

BURDEN OF TRUSTS.

ADDITIONAL LOAD ON THE BACKS OF THE CONSUMERS.

The Trusts Have Increased the Cost of Living 15 Per Cent—General Rise in Prices of the Necessaries Controlled by Monopolies.

The cost of the necessities of life are today on an average 15 per cent higher than they were a year ago.

Crops are plentiful. The supply of raw material of all kinds was never larger. The amount of manufactured products is in excess of that in any previous years.

Trusts have forced the increase upon the people.

The prices are going up, and the 15 per cent increase which the heads of families must pay for necessities goes directly to make dividends for largely overcapitalized combinations.

Retail butchers have advanced the price of meat 2 or 3 cents a pound, forced to this by the greed of two trusts.

Of course the formation of an ice trust has something to do with the action of the butchers, for they expect to have to pay more for ice.

On March 30 last the National Salt company was incorporated under the beneficent trust laws of New Jersey.

This company controls 90 per cent of the salt plants of this state and Michigan.

Before the formation of the trust the price of fine salt per barrel of 320 pounds was 85 cents.

Those to whom the increase means something are the farmers, who purchase quantities of the coarser grades of salt for their cattle; also the meat packers.

Since the formation of the national carpet trust there has been a gradual increase in prices until now the purchaser pays 30 per cent more than he did formerly.

Eighty per cent of the carpet mills in the eastern and middle states are controlled by the combination.

There has been an increase in price of raw materials used by carpet makers, due to combinations of the concerns controlling the materials.

Furthermore, recent improvements in the machinery used in carpet making more than offset the increase in the price of raw materials.

The average head of a family has paid perhaps little attention to the formation of such industrial combinations as the wire and wire nail trust, the chemical trust, the lumber trust and the iron and steel trusts.

Yet he pays indirectly a share of the increased price which each of these combinations has made upon the commodity it controls.

For instance, the large dry goods or department store at which his wife buys a few yards of cloth is forced to charge her a trifle more because of the operations of the trusts above named.

In the first place, the chemical trust has increased the prices of the dyestuffs used in coloring the cloth.

The wire nail trust has added its mite to the price of the pine boards out of which the packing case in which the cloth is shipped is constructed.

The iron bands which are nailed around the packing case to strengthen it cost a trifle more than they formerly did because of the increased price for the raw material charged by the iron trust.

In addition to these the operations of the wool or cotton mill trust have contributed their share toward raising prices.

There are 800 trusts in existence in the country, and almost in every instance it could be shown that in some way the average consumer helps to swell the profits of all.

The price cloth market is three-quarters of a cent higher per yard this year than last.

Practically all the mills of the New England states are controlled by a trust, but this increase is not due entirely to the operations of that particular combine.

The same causes which contributed to an increase of the price of cloth also affected the prints. Cotton, however, is slightly higher than last year.

Nearly every article handled by a hardware store is the product of a trust and the stock of a large establishment represents perhaps 20 different industrial combinations.

A majority of these trusts are dependent for their raw material upon the iron, steel, copper and brass trusts, and as each of the latter has increased its prices heavily within the past eight or ten months, the manufacturing trusts, following in the wake of the others, have also made an increase.

Retailers, when forced to pay more to the manufacturer or producer, invariably make additional provision for themselves when fixing a new scale of prices.

For stoves and kitchen utensils generally the increase varies between 85 and 90 per cent, but for different tools controlled by individual trusts the increase is much higher.

Since the organization of the Amalgamated Copper company in April last with a capital of \$75,000,000 and the possibility of an ultimate increase to \$400,000,000 the price of copper has been raised repeatedly.

Copper today is so costly through the operations of the trust that various concerns have found it profitable to buy and import Chinese copper coins and use them for manufacturing purposes.

The coal trust is one of the few monopolies whose owners have failed to declare that such combinations were for the public good.

The trust practically owns the whole of the anthracite coal region and fixes the price at whatever it sees fit. Two months ago it ordered an increase of 35 cents a ton, and later at Pittsburg an additional advance was announced of 5 cents a ton on nut and lump coal and of from 5 to 15 cents on slack.

This last advance was due, it was declared, to the rapid rise in the iron and steel markets within the last few weeks.

It is promised that within 60 days from now we actually shall have a government express on a small scale at least. By that time New Yorkers will be able to register valuable packages at their homes and have them forwarded by the national government to any city and town within the limits of the Union that possesses a system of carriers.

We ought indeed at once to have the whole express business of the country run by the national government—that is, our postoffice department should be so extended as to carry parcels of every kind to every part of the Union.

Great Britain has preceded us and become a pattern to us in this as in some other matters by her parcel post act of 1888, which has proved just as successful as her postal telegraph.

Mr. Wanamaker, as postmaster general, in his report of 1891 strongly recommended such a national express, arguing that the national post goes to thousands of localities where no private express company consents to go.

The principal advantage of such an extension of the government's activity would be by no means the saving in money. A far greater benefit would be the fact that, like a national telegraph, such a national express system would tend to unify our people, would bind them together.

And what is the obstacle? There is only one, but a very great one, also stated by Wanamaker. It consists of our four private express companies.

Think of where we should be without our national postoffice. It would cost New Yorkers 50 cents perhaps to send a letter to California.

The government express promised us is an example of most beneficent expansion—an expansion of usefulness on the part of the servant of the people.—New York Journal.

COMPETITION IS WAR.

The Road to Peace Is Through Public Ownership of Public Utilities. Mayor Jones of Toledo, in a speech delivered recently at Cleveland, said: "The boycott is a cruel and unjust weapon in many ways."

"If there is a degree of patriotism developed that people say, 'We won't ride on cars that are operated by men subjected to inhuman treatment,' it is a hopeful sign for the growth of the new patriotism—patriotism that refuses comforts purchased at the price of the wretchedness of their fellow men."

"We are in an epidemic of labor troubles. Strikes, lockouts and boycotts, affecting widely separated portions of our country and as widely diversified industrial interests, disturb the land. The situation may be fitly characterized as one of industrial civil war."

"I am not here with a plan for settling the difficulty at Cleveland alone. It is not my province nor any part of my purpose to propose a local remedy for a national—I might say international—disease. I am here to urge, to plead for, to propose a remedy that is a sovereign and final remedy, not only for street railway strikes, but for all kinds of difficulties with labor in every sort of public utility."

"There is such a remedy, and only one. That remedy may be found in absolute municipal ownership, operation and control. You may rely upon it, no matter how the present difficulty may be adjusted in Cleveland, the people of Cleveland cannot avoid or evade this fundamental truth."

"To my mind the cause of the present disturbed state of society is not hard to locate. We are in what is called an era of industrial prosperity. Living in the social state known as competition, it is natural that each member of society should strive to get a larger share of the things that is called wealth. The inevitable result, then, is that every member of society demands for himself a larger share."

"A shorter name for competition is war, and our everyday life as business men, as workmen, as employers and employed, is a denial of brotherhood."

"We are living, as it were, over a mine charged with dynamite that is liable to be exploded at any moment. And this condition is not likely to continue, but it is certain to grow worse so long as men live in a social state that is a constant denial of the fundamental principle that must be admitted before the first step necessary to a peaceful state can be accomplished."

"Men are brothers, not competitors. Competition and war may do as a system for wild beasts, but God Almighty never intended it as a social system for those whom he created in his own image."

"The only way to bring about this condition of affairs is to resort to municipal ownership."

The Misery of the Millionaire.

Although there are many who doubt his sincerity, I believe after three years of intimate acquaintance with Mayor Jones that the rapidity with which his wealth increases and his inability to use it for the real benefit of either himself or mankind are a constant and deep distress to him. He said to me one day: "My bookkeeper has explained the difficulty. A friend of mine has one reply to make to me whenever I mention the injustice in the system that gives me a fortune when others who are willing to work have nothing. 'If you don't want your money,' he says, 'why don't you give it away?' He was in my office today when I opened a letter from Mr. Nelson. Nelson wrote, among other things, that the conviction was rapidly growing among men of large fortunes that it was not so desirable to have more than your neighbors and that the real joy in effort, after all, comes not in what you get, but in what you accomplish and the respect accorded you by your fellows. I read this to my friend, and he said, 'If he don't want his money, why don't he give it away?' I was dumb, as usual, after this very sensible remark, but my bookkeeper said dryly, 'He don't give it away, because if he did, Hanna would get it.' Now, that is the real reason why a man who don't believe in accumulating private fortunes is obliged to remain a millionaire in case he gets the million. If he were to give it away while the system under which he is able to secure it remains in operation, it will only eventually go to some other individual who is a little shrewdier than his fellows."—Ainslee's Magazine.

New York Street Railways.

The gross receipts of the street railways of New York city last year were \$15,000,000, but the amount paid the city in taxes and in all other ways was only 2 per cent of the amount. The actual profits represent 20 or 30 per cent on the real cost of construction. These enormous profits are hidden by most liberal watering of stock. An instance will illustrate the extent to which this is carried. When the consolidation of the street railway lines was effected in 1896-7, the capitalization, including that of leased lines represented by rentals paid, was increased to \$51,000,000, while the track operated had increased to only 171 miles, representing a capitalization of \$300,000 per mile. Since 1895 the capitalization has been increased to more than \$65,000,000, the amount per mile remaining the same. Although the average cost of constructing a line of street railway with double tracks is but \$10,000 per mile, and \$50,000 would be a liberal allowance to cover all expenses, including rolling stock, power plant, etc., the company pays handsome dividends at the rate of \$300,000 per mile. The net profits during 1895-6 were \$3,538,397.—New York Verdict.

OLD 229

Took World's Fair Prize Six Years Ago, But To-day Is a "Has Been."

Poor old 229 steamed slowly into her local side track drawing a conglomeration of freight cars which constitute the "local freight" which runs between Cincinnati and Seymour, Ind. The old locomotive looked worn and rusty, and also appeared very much dissatisfied with her task. She lacked the old-time pride and bluster which marked her first days on the road, when she pulled the St. Louis flyer, and, upon entering a way station, would puff and steam, while the denizens of the surrounding country stood and marveled at the "critter" with their eyes and mouths open. The 229 is no longer the object of the amazed country boy's gaze, nor is she the pride of the road, as her days are past, and she is now compelled to take a back seat and join the ranks of the "has beens," says Cincinnati Enquirer. Other locomotives of more modern design now pass her by without noticing the old mass of iron, and the fickle country folk come for miles to the stations and crossings, and marvel as they did when old 229 was in the "milk of her fame. The old engine lays in a side switch, giving the new one the right of way, and is unnoticed and forgotten. Each year the various railroad companies, in order to keep abreast of the times, are compelled to purchase new locomotives, as great improvements are being made every day. As the new ones come on the engines hitherto in use are compelled to be reduced in the ranks according to their age, and the last use an engine is put to before being sold for old iron is on the "local freight." It is a well-known fact in railway circles that the worst rolling stock will always be found on this run.

Largest American Flag.

George Main of this city in 1855 or '56 made the biggest specimen of the Stars and Stripes ever manufactured, which was flung to the breeze at a reception to President Franklin Pierce. The democrats of Concord were bound to "beat the record," and hired Mr. Main to make for them a flag 120 feet long by 90 feet wide, containing 1,200 yards of bunting. It was hung across Main street, between the state house yard and a building on whose site the New Hampshire savings bank block now stands. Mr. Main made \$5,000 worth of flags for the Pierce and Buchanan campaigns.—Concord Patriot.

Monkeys Esc.

Two monkeys have escaped from their cage in the garden of the Bull and Bush hotel, Hampstead, England, and have been exploring, not only the heath near Golder's Hill, but have also enjoyed themselves in the well-kept grounds of houses adjoining the heath. One of the animals, "Joey," got into trouble last August, when he and three companions went out on a similar expedition. His companions were killed and "Joey" was wounded and captured. On being taken back to his cage his owner bought another monkey to keep him company, and it is his new companion "Joey" has now led astray.

Highest Buildings in the World.

The ten highest structures in the world are in order as follows: The Eiffel tower, Paris, 984 feet; Washington monument, Washington, D. C., 555 feet; the city building, Philadelphia, 535 feet high; the cathedral of Cologne, Germany, 511 feet; the cathedral of Strasbourg, Germany, 468 feet; the chimney of St. Rollox chemical works, Glasgow, 455 1/2 feet; St. Martin's church, Landshut, Germany, 454 feet; St. Stephen's church, Vienna, 453 feet; the great pyramid of Egypt, 450 feet, and St. Peter's church, Rome, 448 feet.

Blue Roses Grow Wild.

An account of the blue rose has been given by the German gardeners in Slavonia, Chwojka and Bitz, who are cultivating it. Reports come of blue roses that grew wild in Serbia, and a specimen was sent to them two years ago with violet blue flowers. They have been experimenting to see whether the color is retained under cultivation or whether it is due to the soil of the moors where it is found. If the roses retain their blue, the plants will be for sale in 1901.—New York Sun.

A Sure Coffee Test.

There is no drink more delicious than a cup of coffee when the beverage is made from the best seed. To test coffee put a spoonful gently on the top of a glass of water. If the coffee is pure it will not sink for some minutes and will scarcely color the water; but if chicory is mixed with it will sink to the bottom immediately, rapidly absorbing the water and also giving it a dark-reddish tinge.

A Wonderful Natural Bridge.

Down on Pine creek, near Camp Verde, Ariz., is a natural bridge that is probably greater than any other in the world. It is nearly five times the size of the natural bridge of Virginia, and has a span of more than 500 feet across Pine creek, which is dry 300 days in the year. The height of the bridge is about eighty feet, and it is about 600 feet wide.

Carrier Pigeons Armed.

In China carrier pigeons are protected from birds of prey by apparatus consisting of bamboo tubes fastened to the birds' bodies. As the pigeon flies the action of the air passing through the tubes produces a shrill whistling sound, which keeps the birds of prey at a distance.

Preferred Water.

One sensible man in Winterville, Me., who has wanted city water put in his house, but felt that his income was hardly equal to it, this year concluded to drop the use of tobacco, after thirty years' use of the weed, and put in the pipe for two or three years.

Borax in Bleaching.

Put a teaspoonful of borax in your rinsing water. It will whiten the clothes, and also remove the yellow cast on garments that have been laid aside for two or three years.

The World's Heathen.

The heathen still outnumber all the various religious bodies put together. According to the latest statistics, there are in the world 142,000,000 Protestants, 98,000,000 followers of the Greek church, 230,000,000 Roman Catholics, and 176,000,000 Mohammedans. As the population of the world is estimated at 1,500,000,000, and adding to the adherents of the four great religions of the world other 53,000,000 for the thousand and one beliefs with comparatively few followers, there are left 800,000,000 people who worship strange gods or practice curious rites in lieu of religion, and who come within the definition of the "heathen," for whose conversion large sums are collected year after year amongst the churches throughout the civilized world.

The Sun's Carbon Shell.

It has often been suggested that the brilliance of the sun's disk is due to incandescent particles of carbon, and within a few years past the presence of carbon in the sun has been demonstrated by the spectroscopic. Lately Prof. Hale, the director of the Yerkes observatory, has shown that there is a thin layer of carbon in the lower part of the sun's atmosphere. It surrounds the solar globe like a luminous shell, and, under normal conditions, is probably not more than 500 miles above the sun's surface. But when an eruption takes place, from beneath the carbon layer, like all the other constituents of the solar atmosphere, is broken up and locally dispersed by the tremendous agitation.

Watlings' Island.

Chicago Record: Investigations that were made at the time of the world's fair settled the long controversy about the landfill of Columbus to the satisfaction of nearly all geographers. Rudolph Cronau, a German scientist; Fred A. Ober, an American, and the superintendent of the light-house service in the Bahamas, a British naval officer, whose name I have forgotten, made thorough explorations with the logbook of Columbus as their guide. They visited all the other islands in the neighborhood, but none corresponded in any way with the descriptions given by the admiral, while Watlings' seemed to fit exactly—even the coral reefs and the lagoons that gave him so much difficulty. The light that Columbus saw the night before the discovery was undoubtedly a torch in the hands of some faithful fisherwife held up to guide her husband home, and Albert Bierstadt spent several weeks at Watlings' painting a picture to commemorate the Columbian anniversary and to give that worthy woman an appropriate place in history. The members of the board of lady managers from New York state adopted her and her torch as a design for their seal.

Monsieur Liquor.

The income from liquors manufactured at the monastery of the Grande Chartreuse has increased enormously during the last forty years, and profits now amount to about \$750,000 per annum. The seeming anomaly of a religious order being engaged in the manufacture of a beverage has given rise to some criticism, and the monks for some time have been willing to sell out, but no way has yet been found to satisfy conditions they deem indispensable. The rule of the monastery and the vows of the monks forbid their appropriating for their own benefit any of the revenue from the liquor, so it is devoted, in equal parts, to three objects—to "Peter's pence," to the maintenance of an hospital, and to the relief of the poor. The monks are not willing to part with their rights unless due provision is made for the first and last of these objects. These monks, however, are not now the only manufacturers of chartreuse, as one of the inmates left the monastery some time ago and is now said to be making the liquor after the approved formula.

Mme. Calve's Tomb.

Mme. Emma Calve, the singer, has ordered M. Denys Puech, the sculptor, to design her tomb. She has no immediate intention of dying; will probably, in fact, sing "Carmen" many times more. But she wishes to see her tomb before she has need of it. Also she is not without hope that M. Puech's design may prove fine enough to be exhibited at the Paris World's Fair. That explains, does it not?

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Cryptic Masons at Pike's Peak.

On the occasion of the above meeting, Aug. 7 to 12, the Denver & Rio Grande Railroad will make a rate of one fare for the round trip from Denver, Colorado Springs, and Pueblo to all points in Colorado and to Salt Lake City. This will be an excellent opportunity for an outing in the Rockies. For particulars call on agents or write S. K. Hooper, G. P. & T. A., Denver, Colo.

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is the title of an illustrated book issued by the Denver and Rio Grande Railroad.

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