

# THE LEARNED MAN

has a fortune that he can't be uncoined out of—clothing knowledge for instance. Our clothing buyer is a learned man in his line. He may not know whether the 20th century begins in 1900 or 1901, but it is 16 to 1 he knows how clothing should be made. He's a learned man in his business; he knows the clothing business as it should be known—for your benefit, for ours. He knows what to buy, when to buy it, and where to buy it. He lives among the clothing marts of this country, at the headwaters of the clothing business. He improves each year in his knowledge.

This fall he gives you the same suit of clothes for less money than last fall; he saves you from \$1 to \$5 on your Overcoat—his knowledge of the business helps you, helps us. Those Men's Suits at \$10.50, is it a wonder why we sell so many? Why shouldn't we? It isn't often you can go into any store and find such values as we have in this special suit. Fancy Cassimere, double breasted square cut, satin faced, perfectly tailored, latest style,—you'll recognize the difference in the make, style and finish from anything in your round that sells for less than \$20.00. Take the ones at \$8.50 and \$9.00. We'd like to have you compare them with the ones you find elsewhere at \$12.50 and \$15.00. Quite a difference, you say. So it is. This is a different store from most stores. 'Twouldn't be so popular if it wasn't.

## Nebraska Clothing Co

FARNAM & 15th

### BRYAN AND ALTGELD

An Unparalleled Outpouring of the People of Lincoln to Hear Them Speak.

The rally held in Lincoln last Saturday night was a surprise to everyone—to the fusionists as well as to the republicans. There has never been such an outpouring of the people of this city at any time before, not even in the last presidential campaign. A large crowd was expected and the Oliver theatre and Bohanan's hall had both been secured, but the awful jam of people at both places was beyond precedent. The meeting was advertised to begin at 8 o'clock. By 7 there were more people crowding around the doors of the Oliver than would fill the building. The doors were not opened for a long time and the people packed up against each other as closely as they could get 100 feet from the entrance in every direction. When the doors were finally opened, the theater was filled in less than five minutes to the very top seat in the highest gallery, and every inch of standing room was occupied. The people continued to come and the police had to take a firm stand to prevent such overcrowding as to make the place dangerous.

At Bohanan's hall very much the same state of affairs existed. Hundreds of people went home who had no chance at all to hear the speakers. The crowds at both places were more largely made up of voters than is usual, and among them were many republicans.

Only a very few of the audience had ever seen Governor Altgeld, and when he came upon the platform and they saw a quiet, scholarly, mild looking man, whose hair did not stand on end all over his head, they were somewhat astonished. Hundreds of them, no doubt, expected to see an anarchist with fierce and awful countenance, whose very look would be a terror. On the other hand there stood a man the very opposite in appearance to what the plutocratic press and cartoonists had placed before them for the last six years. His appearance is gentleness personified, and his deliberation when speaking is more like the old-fashioned humble country preacher, than the campaign orator. He proceeds very deliberately, distinctly pronouncing every word and every syllable of every word. His gestures are very few. He strives for no climaxes. He has a message to deliver and he talks right on with such close reasoning and constant sincerity that before long he has every man within the sound of his voice eagerly listening. His honesty of purpose and singleness of heart make an impression that few men can make. Governor Altgeld is not only an apostle of reform, but he is one of the greatest thinkers and philosophers.

The power of the plutocratic press is nowhere more plain than in the universal conception of the personality and character of Governor Altgeld that it has impressed upon the mass of the people. Here is a man that they have represented as a fierce, bloodthirsty, cruel, and desiring the destruction of all that men hold dear in modern society. What is the truth? He is the very opposite of all that. He is gentle, kind, scholarly, refined. That is the man that thousands of mullet heads in Nebraska truly believe is a wild-eyed anarchist, with every hair on his head standing on end.

Governor Altgeld's speech was devoted principally to the discussion of imperialism. He made, in his masterly way, the same points that have been so often presented in these columns. The speech was not made up of climaxes there, it was a sustained course of reasoning from beginning to end. The conclusion was so firmly established when he reached the end that no reasoning being could avoid its force. Nevertheless, as the force of the argument grew and grew upon the audience, rounds of applause broke in upon him. He spoke for over an hour and then went over to Bohanan's hall to deliver another address to the great mass of people assembled there, who had been listening to Bryan. When Bryan came upon the stage to deliver his twelfth speech for that day, paler and more worn than we have ever seen him before, the audience greeted him with such rounds of applause as were never heard in that theater. Bryan stood near the front of the stage for a long time motioning with his hands for silence before he could begin his speech. The magnificent audience and the shouts of the people seemed to inspire him with new energy. He made one of his happiest efforts of his life. He spoke with great animation and frequent gestures. The speech was in a lighter vein than that given by Governor Altgeld.

Where do you buy your shoes? Sandersen's, 1213 O St., have the best shoes for the money that can be made. They guarantee every pair to give perfect satisfaction. Try them.

He made an unusual number of happy and telling hits and the audience nearly split their sides with laughter. In speaking of the republican argument for imperialism he said it consisted of three points: "There is money in it. God is in it. We are in it and can't get out." In discussing these three points almost every sentence was followed by a round of applause. The scoring he gave the hypocrites who wanted to claim that they were acting under divine guidance was terrific.

Bryan spoke until his strength gave way, but the last sentence was delivered with as much force as the first. In shaking hands with him after the speech it was found that notwithstanding the energy with which he had spoken and the heat of the theater, his hands were as cold as ice. All the vitality seemed to have gone out of him.

#### G. O. P. Chaplain Reports.

Editor Independent:—I was hired as chaplain to do the praying for the state central committee and I helped them all I could in that line and kept up their spirits to the last but the way of providence are inskrutable.

But the good book says—hoom the Lord luveth he chaseth. Varily these are trubles times and az the messengers cum in and sho how the Fillestines hav prevailed evry tru republican must feal his bouels yearning to giv forth a grate wale or wo. Therefore the committy besought me too promulgate this form. The State Journal iz too deeply moved by the hevvy stripes too print it republicans read the Independent, so I bring it to you:

Horrible iz the tidings! Nebrasky iz again desolatid! The ded has risen! Gone agin to the pops. O Nebrasy Nebrasky! How oft wood we hav gathered you to ourselves as a goos gethers ber brude under her wings but ye wood not be assimiatid! We sent you the the songs of the monk or Arbor Lodge without munna and without price but you turned to him a deaf ear. Wale! For we nominatid a saint of the big Sixty fur kongress. He had a soft hand and a yerning hart but he is still taking the case under advizement while our enemies do flout us. Wale! For we put up a spotless lam for judge but our enemies found his pedigree to be that of an unsavory gote.

Wale! a double barreled wale! For we sent out a man like unto the Rose of Sharon to begile the people with song, but he returns to us wild-eyed, his hare on end and chanting a planetiv durg like this:—I sed to the mare, O Mare! Night Mare! you sat on mi stummick nite; and the trumpets th blare, and with claws in my hair the goblins are holding me tite.

Brothers, our g. o. p. iz dowd! We thought him a leviantan but he iz prostrait and roles up his plaintiv eyes like the upturned gaze of an expirin caff.

All brothers wale!  
REV. SOLMAN BULKINS.  
Chap. G. O. P. Sentril Com.  
P.S.—I had to hurry in ritin this. I will see Chaplain Mally and we two will formulate one for next week.

### Who Paid?

Who pays for the engine and special car that has been used the past two weeks to pull Bryan and Holcomb over the state to make campaign speeches? The common people cannot hire special trains for two weeks at a stretch.—Sterling Sun.

Nevertheless the common people did pay the bill and we can do it again. The common people paid the whole expense of this campaign. We subscribed a dollar a month and paid in the money, and we have the receipts from the railroads to show that we paid. Furthermore we are going to keep on doing that way until after Bryan is elected president in 1900. It is lots better than relying on assessments of the officeholders. Coin Harvey raised most of the money. When the editor of the Sun reads this will he correct his statement? Not much. A republican editor was never known to do such a thing. He is afraid that if he did it might have a tendency to make a populist of him.

Some republicans who ought to have sense enough to know better, express surprise that they did not poll more votes. When the leaders of the party and their principal speakers continued unceasingly to attack the very foundations of this government they should be surprised that any man, in the state of Nebraska, would vote their ticket. Before plutocracy got in the saddle, any man who would have repudiated the declaration of independence would not have received a vote in this whole state.

### CITY OWNERSHIP.

OBJECT LESSON IN MUNICIPALLY OWNED AND OPERATED RAILWAYS.

Liverpool's Successful Experiment With Its Street Car Lines—An Example For the Cities, Great and Small, of the United States.

The street railways of Liverpool have passed through every phase of development. A generation ago there was private management pure and simple. This was succeeded by municipal ownership of the tracks, with operation by a private company, which in turn gave way to municipal ownership and municipal operation of the entire system. The experience of the city during each of these periods throws much light on the growing tendency in Great Britain to municipalize all street railways.

Among the first lines to be constructed was the one in Liverpool in 1800, but it was not a success and died in infancy. Toward the close of the decade a new undertaking was promoted, controlled principally by Americans. The old lines were somewhat extended, but in 1897, when the city bought out the company, there were only seven miles of track, wholly inadequate for a city of over 400,000 population, possessing a commerce second only to London. The service was bad. Fares were high. Little attention was paid to the interests of the city and its citizens. Hence the corporation interfered and, paying the company \$150,000 (\$20,000 per mile of single track), took possession of the lines. The price paid was rather high, but public interests demanded the sacrifice. The city probably would have undertaken to operate the lines then and there if the house of commons had not been so strongly opposed to such a sudden and far-reaching extension of municipal activity. It was not until several years later that an exception was made for Huddersfield, owing to the impossibility of securing a private company to operate the lines constructed by that city.

Soon after purchase was effected the system was reconstructed and extended until in 1895 there were over 48 miles. The annual rental received by the city was 7 1/2 per cent of the purchase price and cost of construction and 10 per cent of expense of reconstruction, a sum barely sufficient for many years to cover cost of maintenance and repairs and interest on capital investment. By 1895 the investment had become very profitable, and a considerable fund was used every year to reduce taxes, but in other respects the system was very unsatisfactory. No form of mechanical traction had been introduced. The antiquated horse car still dragged its weary length along. The company claimed to be eager to improve the motive power, and probably it was, but its terms were too onerous. It wanted to bind the city hand and foot for a long term of years. The city council, knowing how successful municipal control had been in Glasgow, Sheffield and other towns, would not be deceived. No agreement was reached.

Further, the company would not undertake to operate new lines unless larger net profits were certain. The city always constructed tracks as rapidly as the company would lease them. But invariably the interests of the community were made to wait on money getting. The company was unduly and unwisely conservative. Transportation to and from the suburbs was very restricted, causing overcrowding in the central portion of the city, with all the attending evils.

In other directions similar results appeared. The company would not reduce fares because it was not positive that its net profits would be increased; and unless they would be why should it? Thus it reasoned. Wages were kept down to keep profits up. The working day was unduly prolonged—12 to 15 hours out of every 24. Improvements were infrequently made. The cars were seldom painted or cleaned. In every direction all was made subservient to the piling up of profits.

Whether this state of affairs was due to the avarice of the company or the desire of the city authorities to lower taxes matters little. The fact remains that the system of municipal ownership and private operation did not work well and, in fact, does not appear to have worked well generally in England. It was and is preferred to private ownership and operation because of the need of public control, but everywhere, as in Liverpool, the need of and demand for better service at lower rates have driven the cities into municipalization.

In 1897 an agreement was finally reached between the company and the city whereby the former received nearly \$3,000,000 for its lands, buildings, cars, horses, etc., very liberal terms from the city's point of view. Sept. 1 the experiment began. The results have demonstrated its wisdom.

The introduction of mechanical traction was begun at once. Continental systems were examined, the overhead trolley selected and the expenditure of \$7,000,000 to extend and reconstruct the lines decided upon. Already nearly 20 miles have been transformed, and the work is going forward at the rate of three miles per month. Cars have been introduced from Germany and the United States. The contrast between the present bright, clean, commodious and well lighted, painted and ventilated cars and the dirty, weather beaten, dingy, cramped and uninviting cars of the former regime is very marked. Ask the passenger whether he thinks municipal tramways are a success.

Almost equal improvement has been made in the number of cars run. For example, in the busy hours of the day 134 cars now pass down Lord street, one of the business streets of the city, as compared with less than half that number prior to 1897. On many lines

there has been an increase from a three to a one minute service. At the same time fares have been reduced. Penny stages have succeeded twopenny fares, and the distances have been extended, so that now all fares are about 20 per cent lower than formerly.

The employees have also shared in the benefits. Under company management the men worked from 12 to 15 hours daily. The present maximum is 10. Wages have not been lowered accordingly, but in every instance have remained the same, except in some cases, where there has been an increase of 15 per cent. Uniforms have been provided without additional cost. The drivers have been taught at the expense of the city how to handle electric cars, a great advantage to them, and in every way the condition of the men has been greatly improved.

The effect upon traffic of the improved service was instantaneous and enormous. During the week ending Aug. 12, 1897, under private company, 737,562 fares were paid. In 1899, for the corresponding period, the number was 1,525,705, an increase of nearly 100 per cent in two years. And in the meantime only 12 or 15 miles of new road had been constructed, the attention of the department being taken up with the improvement of the present system.

Probably one-half this increase is due to the introduction of penny fares for short distances. Whether the reduction in fares will lower net profits cannot yet be decided. The tramways still produce a large profit, but whether it is as large as formerly is not the determining factor. The act of parliament authorizing municipal operation expressly forbids the application of the profits to the lowering of taxes, and it seems likely that the traveling public will be the ones chiefly benefited.

But let us glance at the financial side of the scheme, remembering, however, that it has been in operation only two years; that expenses in the beginning are unusually high; that experiments must be made; that 30 per cent more men are employed owing to reduction of hours of labor; that fares have been lowered 20 per cent; that many accidents happen at first, etc. The total income for 1898 was about \$1,600,000; the expenditures for maintenance and operation, \$1,280,000, leaving a gross profit of \$320,000. Of this amount over \$240,000 was used to pay interest on a capital investment of \$4,750,000 and to provide sinking funds sufficient to pay off the entire capitalization in 25 or 30 years. There still remains \$80,000, every possible charge having been paid, a most excellent showing. Further, the department is on precisely the same footing as to taxes, national and local, water rates, etc., as the private company. No favors have been shown.—Milo Roy Matthe in New York Journal.

### A RAILWAY MONSTER.

A Railway Combination That Should Help Government Ownership.

Plans are being perfected for a combination for good or evil of 37 railroads, with an aggregate mileage of 73,000 miles, or nearly half the total mileage of the United States.

These railroads are capitalized at \$2,186,019,294. They earn each year about their operating expenses over \$200,000,000.

Whatever may be for the good or the harm of one of these roads is to be considered for the good or the harm of all.

In other words, it is to the interest of the roads running across the continent to fight the Ishman canal, in order to rake more dollars out of the pockets of the people.

The cross continent roads can therefore make their fight with \$200,000,000 in their hands and \$2,000,000,000 in their pockets.

If other railroads want to make exorbitant rates in favor of brother trusts, they will buy the necessary legislation to do it.

They will have the power to mold senates, cabinets and presidents. They will stand at the head of all trusts as lord high dictator. They can freeze cities for the want of coal. They can starve communities for the lack of provisions. They can ruin small dealers with rebate rates and cheap competition. In short, they can control the commerce of the country and wield it for their own benefit.

Of course they will not do this so openly as to cause a ballot box issue, but the combination is not alone for the purposes of arbitration and traffic agreement, as has been asserted.

It is for the purposes of offense and defense, and in this the power of the combination will be almost inconceivable. The "offense" on the part of these trusts is their campaigns against competition and their systematic extortion from the people. Their "defense" consists of warfare against all legal restraint.

Such combinations are legal and cannot be helped, but they are bringing the day of the people's own railroad combination ever nearer.—New York Journal.

### Honest Hanna.

We admire Senator Hanna. There is no nonsense about him. He isn't a hypocrite. He doesn't say benevolent assimilation when he means murder. If he wants anything, he doesn't beg for it, but he goes after it with a club. He defies the people and lets them feel his contempt. He worships nothing but money. He schemes for power only to get more money. He manipulates his puppet McKinley as a help to his own private business and will throw him overboard when he can use him no longer. Hanna does not deny the existence of trusts, as Allison does. He does not claim that the Republican party will destroy them, as most of the party leaders do. He boldly says they are a good thing and the more we have of them the better.—Omaha Non-conformist.

### M. & P.

O and 13th St.

Ladies' Cloth Jackets

Ladies' Plush Capes

Ladies' Plush Capes

Cloth Capes

Thus far this season we have had the largest business in our cloak department we have ever known. Most of our orders were placed early enough to secure the very lowest prices and as a consequence we have been in a position to offer exceptional values.

We have ladies black cloth jackets of good cloth at \$2.50, \$3.50, \$4.50 and \$5.00, \$5.75, \$6.00, \$6.50, \$7.00 and \$7.50 each. Ladies' cloth jackets in black, brown, tan, gray etc., \$8.00, \$10.00, \$12.00, \$15.00 and up to \$20.00 each.

### M. & P.

O and 13th St.

Warm Wool Mittens

Blankets

It seems strange but it is nevertheless a fact that we can sell you warm, well made, double mittens just as cheap as you could buy the yarn to knit them. We have all wool mittens for ladies, as low as 12c a pair, good double mittens at 20c a pair and double mittens of coral saxony yarn at 25c a pair. Children's wool mittens at 10c a pair and double wool mittens for children 15c, 20c and 25c a pair.

You can buy them cheaper now than will be possible later in the season. Whether you buy now or later, when you do buy just remember what we told you.

## MILLER & PAINE.

**FORTUNE AT THE DOOR!** \$10 to \$30 a day easily made selling the wonderful **QUEEN BUTTER MAKER**. Why not go in for this business, there is money in it. A safe, sure money maker. Took GOLD MEDAL at the Omaha Exposition. Get our terms and business method. It makes butter in two minutes. At the bottom of the tub is a screw propeller that the gearing revolves 1600 revolutions a minute. This immense agitation causes the globules to break instantly and the butter is made. Make butter in two minutes before six farmers and five will buy. A scientific wonder.

Mrs. Gearty of Ky. made \$30 in 2 weeks. W. E. Reddish of Va. made \$18. H. L. Smith of Iowa, sold 125, says he will sell 500 in next few months. Z. T. Hlatt says they sell right at the door. Mr. Chester sold a first day, made \$24. Mr. May of Mich. sold 75 in 2 weeks, made \$22. Agents make \$200 a month. The Queen Butter Maker Co., P. O. Box 100, Chicago, Ill.

#### Christ in Politics.

Christ taught that God was the universal Father and that all men were brothers. He also taught that God was no respecter of persons, that the soul of any one of His children was as precious in the eyes of God no matter how humble, as that of any other no matter how great.

Upon this doctrine the declaration of independence securely rests. Who, having read the teachings of Christ, can read the following from the declaration of independence and not feel that they are the fruit of His teachings.

"We hold these truths to be self-evident that all men are created equal; that they are endowed by their creator with certain inalienable rights; that among these are life, liberty and the pursuit of happiness. That to secure these rights governments are instituted among men deriving their just powers from the consent of the governed."

Attempts have been made by many to minimize or to altogether deny that the teachings of Christ brought forth a higher civilization. But all such are confounded when it is pointed out that hospitals and asylums to care for the decrepit, unfortunate and dependent members of society followed in the wake of Christianity. The teachings of Christ taught men are responsible for their unfortunate brothers which was no where accepted in any age by any people until after Christ taught the fatherhood of God, the brotherhood of man and his gospel love. The text "In as much as ye did it not unto one of the least of these, my brethren, ye did it not unto me," teaches the responsibility of the strong to succor the unfortunate.

In our own country following the footsteps of the fathers for more than a century in the village church and the district school, the bible and the declaration of independence have gone side by side unchallenged, unquestioned and alike considered infallible. The product of our institutions has been men and women, not only sound of body and mind but who through wholesome rivalry have made advances in science, art and invention until in the astonishing short space of a century they have eclipsed all competitors and now stand at the head of all nations in point of intelligence, wealth and power. They have also reached a higher moral plane than has ever been attained by any other people.

We have been for a century the wonder and admiration of the world, and our success has been a standing threat and menace to kings, emperors and despots everywhere.

The most shocking and monstrous proposition that has yet emanated from any source has been from a few of the American ecclesiastics who favor a gun powder gospel in the Philippines and justify the practices of Islam in the name of Christ. To all such the American people should say with one voice, in the words of the Master:

"Woe unto you, scribes and pharisees, hypocrites; for ye make clean the outside of the cup and of the platter, but within they are full of extortion and excess, for ye are like unto whited sepulchers which indeed appear beautiful outward, but are within full of dead men's bones and of all uncleanness.—National Watchman.

#### They Are Inadequate.

The ordinary man has always been puzzled whenever he undertook to reconcile the lives of a good many ministers and professed Christians with the creed they profess to believe. If they really believe in a future life, and expect to meet face to face at a judgment seat their fellow men with whom they have associated in this life, how can they treat them as they do? Mr. Flower, in The Coming Age, writes on that subject as follows:

"Do you imagine for one moment that if a man realized that after death he would come face to face with those he might have helped here, and that by the immutable laws of the universe he must reap what he has sown, he would be

likely to spend ten thousand dollars on a banquet while in his own city men were falling from exhaustion after days of fruitless seeking for work, or when children in the sweaters' den were pitifully crying for food? Do you believe, if those citizens of New York, who hold high places in the church, and during the week operate in Wall Street, realized that 'whosoever a man soweth that he must reap,' and that the day after his death he must confront his deeds and appear as he really is, they would conspire with their partners to deceive other men in a gamble in which they virtually played with loaded dice?

"Do you suppose that statesmen, or those in high political positions would deny the simple demands of justice and right, and refuse even to entertain the golden rule, if they believed that the morning after death they would be judged by the same golden rule?"

"The fact is that, however much society may give mental acceptance to the theory of another life or the exalted teachings of Jesus, a very large proportion of the members in the church, as well as those in the world, possess no vital faith in, no realizing conviction of another life, and what it necessarily implies if justice sits at the helm of the universe. A realizing sense of this cannot fail to transform life in the nation or civilization which comes under its influence."

#### GLAZED PAPER.

Held as the Cause for the Alarming Increase in Near-Sightedness.

According to a certain number of German ophthalmologists, the use of glazed paper has a prejudicial effect upon the eyesight. There lies the cause, they say, of the continuous increase of myopia during the last fifty years. Formerly a dull, grayish paper of coarse texture was used. Now the paper has a smooth, brilliant surface, with luminous reflections that were absent from the rough surface of the old paper. In old books a soft light easily brought out in relief the characters, which were printed in heavier, blacker type. Now, with the glazed surface, the light is all the more reflected, because the characters themselves are finer and less pronounced, thus giving rise to a play of light and shade that is most fatiguing to the eyes.

To prove this it suffices to take an old edition of the magazines printed artistically and compare the effects produced on the eyes after half an hour's reading. For this reason hygienists recommend the avoidance of glazed or highly polished paper in schools. The paper should be of a grayish or bluish tinge. In any case it should not be white, and never brilliant.

#### The Way to go to California

is in a tourist sleeper, personally conducted, via the Burlington Route. You don't change cars. You make fast time. You see the finest scenery on the globe.

Your car is not so expensively furnished as a palace sleeper, but it is just as clean, just as comfortable, just as good to ride in—and nearly \$20.00 cheaper. It has wide vestibules; Pintco gas, high back seats; a uniform Pullman porter; clean bedding; spacious toilet rooms; tables and a heating range. Being strongly and heavily built, it rides smoothly, is warm in winter and cool in summer.

In charge of each excursion party is an experienced excursion conductor who accompanies it right through to Los Angeles.

Cars leave Omaha, St. Joseph, Lincoln and Hastings every Thursday, arriving San Francisco following Sunday, Los Angeles, Monday. Only three days from the Missouri River to the Pacific Coast, including a stop-over of 14 hours at Denver and 54 hours at Salt Lake City—two of the most interesting cities on the continent.

For folder giving full information, call at any Burlington Route ticket office, or write to J. FRANCIS, Gen'l Pass. Agent, Omaha, Neb.

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