

BRYAN IN DENVER

Enthusiasm Unabated—A Masterly Analysis of His Wonderful Eloquence.

The Denver, Colo., Republican says: "Five thousand persons last night heard and saw Col. Bryan at his best and thousands of others were turned away disappointed in being unable to catch so much as a glimpse of the champion of silver."

Such a popular demonstration has been accorded no speaker in Denver since the memorable campaign days when the same orator aroused the fire of enthusiasm in the same loyal hearts. Then the speaker touched the subject alone, but last night he dwelt upon the twin issues of the people's money and anti-imperialism and the cheers for one were as hearty as the cheers for the other.

Had the walls of Coliseum hall expanded far beyond the limitations of the block they would hardly have been able to encompass the vast throng that turned out to do honor to Col. Bryan.

Speaking of Mr. Bryan's reception by the audience, the Rocky Mountain News says: "Then as Bryan stepped forward and stood an instant in perfect silence the house responded with a thunder of applause. The men shouted themselves hoarse, and the women, sat down in their proper place for once by their utter inability to make as much noise as the men, expressed their feelings in the fluttering of a sudden snow storm of white handkerchiefs. Then all settled down to listen, and instantly fell under the spell of that oratory which has captured so great a multitude before. His triumph is that it doesn't seem to be oratory at all. No one feels that he is being swept off his feet, and his reason befuddled and blinded by a flood of eloquence. Colonel Bryan just talked along, as easy as an old shoe. And only the reflective listener would remember that this is the very highest kind of oratory."

It is interesting for the keen observer to study the secret of Mr. Bryan's power. He addresses himself to the reason. He talks in a plain, simple, unpretentious way. His language is largely monosyllabic. He conveys an impression of honesty. He makes each listener feel that he is talking to him personally. He uses short sentences. He has an idea in every sentence. He speaks no platitudes. The auditor constantly thinks, "That's true;" "how true that is;" or "I've thought that a hundred times." And about every two minutes Mr. Bryan tells a story, or gives one of those quaint, original, homely humorous illustrations for which he and Abraham Lincoln were famous; the material for story or illustration drawn from some source entirely familiar to the audience; field or farm, business or home life, something that all the people know all about. And as he told each story the people would shake with irresistible laughter, laughter that stretched their mouths and suffused their faces with amusement, and brought a net work of little wrinkles of jollity around their eyes, and made them forget to clap—and then broke out again after it had died out the first time. Such was the laughter when he said that he had not come to talk silver; he understood the legislature of Colorado was nine-tenths silver already, and as there was 10 per cent alloy in the silver dollar he supposed he ought to be satisfied. They laughed again when he told of the man who died, and some one asked, "Of what complaint?" and the answer was, "Oh, no complaint at all; everybody satisfied." Probably they had heard the story before, but Mr. Bryan's way of telling it made it new. But they were most amused of all when he told about getting the idea from the hogs, and how by a process of inductive reasoning he had come to the conclusion that all government was for the purpose of putting rings in the noses of augs, so that they would not root up more than they were worth.

The following is an abstract of Mr. Bryan's speech at Denver: "The Bible tells us that Abah, the king, wanted the vineyard of Naboth and was sorely grieved because the owner thereof refused to part with the inheritance of his fathers. Then followed a plot, and false charges were preferred against Naboth to furnish an excuse for getting rid of him. "Thou shalt not covet," "Thou shalt not bear false witness," "Thou shalt not kill"—three commandments broken, and still a fourth, "Thou shalt not steal," to be broken, in order to get a little piece of ground! And what was the result? When the king went forth to take possession, Elijah, that brave old prophet of the early days, met him and pronounced against him the sentence of the Almighty: 'In the place where the dogs licked the blood of Naboth shall the dogs lick thy blood, even thine.'"

Neither his own exalted position nor the lowly station of his victim could save him from the avenging hand of outraged justice. His case was tried in a court where neither wealth, nor rank, nor power can shield the transgressor.

Wars of conquest have their origin in covetousness, and the history of the human race has been written in characters of blood because rulers have looked with longing eyes upon the lands of others. Covetousness is prone to seek the aid of false pretenses to carry out its plans, but what it cannot secure by persuasion it takes by the sword. Senator Teller's amendment to the intervention resolutions saved the Cubans from the covetousness of those who are so anxious to secure possession of the islands that they are willing to deny the truth of the declaration of our own congress that 'the people of Cuba are, and of right ought to be, free.'"

Mr. Bryan then proceeded to apply the story of Naboth to the Philippine question and argued that a war of conquest would be wrong in principle, as well as expensive, and as harmful to the people of the United States as to

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the Filipinos. He spoke at considerable length and concluded as follows: "Imperialism might expand the nation's territory but it would contract the nation's purpose. It is not a step forward toward a broader destiny; it is a step backward toward the narrow views of kings and emperors."

Dr. Taylor has aptly expressed it in his "Creed of the Flag" when he asks: "Shall we turn to the old world again with the penitent prodigal's cry? 'I answer, never. This republic is not a prodigal son; it has not spent its substance in riotous living. It is not ready to retrace its steps and, with shamed face and trembling voice, solicit a humble place among the servants of royalty. It has not sinned against Heaven, and God grant that the crowned heads of Europe may never have occasion to kill the fattened calf to commemorate its return from reliance upon the will of the people to dependence upon the authority which flows from regal birth or superior force.'"

We cannot afford to enter upon a colonial policy. The theory upon which a government is built is a matter of vital importance. The national idea has a controlling influence upon the thought and character of the people. Our national idea is self government, and unless we are ready to abandon that idea forever we cannot ignore it in dealing with the Filipinos. That idea is entwined with our traditions; it permeates our history; it is a part of our literature. That idea has given eloquence to the orator and inspiration to the poet. Take from our national hymns the three words, free, freedom and liberty, and they would be as meaningless as would be our flag if robbed of its red, white and blue.

Other nations may dream of wars of conquest and of distant dependencies governed by external force; not so with the United States. The fruits of imperialism, be they bitter or sweet, must be left to the subjects of monarchy. This is the one tree of which the citizens of a republic may not partake. It is the voice of the serpent, not the voice of God, that bids us eat."

QUICKEST TIME EVER MADE. Commencing January 15th the Great Rock Island "Colorado Flyer," leaving Lincoln at 8:30 p. m. daily, will make connections at Colorado Springs with new fast trains to Salt Lake City and Portland, Oregon, arriving at northwest Pacific Coast points thirteen (13) hours quicker and earlier than ever before. Only seventy hours to Portland, Oregon, from Lincoln now. Think of it.

GERMAN COLONIAL SCHOOL.

The following statements form a circular of the German Colonial School at Wittenhausen are of interest as showing what Germany is doing to promote the education of men who intend to engage in industrial enterprises in her colonies. Similar institutions are maintained in Belgium and Holland.

The purpose of this school is to educate young men to become practical superintendents of estates and plantations, planters, agriculturists, stock raisers and merchants for the German colonial possessions. The course of study, which is complete in two years, comprises the following studies: Plant culture in general, including the study of soils, climate and fertilizers, farm management, bookkeeping, mechanics, engineering (bridge and road building, drainage, irrigation); special plant culture, animal husbandry, and dairying; culture, use and value of tropical plants; establishment of plantations; gardening; fruit culture; vegetable culture; viticulture; forestry; geology, with special reference to tropical mining; botany (physiology, anatomy, systematic and geographical); chemistry with laboratory practice; surveying and drafting; hygiene for tropical countries; veterinary science; colonial history and geography; a study of the people; the history of education, religion and missionary work; colonial government and commercial laws and relations; languages; trades (carpenters, masons, blacksmiths, harness-makers, bakers, butchers, etc.); practical work in field, garden, vineyard, forest, dairy, etc.; athletics (sports) of all kinds.

Pupils between seventeen and twenty-five years of age are admitted. Popular ideas make their way everywhere because of their perfect adaptation to the common needs of humanity. The old theory of education—a simple training of the mind and no training of the hands—must pass out of existence and the populist plan as above outlined in part, will take its place.

New Jersey and the Trusts.

Under the elastic corporation laws of New Jersey a charter may be obtained authorizing anybody to do anything, everything. In consequence that state has become the hotbed of trusts and monopolies. Great aggregations of capital find little or no difficulty in obtaining in New Jersey and West Virginia authorization to conduct operations which cannot be initiated in the other states. Then by the unity by which one state gives credence and recognition to the sovereign powers of another state the trusts essay to do business through out the country. It is said that a single small room in Camden or Trenton may be the "headquarters" of as many as a dozen corporations, with capital amounting into the millions, although the office furniture would not bring \$10 at a public sale. These corporations may have but nominal location in New Jersey, but they derive their authority from the extraordinary laxity of the New Jersey laws.—Philadelphia Ledger.

THE LAW IN KANSAS.

LEGISLATURE PASSES STRONG MEASURE AT SPECIAL SESSION.

A Court of "Visitation," With Power to Protect the People From Railway Tyranny—Occasion For Reuniting Kansas Populists.

A Topeka special to the Chicago Record says: One of the objects of the special session of the Kansas legislature has been accomplished in the passage of a railroad bill. This was the only subject mentioned in the message of the governor or of supreme importance, and the passage of the new law means that the Populist party within six days of the end of its lease of power has performed the action to which it pledged itself when it was elected in 1895. It has been one of the chief complaints of the opposition that the party did not regulate the railroads, and that it was in that respect negligent of its duty. The special session was to remedy this and to make the party's pledges good.

The workings of the new law will be watched with interest. It was carried through both houses by the vote of the caucus, and the opposition was not allowed even a discussion. It is purely a Populist measure, and that party wishes to take all the credit for it. The new law was written by G. C. Clemens, one of the leading Populist lawyers of the state and supreme court reporter. It has for its chief feature a "court of visitation" that is to be composed of three judges, with salaries of \$2,500 each. They are to be the rulers of the railroad interests of the state, and there will be nothing done in the way of regulating the roads save through them and their court. It is a far less radical measure than was expected.

The judges are to be elected for four years at the election in 1900. Before that time they are to be appointed by the governor. The court is vested with full common law power and jurisdiction for the compelling of witnesses and the production of records and is authorized to decree freight and passenger rates, revise demurrage charges, order improvements and adjust disputes. It may sit at the capital or at any place in the state that it desires, having a clerk and stenographer to attend its sessions. The complaints are to be made in the name of the state, and whether or not they are to come before the board will depend on the solicitor, who is a part of the court and who acts as the attorney of that body. If he thinks an action too trivial for the consideration of the court, he can refuse to bring it, having the powers common to county attorneys in state courts. There are provisions for the taxing of costs and for the regulation of strikes, connecting lines, interstate commerce and other matters that are likely to puzzle the board.

The matter of regulating strikes is the most interesting perhaps of the law's measures. In case of a strike the court may investigate, and if it finds the strikers are wrong it may enjoin them from further acts of injury to the road. If it finds that the road is wrong, it may order it to adjust the disagreement to the terms of the employees, or may order it in the hands of a receiver if it refuses these terms. This places a strong lever in the hands of the court in labor troubles, and if it were disposed to use it recklessly might make a great deal of trouble for the roads. The appeals from the rulings of the court are to go to the state supreme court, as do those of the district courts.

Section 31 provides for penalties if the railroads violate the provisions of the act. It makes it a misdemeanor, punishable by a fine of \$1,000 and one year in jail, for any railroad to discriminate in charges or classifications, with an additional fine of \$1,000 for every day the company shall violate the provisions of this act. It allows damages both actual and exemplary, notwithstanding the provisions of the act.

The legislative session has much political significance as indicating a feeling of union, if not entire harmony, on the part of the Populists. While there have been dissensions in the ranks during the past year, all the factions came into line for the session. There has not been a break in the working of the caucus rule adopted by the majority, and the plans of the leaders have been carried out to the letter.

Bank Commissioner Bredenthal, who has been considered a rival and opponent of the governor, has been one of the hardest workers for the session, sustaining the action of the other leaders in urging that the party redeem its pledges to the people. He says that the railroad bill will do a great deal of good, and that its passage will redound to the credit of the state and the party. The fact that the bill was named for Attorney General Boyle and is called the Boyle bill means that the governor is willing to give honor to another rival, for it is talked freely that either Boyle or Bredenthal is in line for the next nomination for the governorship.

The Law Must Be Upheld.

When John D. Rockefeller was ordered by the courts of Ohio to bring in the books of his company, he took them out and built a bonfire of them (the books, not the courts). John is still at large. We are glad, however, to chronicle the fact that a girl bicyclist who was found guilty of "scoorching" in that state was fined \$10 for same and sent to jail for 30 days because she had not the money to pay the fine. Outraged justice by that act has been pacified.—George's Weekly.

Why They Are Satisfied.

To every injustice there are necessary two parties, the one who commits it and the one who submits. It is hard to say which is more the author of it. The fact is that most persons are entirely satisfied with the present reign of robbery because they think they have a chance in the game themselves.—Idiot Hall.

LOW STREET CAR FARES.

Experience Shows That They Result in an Increase of Receipts.

The question is often asked. Would not a reduction in street car fares greatly increase the traffic without a corresponding increase of expense? All experience shows that an increase of street car traffic does not bring a proportionate increase of expense, and it is self evident that a reduction of fares would considerably increase the traffic. Such facts as can be gathered from the three cities Detroit, Toronto and Glasgow, that have made a marked reduction in street car fares, throw much light on the question.

The new Detroit railway, known as the Detroit Electric railway, which Pingree introduced, has been practically absorbed by the Detroit Citizens' Street Railway company and has too small a traffic to be of any value in this comparison. But the straight 5 cent fare of the Detroit Citizens' Street Railway company was changed in 1895 or 1893 to six tickets for 25 cents at all hours and eight tickets for 25 cents for over an hour in the morning and evening, the average fare now being about 4 1/4 cents.

The gross receipts in 1894 were \$1,000,434 and in 1897 \$1,102,250. This increase of 10 per cent would mean an increase in passengers from about 20,000,000 to about 23,000,000, or about 30 per cent, while the increase of passengers in the case of the Chicago City railway from 1894 to 1897 was from 84,794,987 to 95,621,112, or about 13 per cent. In the case of the North Chicago railway the increase of passengers was from 49,571,473 to 56,354,147, or about 14 per cent. The total receipts of the West Chicago system actually declined in that time because in part of the elevated roads from \$4,181,237 to \$3,899,918.

In Toronto fares were reduced in 1892 to about the same basis as in Detroit, averaging about 4 1/4 cents, and the traffic has increased from 10,418,483 passengers in 1891 to 23,371,314 in 1897, or an increase of over 50 per cent. The increase in the four years 1891-5 was to 23,353,228 passengers, or over 40 per cent. Of course the transformation during that time from horse car to electric traction and the increase of mileage from 65.7 miles in 1891 to 89 miles in 1895 would account for much of the increase, but there has been a transformation to electricity and some increase in mileage also in Chicago. Generally speaking, there has been no such rapid increase of traffic elsewhere on this continent as in these two cities of Detroit and Toronto.

The 26 largest American companies that have reported continuously for three years to American street railway investments reported gross receipts in 1895 of \$76,741,000 and in 1897 of \$84,352,366, an increase in the three years of only 10 per cent in receipts and likewise in passengers carried, for fares have remained virtually the same on all these roads. The number of passengers carried has scarcely increased one-third as fast in the cities that have not reduced fares as in the two that have done so.

Finally Glasgow, under municipal ownership, without any considerable extension of mileage or any transformation to electricity, but with better cars and a reduction of fares of about 30 per cent, increased the number of passengers carried from 57,104,647 during the 11 months ended May 31, 1895, a rate of about 63,000,000 a year, to 106,344,487 in the 12 months ended May 31, 1898. This is about 70 per cent increase.

If, then, as thorough investigation shows, the three great Chicago street railway systems could now pay a good profit on the cost of duplication with a straight 4 cent fare, it is altogether likely that such a reduction would bring an increase of traffic that would justify within five years a still lower fare.

All these considerations not merely point to the wisdom of demanding an immediate reduction of fares, but show the folly of attempting to fix fares 25 or 50 years in the future at such a figure as present traffic might seem to warrant. What would be a fair charge to-day is likely to become an exorbitant one in a few years both from the growth of traffic and the development of invention.—Edward W. Bennie in Chicago Record.

Government by Plutocracy.

It is no exaggeration to say that nine-tenths of the laws are made nowadays by the judges, and that they are made in the interests of the rich and powerful and to destroy the poor, and the poorer the laboring man understands this the better for his liberty and his life, for his life is really at stake.

The judge is the most powerful official in the machinery of modern civilization, for he can override statutes and even the constitution whenever necessary. Legislatures are notoriously corrupt and work in the interest and pay of corporations. When they do pass any laws in the interest of the poorer classes, the judges are at hand to declare them unconstitutional.—Clarence S. Darrow.

They Will Not Be Dethroned.

All the gas, heating and lighting companies of Pittsburg have been consolidated. The capital invested exceeds \$76,000,000. The new company will in the future control the gas, light and heating supply of Pittsburg and Allegheny and will have absolute power to make, raise or lower the price to all consumers. It is stated that the trust operates under the union charter of the Philadelphia company, one of the leading concerns forming the new combine, and will retain that name. This charter embraces nearly every concession within the scope of human ingenuity and is, in fact, carte blanche.

Rothschilde, Farmers.

The Rothschilde are negotiating to purchase about 45,000 acres of land in the Mariposa grant in California for \$1,000,000. It is thought they will operate business farms through their agents.

Railroads.

All railroad charters should be repealed, and the roads valued and paid for to the new owners and then operated by the government as the rail and water carrying department—the same as any other department—with a cabinet officer. Allowing the owners now to retain five-eighths of their value as an investment. Paying them out of the earnings 3 per cent per annum till final liquidation and full ownership by the people. The roads to be run at cost of operating.

That is, schedule of prices to be paid by the people for the use they require. Sufficient in amount to pay the interest while needed. Sinking fund and running expenses.—Jesse Harper.

Direct Legislation.

Direct legislation by the method known as the initiative and referendum is simply making a broad application of the same democratic principles as the New England town meeting. By the initiative and referendum a majority of the voters really ratify every law, for under it 5 per cent of the voters can bring any law to a vote of the people by petition, and if they do not do that it is equivalent to ratifying it. Under this system it would be useless to bribe legislators, for the people could undo the mischievous work of a legislature. Yet there are men who call themselves American patriots who oppose this just and democratic principle.—Groveport (O.) Commonwealth.

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