MONOPOLISTIC MONOLOGUE

Let us corner up the sunbeams
Lying all around our path,
Get a trust on wheat and roses,
Give the poor the thorns and chaff;
Let us find our chiefest pleasure
Hoarding bounties of the day,
So the poor will have scant measure
And two prices have to pay.

Yes, we'll reservoir the rivers,
And we'll levy on the lakes,
And we'll lay a trifling poll tax
On each poor man that partakes;
We'll brand his number on him,
That he'll carry through his life;
We'll apprentice all his children,
Get a mortgage on his wife.

We will capture e'en the wind god
And confine him in a cave,
Then through our patent process
We the atmosphere will save.
Thus we'll squeeze our little brother
When he tries his lungs to fill,
Put a meter on his windpipe
And present our little bill.

We will syndicate the starlight
And monopolize the moon,
Claim royalty on rest days,
A proprietary noon.
For right of way through ocean's spray,
We'll charge just what it's worth;
We'll drive our stakes around the lakes.
In fact, we'll own the earth.
—New Time.

Another Objection Answered.

About a month before he resigned his position as postmaster general Mr. Gary appeared before the subcommittee of the house postoffice committee, which was investigating the subject of postal savings banks. Mr. Bromwell made several futile efforts to tie up Mr. Gary. As a final effort he asked Mr. Gary if he did not think that the postal savings banks would tend to draw money from the small communities and concentrate it in the large business centers, and if this was not an unanswerable argument against postal savings depositories. Mr. Gary replied:

"That is an argument which is being advanced by persons who either do not think how easy it is to answer it or who know nothing of the manner in which money moves. Money only concentrates in the large cities when there is no demand for it in the smaller ones. It is just like any other commodity and goes where it is needed. I suppose that the postal savings funds might at some time concentrate in the cities, but just as soon as there is a demand for it in the country it will move there just the same as other money will go there. Now the money concentrates in the cities, then comes a demand for it to move a crop or some other cause, and it moves right out to meet that demand. For instance, only yesterday the national bank of which I am president loaned $35,000 to some southern cotton mill to lay in a supply of material until the money from the manufactured goods begins to come in. Money will not concentrate so long as there is a widespread demand for it."

Cruel Power of Railroads.

The theory of the present industrial order is that men should succeed or fail according to their abilities to satisfy social needs, but railroads have it within their power to make and to destroy, to help some to success and to push others to the wall; to determine, in a word, which persons shall attain success and which shall struggle in vain.

But does the common law forbid such manipulation of rates and is not discrimination between shippers a misdemeanor? Mr. Henry C. Adams, statistician of the interstate commerce commission, answers that common law methods of procedure do not secure speedy or sufficient relief to shippers or communities suffering under improper discrimination. He says: "Suppose, for example, that one cattle dealer in Chicago is selected by a pool of railways to control the shipment of meats from Chicago to the seaboard, and that in order to secure him this control he receives a rate 10 per cent less than the rates charged other dealers; it is evident that the favored shipper will quickly destroy the business of the other shippers by bidding more for cattle than they can afford to bid. What remedy has the small shipper that is speedy enough in its action to rescue the business which he observes to be slipping from him?" He has no remedy.—V. S. Y. in Chicago Post.

Street Railways In Paris and New York.

The Metropolitan Street Railway company must be indulging in many expressions of pious thankfulness that fate assigned it to deal with the meek and forgiving people of New York and not with the people of Paris, for the news has just come of the terms which the people of Paris have enforced upon their newly organized general traction company.

Besides stringent rules about the wages of employees, about the kind of service to be given the public, about providing seats and cars enough, Paris has compelled these luckless street railway magnates—

To give the ordinary accommodations for a 3 cent fare and provide extra accommodations for those willing to pay 5 cents.

To sell workingmen's return tickets at 4 cents, 2 cents each way.

To give school children a 1 cent rate.

To pay the city 2 cents for each first class passenger and 1 cent for each second class passenger.

To sell all their roads to the city at a certain reasonable price at the end of 35 years if the city wishes to buy.

That is, in Paris the street railroads are for the benefit of the people, while in New York the people are for the benefit of the street railway companies.—New York World.

Disheartening.

Between some of the loud shouting "no fusionists" who are taking bribe money from Republicans and the still hunting "fusionists" who are accepting present and prospective official pap from Democrats the honest man in the rank and file of the already disheartened army of reformers are in a sorry plight. The only advice we can give is to weed out the bribe takers and boodlers, pick your flints and go on with the fight.—Colonel S. F. Norton.

RAILWAY PROBLEMS.

THE UNANSWERABLE ARGUMENT FOR GOVERNMENT OWNERSHIP.

The Wastes and Steals That Are Now Paid For by the People—What an Honest Railway Will Cost—Across the Continent For $1.

Whether the government—the people—shall own the railroads or the railroads own the people and the government is a question that will in the near future be discussed in every town, village and hamlet in this country.

The railway is a necessity. The nationalization of railways is a perfectly sound commercial undertaking, and its realization will confer untold blessings and benefits upon the whole people. Within the last quarter of a century the railway system of the United States has assumed vast proportions. The number of miles of railway in operation for 1896 in this country was 179,162.18. The capital stock, funded debt, unfunded debt and current accounts amounted to $11,670,901,614—truly a gigantic sum! The net earnings for 1895 were $327,505,242. The business panic which has lasted for the past several years decreased earnings and must be taken into consideration. In 1893 the net earnings were $364,591,109.

When the history of the construction, management and operation of the railway system of the United States shall be recorded, we will have a history of fraud, political corruption and grand larceny.

In its report on railroad corruption in the state of California, filed in open court, Dec. 22, 1891, the grand jury of San Francisco said, "It has debauched both parties until an honest man cannot, without fear of contamination, aspire to political office." The fear that railroads would be in politics under government ownership sinks into insignificance in the face of multiplied testimony of the political conduct of the roads under private ownership. Many governments own and operate their railroads, and we can find no such instances of dangerous political corruption. The danger is not from government ownership, but from private ownership. Government ownership has been a success whenever tried, and government ownership of railroads in this country would take the roads out of politics with their corrupting and debauching methods. Government ownership would give us freight rates at one-fourth the present charge. It would reduce the hours of nearly 1,000,000 men to an eight hour day. It would cease overworking the railroad men and would employ double the number now employed. It would reduce passenger rates to so low a figure that the enjoyment and luxury of travel which the nation would and could enjoy are beyond calculation. It would save the people the gigantic sum of nearly $1,000,000,000 every year.

The commission system is a part of the struggle for business. The advertising waste is also a part of this insane struggle. Under government ownership this means a saving of more than $40,000,000 a year. There would be a saving of $25,000,000 a year by dispensing with presidents' salaries. The saving from consolidation of business, which would mean that we would do our carrying business on the same principle as we now transact our postal business, would exceed $50,000,000. Saving of retained lawyers' fees would be $15,000,000 (estimated). Mr. C. Wood Davis, a practical railroad man, who as auditor of accounts for a large railroad had a most excellent chance to judge, states that one-tenth of the passengers carried ride on free passes. If this be true, nearly 50,000,000 passengers annually ride on free passes. If we assume that the distance traveled each trip is equivalent to a $2 ride, the direct loss to the people from the pass evil is $100,000,000. From an extensive study of and direct employment on the railroads of the United States I am convinced that the pass evil is a much more extensive one than is generally imagined. The 40,000 retained attorneys travel on our roads free, but without a written pass. Ten thousand newspapers use several million dollars' worth of mileage books each year (free). Nearly all editors ride on passes. Savings from hangers on—officers who only draw their salary—traffic associations, etc., would be $25,000,000; savings from political corruption fund, $40,000,000 (estimated); savings from secret rebates to the controlling rings, who are the owners of trusts, $100,000,000; saving of the net profits (average), $350,000,000. For convenience see table:

Saving from struggle for business...	$40,000,000
Saving from dispensing with presidents' salaries...	25,000,000
Saving from consolidation of business...	50,000,000
Saving from attorneys' fees and expense...	15,000,000
Saving from pass evil...	100,000,000
Saving from hangers on and traffic associations...	25,000,000
Saving from political corruption fund...	40,000,000
Saving from rebates to trusts...	100,000,000
Saving from net profits...	350,000,000
Grand total...	$745,000,000

Ex-Governor William Larabee of Iowa gives $25,000 as a liberal estimate for building and equipping one mile of railroad. An exchange states that an American firm has recently taken a contract to build a line of railroad in Canada for $8,000 per mile. Our railroads are only half built. The overworked section hands do the finishing. This is not the case in Europe. There they build the railroads in a scientific and thorough manner. General Leese of Lincoln, Neb., gives as the cost of one mile of railroad, based on the purchase of the Union Pacific railway, as follows:

Ninety five tons steel rails, 60 pounds to the yard, at $30 per ton...	$2,850
2,640 oak ties, at [illegible] cents each...	1,[illegible]
21,000 pounds angle bar joints, at 2½ cents...	[illegible]
1,400 pounds bolts...	75
1,500 pounds spikes, at 2¼ cents...	63
12,000 yards grading, at 15 cents a yard...	1,800
24 acres of right of way, at $50 per acre...	1,200
1 mile of engineering, at $200...	200
1 mile of track laying, at $200...	200
1,280 rods of fencing, at 50 cents per rod...	640
1 mile of bridging at $1,000...	1,000
Cattle guards...	100
Station houses...	100
Roundhouses, machine shops, water tanks and windmills...	800
Depot grounds, per mile...	100
Sidings and switch tracks, per mile...	1,025
Grounds for terminal facilities, per mile...	1,000
Equipment, including rolling stock, per mile...	3,000
Depot buildings...	250
Stockyards...	40
Coal sheds and machinery for same...	100
Total for one mile of road...	$15,988

The average capitalization in the United States under the present system is $60,000 per mile.

In a recent lawsuit the Union Pacific proved that the average cost of building the Utah Central was $7,298.20 per mile. It has been stated that the Missouri Pacific road cost less than $10,000 per mile. It is self evident that a double or four track road can be built much less per mile relatively than a single track.

By the elimination of profit and waste a four track road can be built for an average of $15,000 per mile. But let us place the cost at $20,000 per mile. The distance from Boston to San Francisco is 3,450 miles; a four track road would be 13,800 miles. To this add 1,200 miles of sidings, and we have a total of 15,000 miles, a total cost of $300,000,000 for a four track road across the continent. The cost to operate such a road for one year would be as follows: Wear and tear of road and equipment (10 per cent), $30,000,000; wages of 150,000 men, at $4 per day for eight hours' work per day, 365 days in a year, $219,000,000. This gives the men an annual salary of $1,460 a year, and as ten men per mile are more than double the number now employed on our railroads we could give each man a two weeks' vacation each year. The cost of fuel, oil, etc., would be not over $10,000,000 a year—a grand total cost of $259,000,000 annually for expense. Let us estimate the income of such a road.

The average charge for moving a ton of freight 100 miles in this country is a trifle less than $1. By reducing freight charges to 25 cents per ton per 100 miles the increase in business would be tremendous. It is a conservative statement to place the number of freight cars on this road at 150,000. If we average 15 tons to the car, we will transport 2,250,000 tons of freight 10 miles per day, an income of $562,500 per day. If we reckon 350 days in a year in which freight is transported, we have an income from freight of $194,875,000 each year. Cheap passenger rates always result in a great increase in passenger travel. If we charge at the rate of 3 cents for each 100 miles, or across the continent for $1, it would be a low estimate to reckon 150,000,000 passengers a year, or an income from passengers of $150,000,000. It may here be stated that such rates would more than likely see double this number, or 300,000,000 passengers, carried on this road each year. Such a road would be the main route between the Atlantic and Pacific and would save to the people more than $6,000,000 annually. The express business on such a road, with cheap rates, would earn $4,000,000 annually—a total income of $354,875,000 and a total net profit of $95,875,000.

Four years of profits would more than pay for the entire 15,000 miles. Let the people once realize the magnificent advantages, and the change from railroad ownership of the government to government ownership of railroads will come swift and sure. Let us cross the continent for $1.

A practical railroad man has recently declared that a flat rate of 5 cents for passenger fares, regardless of distance traveled in any one direction, would more than pay expenses. The government has already demonstrated that it is possible to carry and deliver letters at 2 cents. Passengers take care of themselves.—F. G. R. Gordon in New Time For April.

The Farmers' Mutual Hail Insurance Association.

Correspondence Conducted by J. M Sanford, General Manager of the Farmers' Mutual Hail Insurance Association of Fairfield, Nebraska.

The Farmer's Mutual Hail Insurance association of Fairfield, Nebraska, is the only incorporated hail insurance association doing business on the mutual plan in the state and has succeeded under the able management of its present corps of officers in paying all losses it has ever sustained in full without any prorating or scaling down and is the only mutual hail insurance association that has ever been successful in Nebraska.

It is doing business under the new mutual hail insurance law passed in '97 and paid nearly $6,000 of losses during its first year under said law besides rebating back to its members as their share of the profits of the business over $2,000 in cash. It is at present under the control of the same officers it worked under last year to-wit: S. N. Seeley, president, J. M. Sanford, general manager, J. J. Whittier, secretary. Its officers are all under bonds in a good, reliable surety bond company. It has its home offices in Fairfield, Nebraska, and has no branch office any where, its branch office in Lincoln last year having proven unsatisfactory and been discontinued. It has no connection whatever with any other hail insurance association. This company wrote about $400,000 of hail insurance during the summer of 1897 and now looks for a very much larger business during the summer of 1898.

This association is safe, cheap and reliable. It promises you full protection against that great scourge of our state—hail, and always fulfills its every promise. Don't allow any other pretended hail insurance association to hoodwink you but insure with one that promises protection and keeps its promises.

Prepared for Emergencies.

Attendant—What's your old man got his hands tied up like that for, Aunty?

Uncle 'Rastus' Better Half—He was boun' to see de poultry show, sah; an' he had me do it foh fear he might get absent-minded, sah!—Puck.

Give the Children a Drink

called Grain-O. It is a delicious, appetising, nourishing food drink to take the place of coffee. Sold by all grocers and liked by all who have used it, because, when properly prepared it tastes like the finest coffee but is free from all its injurious properties. Grain-O aids digestion and strengthens the nerves. It is not a stimulant, but a health builder, and children, as well as adults, can drink it with great benefit. Costs about ¼ as much as coffee. 15 and 25c.

The Farmer's Exchange J. W. Hartley manager, have bought the entire surplus stock of one of the best mills aggregating about four car loads at such extremely low figures that in order to dispose of it quickly they will give their customers the benefit. They are selling Lilly White at $1 per sack. This is the best $1 flour in the city. Creston High Patent at $1.30; Creston Star Patent $1.25; Cream Straight Patent, $1.10. 500 bushels Northern Large potatoes for seed at 55c, small ones at 45c.

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Lamb and Adams.

CHATTEL MORTGAGE SALE.

Notice is hereby given that the undersigned, Jacob Shafer will, on Thursday, the 19th day of May, 1898, at the northeast corner of 10th and O street, in the city of Lincoln, Lancaster county, Nebraska, sell at public sale one bay horse, named Mack, eight years old, weight about 1000 pounds, by virtue of a chattel mortgage dated the 28th day of February, 1898, executed by Joseph Mayberry to the said Jacob Shafer and entered for record in the office of the county clerk of Lancaster county, Nebraska, which mortgage was given to secure a note of $[illegible] of even date of said mortgage, signed by said Joseph Mayberry and payable to said Jacob Shafer with 10 per cent interest, upon which there is due the sum of $[illegible]. Said note has become due and said sale is made at the time herein mentioned for the reason that the said Joseph Mayberry has attempted to get possession of said horse to defeat the lien of said Jacob Shafer, and he therefore feels himself unsafe and insecure in permitting said property to remain unsold longer.

Dated this 18th day of April, 1898.

Jacob Shafer, Mortgagee.

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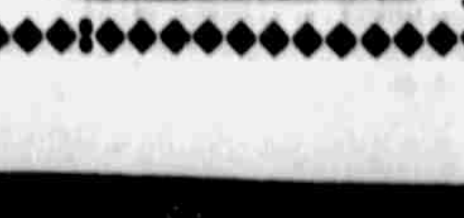

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