THE NEBRASKA INDEPEDENT

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 CONMUNICATION SHOULD IONTAIN MORE THAN 800 WORDS. Manuscript will not be returned.

Watkin's to the Journal.

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VERDON, Neb., April 21, 1898. EDITOR INDEPENDENT:-1 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 sta-tistical 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 come 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 enlight-ening 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 mislead, but they were. They seem to think I am trying to show less specie per capits 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 service, we exported only \$495,873 in excess of our imports of gold. The next year, when labor was in deplorable condition, we exported \$87,506,463 in gold in ex cess of our imports, to pay tourist ex-penses 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 roceed to consider this question further. Right here may be as good a place as any for me to say of the act of 1873 demonstrizing silver, I would consider it ust as honorable for congress to pass a law putting 516 grains of gold in a dol-lar as the act of 1873. But all debts contracted after such a law was passed would be blading, both in law and honor. So the question comes as to the time these debts were contracted. The Jour-nal says our imports of merchandise al-ways exceeded our exports prior to 1847. This being a time of bi-metallism, the Journal or any other gold-standard ad-vocate 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 1863 to 1875 we imported over a billion dollars more merchandise than we exported. We ex-ported 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 ensured 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 dol-lar 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 water-ed a lot of stock and took it over to Europe, sold it, and had a spree without any cost to themselves but let their patup 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 tour-ists 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 copy. They never have answered me uuless I am to take their answer of the 8th and 12th to be an answer to my 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 for-eigners 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 Time tables are changed twice a year 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 young. ment issue of all money. GEO. WATKINS. meantime I am yours truly for govern-

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, cheers and feeds. Yet it looks and tastes like the beeds. Tes is looks and thates like the best coffee. For nervous persons, young people and children Grain-O is the per-ect drink. Made from pure grains. Get a package from your grocer today. Try 't in place of Coffee. 15 and 25c. pean states of Austria, Hungary and Russia with the Atlantic ocean.

Until now railroad building and man-aging 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 the county treasures. ousiness became a necessity for having

control over this corporation which never got so much power as they have of the state treasury and we find that 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 rail any cost to themselves but lot their pat-rons pay it. Personally, I will say that it does not look to me like good states-manship when we pay \$30,000,000 an-nually 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 road law which was issued contained the and villages, and citizens which were a Bartley shortage of half a million plus benefitted by the roads, therefore nobody a million of idle funds, it certainly is expected to have any direct profit from more than enough to insure an amount 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 employes were well paid and secured safe and comfortable transportation, so that very seldom a calamity occurrs. 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 one million of idle funds and during the us of our gold? I sent them a marked trip tickets good for one day had 20 latter part of the Bartley rule it exceedper cent discount. Transport regula-tions and tariffs for freight had to be ed one and a half millions. The state paid regular interest on these idle approved by the federal administration. At each station you can buy for a few been paid. For every half million of idle funds the state lost \$30,000 annually, 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 six per cent. the stations so that you can exactly figure out for yourself what it will cost to send your goods to its destination. The people can protty closely figure out what has been saved the state by treasurer Meserve. It would be a conthe stations so that you can exactly For goods which are charged by carloads it takes a certain amount of tons, but if the lreight figures out at the real from being ruined—is now above par.— weight should in this way amount to St. Paul Phonograph. more than car load freight, only this amount can be charged. Discriminations and rebates are unknown. The one who sends 100 car londs of a kind all blood diseases.

Time tables are changed twice a year in the spring and in the fall whereby the administration, especially the post de-partment, 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.

the accommodation of the people. Unjust competition between the differ-ent roads was suppressed right in the start. As said before St. Galen was cut off from the Northeastern road, but then St. Galena built a road of their own hur, 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 contains many instructions which are granted to them by the federal authoriespecially valuable to the people of this ties, and from that time on they were country, as the railroad problem is a not only running their trains through on this line, but the employes at the stations of the Northeastern sold their tickets and handled their goods just the same as they rold tickets and handled the goods of their own line. How railroad employes were protected against oppression from the companies, I will tell in the next article.

State Treasury Condition.

like the semi-annual school apportion-

ment, 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

The republican administration con-

stantly carried from half a million to

moneys, because it was paying interest

on the paper on which they should have

for the interest would at least average

420 North 9th St,

carry it out.

operate. 25c.

Constipation The fixed policy of State Treasurer Meserve is to have invested all permanent school funds and to pay out all retains the digested food too long in the bowels current funds as fast as received from and produces biliousness, torpid liver, indi-

lood's We have closely watched the conduct Mr. Meserve has faithfully and ably enforced the above rule. A statement received last Monday by the Phonograph shows that Treasurer tongue, sick headache, in-

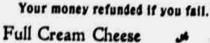
somnia, etc. Hood's Pills Meserve, since coming into office, has invested permanent funds in interest-bearing securities to the amount of \$632,721.39 of which \$301,357.84 are cure constipation and all its results, easily and thoroughly. 25c. All druggists. Prepared by C. I. Hood & Co., Lowell, Mass. The only Pills to take with Hood's Sarsaparilla. 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

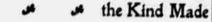
FENCE paid out on warrants so that the treasury is now practically empty. or our machine that makes fence any The republican brethren who were so height for 10 to 14c per rod. Every terribly anxious about Meserve's "straw machine guaranteed. bond" may now calm their tender so-licitude. Though a two-million-dollar MOGENSEN & LABOUNTY, 717 S. 83d St., Omaha bond may have been sufficient to cover

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The Northwestern-Union Pacific is the direct route to the Puget Sound and Alaska points. Morning and alternoon trains make direct connection at Fre-Fielding, city ticket agent, 117 south 10th st., Lincoln, Neb.

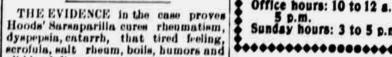
Klondike.

What does it cost to get there? Wwen and how should one go? What should 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 chauces 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 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 Passenger agent, Burlington Route, Omaha, Neb.

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siderable amount annually. And the credit of the state-so far



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correspondence with Dr. Hartman concerning some bodily ailment This correspondence is conducted free of charge. By aid of question blanks, chemical analyels, microscopic examination, the doc-tor is able to make an accurate diagno-



Dr. Hartman's dvice will get well." Mrs. Emma Miller, obmersburg, Barry county, Mo., rites: "I wrote to you for advice and

tery woman should have a copy of Dr. Hartman's interesting book entitled "Health and Beauty." It was written about twenty five mikes long, was huilt, and through this Switzerland had a through line from east to west which Drug Manufacturing Company. Colum-

Government Ownership of Railroads in Switzerland,

The railroad problem in Switzerland 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 Switz rland first came up, nobody thought that it would be possible that the people of Switzer-land with only a little over two million inhabitants could build a railroad through the Alps, therefore it was gener-ally believed that in Switzerland only short lines connecting favorably situated towns would be built to facilitate local traffic, and this excluded federal owner-

ship. The first road was built in 1846 conneeting the towns Lurich and Baden, Advice. At least ten thousand women are in eral 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 als in a great many cases where even the Lurich, was crossed from east to west by a railroad. Then Lurich wished to get Constance Thousands are cured; tens of thousands are relieved of some distressing symp-toms and given a new lease of life. Any woman can apply. Mrs. Mollie L. Mur-phy. latan, Tex., says: which is the most level in Switzerland, but Many thanks 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. Galen to the lake acound healthy of Constance was unfavorable for rail-b o y. M r a, road building, therefore Lurich built the Elizabeth Grau, road, called the Northeastern, through b o y. Mrs. Elizabeth Grau, the Canton Thurgan and this produced jealousy and eavy in St. Gallen. To antend 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 you gave it. Now I feel atout and bearty. The world could not bay my fortune." Mr. Peter Hattsuberger, and, lays Bale, the cichest town, and they resolved to beve a connection with the Northeastern road by a tunnel the Northeastern road by a tunnel through the Jura mountains. This idea east to northwest, had to be crossed but ortune." Mr. Peter Hattenberger, Porterfield, Wis, writes "Alter follow-ng your advice I feel perfectly well and happy." Mrs. Karolina Suter, 2138 Vine street, Checinaati, O., writes: "I was at first so monstrons that everybelieved your directions and now have body laughed and humorists made their jokes about the hole of the future, which prikes about the hole of the future, which was called the projective tunnel, but after | Horton, Jackson County, Michigan.

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 tarming. When seventeen years old he hurt his shoulder and a few years after commenced to have rhoumatic 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 excruciat ing 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 the frequent occurrence of dizzy spells were added, making him almost a helpless invalid.



IN ALL SORTS OF WEATHER.

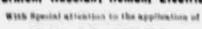
He tried the best physicians but with out being benefited and has used several specific rheumatic cures, but was not helped. About one year and six months ago he read in this paper of a case some-what similar to his which was cured by Dr. Williams' Pink Pills and concluded to try this roundy.

After taking the first box he felt some what better, and after using three beares the pains entirely disappeared, the dissi-ness 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 boy hood

He is loud in his praise of Dr. Williams' Fink Fills for Pale People and will gladly corroburate the above statements. Ilis postoffice address is Lorenzo Nesley.

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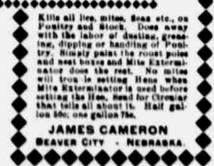
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The Union Pacific will sell tickets at oue fare for the round trip, plus \$5, from all points in Kansas, Nebraska, Colorado and Utah to Rawline, Wyo. Dates on which tickets will be sold are 1st and 3d Tuesday in May, June, July, August, Sept., Oct., and Nov. Stage line daily except Sunday each way between Haw-

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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 Lin-coln for Portland via Denver, Leadville, Salt Lake City, Ogden and the Oregon Short Line, passing through the grand-est 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 streets. GEO. W. BONNELL, C. P. & T. A.

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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 elsepare, chair cars to Denver, Orden, Salt Lake eity, 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.

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