paid in a double dollar. From 1847 to 1868 our excess exports of cash was about \$100,000,000 more than our excess imports of merchandise. As this was not a very prosperous era according to the Journal, there was probably not very much spent by tourists. From 1868 to 1875 we imported over a billion dollars more merchandise than we exported. We exported half a billion more gold and silver than we imported. The gold and silver might be accounted for in tourists bills, also shipping bills, which is another big item the Journal gives to account for these debts. But as everything was measured in a depreciated money during that period, certainly the Journal would not pretend that sacred honor required us to pay in a 200-cent dollar. Since 1875 we have, in spite of a constantly declining market, exported some two and a half billion dollars more of merchandise than we have imported, besides hundreds of millions dollars of specie. Yet we are indebted so badly that if we dare to say what shall constitute a dollar our creditors will ruin us. We also

hear a great deal about foreigners investing largely in our railroad and factory stocks. If they are doing so, what becomes of the money they invest. How do they get it here in the face of the facts I have stated.

There is one way these debts might have accumulated that the Journal did not mention, i.e., our big fellows watered a lot of stock and took it over to Europe, sold it, and had a spree without any cost to themselves but let their patrons pay it. Personally, I will say that it does not look to me like good statesmanship when we pay \$30,000,000 annually to foreign ship owners for our carrying trade. Neither do I feel under the least obligation to pay two dollars for one to pay tourists indebtedness. Again what looks queer is the howl set up about labor's extravagance if it dare to buy a \$50 buggy for the old wife's comfort, and if a farmer dare spend so much as a quarter of an hour chatting politics with a friend, he is immediately accused of indolence. The money spent for a buggy is left here at home, yet we never hear that it is extravagant or injuring our country in the least for tourists to squander hundreds of millions annually to pay foreign hotel bills and foreign servants. Bah! About the 22nd of February I asked the Journal through the Falls City News how it was possible if we were steady and economical, selling more to foreigners than they did to us, how free coinage of silver would deprive us of our gold? I sent them a marked copy. They never have answered me unless I am to take their answer of the 8th and 12th to be an answer to my first question as well as the last, so I will ask another one or two. If we are to continue to hire foreigners to do our carrying trade and pay them in gold, also furnish gold to our tourists to pay foreign hotel bills etc., how will a gold standard keep our gold here? Again if we must, if there is absolutely no other way but the above and we are to be always drained of our gold by the causes shown by the Journal, do we not need a national currency with which to do our business without going to foreigners to borrow it? Is it true that a debased one is better than none at all? In proof I only offer Pennsylvania as evidence. The per capita increase of wealth was just about 10 times as much from 1860 to 1870 as from 1880 to 1890. My dear Journal I expect I have asked you several more questions than you will answer, so I will bid you good bye until I hear from you again. In the meantime I am yours truly for government issue of all money.

GEO. WATKINS.

Many People Cannot Drink
coffee at night. It spoils their sleep. You can drink Grain-O when you please and sleep like a top. When Grain-O does not stimulate, it nourishes, cheers and feeds. Yes it looks and tastes like the best coffee. For nervous persons, young people and children Grain-O is the perfect drink. Made from pure grains. Get a package from your grocer today. Try it in place of Coffee. 15 and 25c.

Government Ownership of Railroads in Switzerland.

The railroad problem in Switzerland contains many instructions which are especially valuable to the people of this country, as the railroad problem is a most important one which must soon be solved in this country.

To understand the railroad question of Switzerland, first of all we must consider the physical conditions of that country. If we look at the maps we find that the Alps, a mountain chain like the Rocky mountains, runs through the country from east to west on the southern line with a few states on the south side of the mountains. From this main chain smaller branches run out north and south so that all states are more or less mountainous.

Forty years ago when the question of building railroads in Switzerland first came up, nobody thought that it would be possible that the people of Switzerland with only a little over two million inhabitants could build a railroad through the Alps, therefore it was generally believed that in Switzerland only short lines connecting favorably situated towns would be built to facilitate local traffic, and this excluded federal ownership.

The first road was built in 1846 connecting the towns Lurich and Baden, and is about 14 to 20 miles long. Several years after this Lurich and Winterthur were connected by a railroad and to build this the Lurich Berg mountain had to be cut by a tunnel which is about six miles long. This was the first tunnel built in Switzerland.

By this, two roads, the Canton and Lurich, was crossed from east to west by a railroad. Then Lurich wished to get connection with the lake of Constance and through this, with the eastern states of Austria, Bavaria, Wurtemberg and Baden, and the natural condition for such a connection were in favor of the Canton Thurgau, an agricultural state which is the most level in Switzerland, but further south lays St. Gallen, a town of the size of Lurich, but this town lays between high mountains and especially the territory from St. Gallen to the lake of Constance was unfavorable for railroad building, therefore Lurich built the road, called the Northeastern, through the Canton Thurgau and this produced jealousy and envy in St. Gallen. To extend this Northeastern road to the west line of Switzerland was at that time believed an impossibility, as the Jura mountain chain which runs from south-east to north-west, had to be crossed but on the west side of these mountains, right in the southwest corner of Switzerland, lays Basle, the richest town, and they resolved to have a connection with the Northeastern road by a tunnel through the Jura mountains. This idea was at first so monstrous that everybody laughed and humorists made their jokes about the hole of the future, which was called the prospective tunnel, but after all the Harnetsburg tunnel, which is about twenty-five miles long, was built, and through this Switzerland had a through line from east to west which soon became an international road, as it connected the remotest eastern Euro-

pean states of Austria, Hungary and Russia with the Atlantic ocean.

Until now railroad building and managing was only a state and local matter in Switzerland, but now, the system is successfully extended in all directions and therefore federal regulation of the business became a necessity for having a control over this corporation which never got so much power as they have in this country.

In Switzerland the main principle always prevailed that the main goal of a railroad is comfortable, cheap and saves transportation of persons and property, and that to the main goal all other interests must be subordinated even if share holders should get no interest, and for this purpose railroad companies were put under strict control of the administration, which in that country is not subordinate to courts. I remember that the first federal railroad law which was issued contained the condition that whenever the net earnings of a railroad pays more than 6 per cent interest on the paid up capital, then passenger and freight rates were only built for local traffic, the shares were taken by the states, counties, towns and villages, and citizens which were benefited by the roads, therefore nobody expected to have any direct profit from these shares.

The law that shareholders were only entitled to have interest on the invested money had the good effect to prevent swindle with shares right in the start, that the roads were put in first class condition and that employees were well paid and secured safe and comfortable transportation, so that very seldom a calamity occurs. Although railroad building costs enormous sums of money, transportation is a great deal cheaper in Switzerland than it is in this country. As I remember, passenger rates were about 1 cent of our money mile. Round trip tickets good for one day had 20 per cent discount. Transport regulations and tariffs for freight had to be approved by the federal administration. At each station you can buy for a few cents a regulation for transportation and a catalogue of goods where you can find out under which class a certain kind of goods belongs and the distances of the stations so that you can exactly figure out for yourself what it will cost to send your goods to their destination. For goods which are charged by carloads it takes a certain amount of tons, but if the freight figures out at the real weight should in this way amount to more than car load freight, only this amount can be charged. Discriminations and rebates are unknown. The one who sends 100 car loads of a kind of goods has to pay as much for a car as the one who sends only one car.

Time tables are changed twice a year in the spring and in the fall whereby the administration, especially the post department, provides that comfortable connection of the different roads can be made on all points and that the people along the lines are accommodated and it happens very seldom that companies are urged to put on one more train for the accommodation of the people.

Unjust competition between the different roads was suppressed right in the start. As said before St. Gallen was cut off from the Northeastern road, but then St. Gallen built a road of their own from the lake of Constance to Winterthur, where it connected with the North Eastern road, but as Lurich is the central railroad point in Switzerland, they wished to have direct connection with Lurich, but instead of building a parallel line with the Northeastern they had a costly tunnel through the Lurich Berg, they asserted that railroads are public highways, and therefore demanded the right of way over the Northeastern from Winterthur to Lurich, which right was granted to them by the federal authorities, and from that time on they were not only running their trains through on this line, but the employees at the stations of the Northeastern sold their tickets and handled their goods just the same as they sold tickets and handled the goods of their own line.

How railroad employees were protected against oppression from the companies, I will tell in the next article.

FRED SCHWEIZER.
Woodlawn, April 14, 1898.

Chronic Rheumatism
From the Industrial News, Jackson, Mich.

The subject of this sketch is fifty-six years of age, and actively engaged in farming. When seventeen years old he hurt his shoulder and a few years later contracted to have rheumatic pains in it. On taking a slight cold or the least strain, sometimes without any apparent cause whatever, the trouble would start and he would suffer the most excruciating pains.

He suffered for over thirty years, and the last decade has suffered so much that he was unable to do any work. To this frequent occurrence of dizzy spells were added, making him almost helpless invalid.

He tried the best physicians but without being benefited and has used several specific rheumatic cures, but was not helped. About one year and six months ago he read in this paper of a case somewhat similar to his which was cured by Dr. Williams' Pink Pills and concluded to try this remedy.

After taking the first box he felt somewhat better, and after using three boxes the pains entirely disappeared, the dizziness left him, and he has now for over a year been entirely free from all his former trouble and enjoys better health than he has had since his boyhood.

He is loud in his praise of Dr. Williams' Pink Pills for Pale People and will gladly corroborate the above statements. His postoffice address is Lowman Nosky, Horton, Jackson County, Michigan.

All the elements necessary to give new life and richness to the blood and restore shattered nerves are contained in a condensed form in Dr. Williams' Pink Pills for Pale People. All druggists sell them.

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State Treasury Condition.
The fixed policy of State Treasurer Meserve is to have invested all permanent school funds and to pay out all current funds as fast as received from the county treasurers.

We have closely watched the conduct of the state treasury and we find that Mr. Meserve has faithfully and ably enforced the above rule.

A statement received last Monday by the Phonograph shows that Treasurer Meserve, since coming into office, has invested permanent funds in interest-bearing securities to the amount of \$632,721.39 of which \$301,357.84 are in state warrants earning 5 per cent. The total amount of all funds invested up to date is \$3,726,177.74, or nearly three and three-fourths millions. Every dollar in the permanent school funds is now invested and the current funds are paid out on warrants so that the treasury is now practically empty.

The republican brethren who were so terribly anxious about Meserve's "straw bond" may now calm their tender solicitude. Though a two-million-dollar bond may have been sufficient to cover a Bartley shortage of half a million plus a million of idle funds, it certainly is more than enough to insure an amount like the semi-annual school apportionment, and that is all which Mr. Meserve keeps in his charge. An honest state treasurer has solved the problem of idle funds much clearer and safer than did the mistaken author of the steel vault bill in the legislature. He simply does his duty by paying out and investing; hence there is no idle funds. Mr. Meserve not only knows this is the right course, but he is energetic and dutiful enough to carry it out.

The republican administration constantly carried from half a million to one million of idle funds and during the latter part of the Bartley rule it exceeded one and a half millions. The state paid regular interest on these idle moneys, because it was paying interest on the paper on which they should have been paid. For every half million of idle funds the state lost \$30,000 annually, for the interest would at least average six per cent.

The people can pretty closely figure out what has been saved the state by treasurer Meserve. It would be a considerable amount annually.

And the credit of the state—so far from being ruined—is now above par.—St. Paul Phonograph.

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The Northwest-Union Pacific is the direct route to the Puget Sound and Alaska points.

Morning and afternoon trains make direct connection at Fremont 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.

Klondike.

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

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Is all it takes, if you leave Lincoln on the Burlington's new fast train at 11:19 p. m., any day. No change of cars. Entire train of Pullman sleepers and free reclining chair cars runs solid to Chicago or union depot. Call at B. & M. depot or city office, corner O and Tenth streets for berths, tickets and full information.
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Many thanks for your kind advice. My son now has every appearance of a sound healthy boy. Mrs. Elizabeth Gray, New Athens, Ill., says: "Who-soever follows Dr. Hartman's advice will get well." Mrs. Emma Miller, Lohrsherg, Harry county, Mo., writes: "I wrote to you for advice and you gave it. Now I feel stout and hearty. The world could not buy my fortune." Mr. Peter Hattorberger, Portersfield, Wis., writes: "After following your advice I feel perfectly well and happy." Mrs. Kardinia Suter, 2138 Vine street, Cincinnati, O., writes: "I followed your directions and now have the best of health."

Every woman should have a copy of Dr. Hartman's interesting book entitled "Health and Beauty." It was written expressly for women and will be sent free to any address. Address The Peoria Drug Manufacturing Company, Columbus, Ohio.