

VANITY OF VANITIES.

ELOQUENT PLEA FOR JUSTICE, RIGHT-EOUSNESS AND MERCY.

Too Many "Bohs" in Uncle Sam's Family Who "Sop Too Fast" - Nor Land Nor Money Should Be Monopolized and Withheld From Use.

Take this from the sermon on the mount as a rule. "Lay not up treasure on earth." But few make that law a rule of action.

Is it for man's good to lay up treasure on earth? Does it add to man's happiness? I think the testimony of the world through all the ages has been that wealth does not make men happy.

Everybody wants to be happy. Most men believe in a future life. Few believe that "death ends all." Heaven is believed to be a place of happiness.

This being the case, they must necessarily deal with each other. What God instructs man to do for his own good is to "deal justly."

The private corporations—the railroads, telegraph companies, express companies, etc.—have rendered a great service to the people of this country because the people were too busy with their little affairs to give attention to their great affairs.

In Uncle Sam's big family we have too many Bohs. Here are the railroad Bohs, who have sopped up over 300,000,000 acres of Uncle Sam's big farm.

RAILWAY QUESTION.

ARGUMENTS THAT ARE NOT NEW, BUT THEY ARE FULL OF MEAT.

The Difference Between Private and Public Ownership - Who Is to Blame For Present Conditions? How Russia Does It.

We are accustomed to think of Russia as only half civilized, and perhaps that may be true in some respects, according to our views.

Notwithstanding we of the United States bear our part of the blame for the liberality promoting institutions, there are other lands where the bird of freedom soars as high and screams as loud in matters pertaining to the well being of the people.

Writers on the transportation question frequently rail at the railroad corporations for the many evils that private ownership of this public function bring upon us.

Yet, as the selfish man usually finds (and deserves to find), our greatest personal interests lie in the direction of the great public utilities that we have so unwisely neglected for smaller affairs.

The following quotation from highest authority, with accompanying comment by The Public, is of interest in connection with the railroad question:

Yes, why doesn't the government execute its own functions? We are the government, and we should be able to answer this question.

hold me off a spot of vacant land that I need to cultivate to get a support? Tell me, ye wise statesmen, where did you get your authority to sell land? God said to Moses, "the land is mine, thou shalt not sell it forever."

Land has no place in commerce. Commerce is the exchange of the products of man's labor. Land is not produced by man's labor.

Every fiber of the body politic is permeated with injustice. The transportation system is a huge system of robbery. There is not a railroad of any age but the people have paid for it over and over, again and again, in freights and fares.

So of the money of our country. It is made by all for all to use. It is not property. It has no business in commerce. It is not made by the labor of man.

A very few men can precipitate a panic and paralyze the business of the whole country any time they want to. And they do it, too, when it is to their interest.

Justice demands the destruction of all monopolies. Nothing else will secure equality among mankind. There can never be permanent peace in the world until this is accomplished.

We have been showing so far in this investigation of the subject the duty of government and wherein it falls short of its duty.

There comes across the path of every man in life's journey when for him to exact justice in full rigidly would hurt hardship on his fellow man.

The law would allow me to close the mortgage and evict the widow from her home. But it would be a wicked, cruel act. How many thousands or perhaps millions of families have been turned out of their homes after toiling early and late to make them comfortable and after paying perhaps half their value in money?

This is an age of economical competition. The trust is the outgrowth of the system. It is its fruit and blossom. Centralization is the master spirit of the age.

QUEER MISSIONARIES

Republican Thieves and Bribers Sent to Cuba and Porto Rico to Christianize Them.

Tom Cook, we are told has been appointed to a deputy revenue collectorship in Porto Rico. But who is Tom Cook? Ah you are behind the times.

There was a typographical error in the INDEPENDENT in the names given as secretaries of the board of transportation.

Another Fake. A great many papers have printed paragraphs lately about a socialistic victory in Haverhill, Mass.

The official name of the victorious Haverhill party, as well as its socialist platform, is a piracy committed by a few political adventurers, who have for some time been trying to be wafted into notoriety and office.

That the leaders of the misled Haverhill workmen who voted them into office, are no socialists; that they have only caught a few phrases with which they strut about like the Jackdaw in the fable with the stolen peacock feathers; that, indeed, they are of the common genus of "reform" adventurers, all that is now made clear enough by their post-election utterances, and will be made still clearer in the near future to those who yet cannot see.

Patronize the NEBRASKA INDEPENDENT'S advertisers.

A NEW CHICAGO ANARCHIST.

A Newspaper Forced to Be Honest When the "Pap" Was Cut Off.

Mr. C. T. Yerkes, who controls most of the street railways in Chicago, has been having a tilt with the Chicago Tribune on the subject of street railway fares. Let it be remembered, however, that till Mr. Yerkes bought up a rival newspaper plant (Inter Ocean) in order to have an "organ" instead of buying up (bribing) the whole city press piecemeal, The Tribune had no quarrel with Mr. Yerkes and his street railways, but when the Yerkes "pap" was cut off the "old Trib" began to squeal. In course of its attack on the Yerkes outfit the Tribune says:

"The Tribune contends that the city should have at least one-fifth of the gross receipts of the traction companies, because they can well afford to pay that much for a monopoly of the streets. Those streets belong to the city as a corporation. They do not belong to the aldermen, who have been in the habit of disposing of them to the traction companies for bribes."

The Tribune figures are altogether too low. Even a 3 cent fare would pay a big profit. But allowing the 4 cent rate, and giving the city 1 cent, let us see what it would amount to.

During a single day (jubilee week) the street cars carried over 1,250,000 passengers. If 1 cent on each fare had gone into the city treasury, it would have amounted to the snug little sum of \$12,500. Let us say that the average is just half the amount. This would mean during the year \$2,281,250.

This would go a long way toward paying the expense of running the city.

Yes, "the streets belong to the city"—and not to boodle aldermen. But if any party or organization not duly labeled "Republican" or "Democratic" should suggest municipal ownership, or even the taxation of 1 cent, the "old Trib" would get black in the face and sit up nights to howl "confiscation," "vested rights," "revolution," "blood" and "anarchy." — Norton's Monthly.

New Time, which has done so much for the cause of reform and attained to unusual prominence under the editorship of Frederick Upham Adams, has been absorbed by The Arena, which was recently revived by Paul Tyler. The Arena will fill the contracts made with subscribers by New Time, and Mr. Adams asks that all communications relating to the magazine be sent to The Arena, Boston.

1,000 Russian Mulberry, \$1. BLACK LOCUST, ASH—AND ORANGE HEDGE AT ABOUT HALF PRICE.

LADIES who wish to earn a Solid Gold Watch easily, will do well to write to the Leghorn Food Co., whose advertisement appears on page 2 of this paper.

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