It isn't

It isn't by mere chance that we do the largest clothing and shoe business in the west; there's a reason for it, and that reason is that we are constantly—everlastingly—giving the people full value for their money. If you don't know us it's your own fault. If you can't come to Omaha, write us.

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tion before the people. It is generally believed that his influence was mainly responsible for Van Wyck's defeat by a margin of 6000 votes. Mr. Burrows would undoubtedly have received the unanimous support of his party for United States senator in the legislature of 1893 if it had not been for his position during the campaign of the preceding year.

That Mr. Burrows was thoroughly honest in his convictions as to the policy that the party ought to pursue no one ever doubted, but those convictions were not in accord with a majority of the party. He stood firmly by his convictions and the leadership of the party passed into the control of other men. But no one will deny that the reform forces owe as much to the unselfish labors of Jay Burrows as to any other man for the commanding position that is now occupied.

As a writer on the subjects which have most engaged the attention of the American people for the last ten years Mr. Burrows had no superior. Personally he was a man of dignified and commanding appearance. His service in the army had given him a military bearing and he always carried himself as a soldier.

The funeral services were held at the Baptist church, Dr. Rowlands, the pastor delivering an oration and reading the scriptures. After Dr. Rowlands had finished Gov. Poynter added his tribute of praise to the sterling integrity, ability and worth of Mr. Burrows, as a soldier, a citizen, a writer and a leader among men. Some beautiful music was rendered by the choir. The services of the Grand Army followed. The large audience then passed by and viewed the remains. The many large floral tributes nearly hid the casket from view.

The pall bearers were Gov. Poynter, Land Commissioner Wolfe, Judge Cornish, Dr. King, Col. Pace, and the Editor of the Independent.

The body was taken to Crab Orchard and interred in the family burial ground. Thus passed away a soldier, a writer, and a worker in the reform cause known to almost every man, woman, and child in the state.

THE BOARD OF TRANSPORTATION

Its Powers, Duties, and Authority Set Forth by an Able Attorney.

The Independent publishes herewith a communication from the pen of Hon. W. F. Bryant, one of the most capable attorneys in the state and one of the early organizers of the populist party. It deserves the careful attention of every reader of the paper:

Lincoln, Neb., Jan. 17, 1900, Editor Independent: A few days since the populist state central committee met in this city. Responding to a written invitation from the chairman (likewise issued to other populists) to meet the committee in conference, I was present.

A resolution was introduced calling upon the board of transportation to require their secretaries to perform their duties, or resign their offices. The apple of discord cast into the banquet of the Olympians, or the bomb thrown at Hay Market scarcely produced a greater commotion. Many populists, the purity of whose motives are beyond question, spoke upon both sides of the motion, when the resolution was tabled by a vote of twenty one to four.

I had hoped that the free masonry enjoined by the chairman would be observed. But, as it was not, and as my name has appeared in print as an opponent of the resolution, I deemed it my duty, through the columns of your valuable paper, to speak to the populists of the state.

I deprecate newspaper notoriety; and have had enough to satisfy me for the residue of my natural life. I do, however, value the opinion of mankind.

Unwilling to drag others into the arena, I shall studiously omit to mention names. Let me say that the writer of this article entertains the most profound respect for the author of that resolution and for the persons and journals who have taken his side of the question.

It is not my purpose to pick up the glove as the champion of the state board of transportation. They are abundantly able to take care of themselves. I simply say, as I said before the committee, that the great populistic party cannot afford to be unjust to any man. It is not much that I ask for them, only the rights that would be conceded by a criminal court, were these gentlemen being tried for stealing horses. What would they be entitled to in such a case?

1 The presumption of innocence.

2 The benefit of their reputation for good character, if such they had.

3 The right to have this presumption and reputation of good character continued until their guilt is established beyond a reasonable doubt.

Passing the presumption of innocence, which need not be dwelt upon, let us consider the character of the accused.

One of these men has been one who blazed the forest for the pioneers of reform in this state. He was successively our candidate for attorney general and supreme judge; and received several votes for the position of United States senator. Another is a wooden-legged soldier who has served Nebraska faithfully as secretary of state, and in the halls of congress. The third is a democrat who got out of the way to give one of our populists a chance to be elected on the state ticket.

I am not sufficiently an adept in natural science to say whether the statement that the scorpion sometimes stings itself to death is a myth or a scientific fact. But a party who strikes down one who has been a political leader is in the way to political suicide.

It is true that, if the leader has proven an Iscariot or an Arnold it furnishes a saving clause. But for one I prefer to remain a doubting Thomas until the 30 pieces of silver are traced to his possession, and the guilty consideration proven; until you have shown the interview with Andre, and found the traitor's handwriting in his boot.

But we are driven to no such Scotch verdict in this case, as you will see when we come to review the evidence.

For long decades explorers have tried in vain to reach the north pole, but who has ever advocated the abolishing of the north pole, or declaring the sciences of geography and astronomy farcical, because explorers could not find it? Or who has ever blamed Sir John Franklin, Elisha Kent Kane, David Legg Brainard and Solomon A. Andree for their respective failures? These men are the noble martyrs of science whose very failures are valued for their supreme heroism in striving to conquer barriers which jealous nature has erected to hide her secrets.

What had we a right to expect of the board of transportation? Let us define that. Many of their critics have not even considered this question. They seem to think this body of men are to act at once as a quasi-court, as prosecuting attorneys, as witnesses, as detectives and what not. Many of these good people are not aware that the last legislature only appropriated for this board, outside of their salaries and the salary of their stenographer, the sum of $100 per annum. Out of this beggarly pittance must come postage, stationery, telegrams, telephone service, maps, traveling expenses, and employment of experts to examine books. Tie a man's hands, throw him into the water, and command him to swim; and close your eyes to his condition. It reminds one of the nursery rhyme:

"Two blind men went to see.
Two cripples run a race."

I will not take upon myself to define the powers of the secretaries according to statute. In some cases they have been accused by railroad attorneys of transcending their powers.

Let me call attention to the case of Smyth vs. Ames, found in 169 United States Report, pp. 466-550, popularly known as the "Nebraska Rate Case." Mr. Justice Harlan delivered the opinion of the court. In this opinion the jurisdiction of the board is restricted to shipments commencing and ending within the state. His language is as follows:

"In our judgment it must be held that the reasonableness or unreasonableness of rates prescribed by a state for the transportation of persons and property wholly within its limits must be determined without reference to the interstate business done by the carrier or by profits derived from it."

In a case before the United States District Court of North Dakota, Judge Amidon says:

"At the threshold of this inquiry it is important to define its limits. Much of the argument of counsel on behalf of defendants is devoted to an attempt to show that under existing rates the plaintiffs are earning from their entire business, both interstate and local, a high rate of income on a grossly excessive capitalization of their property. Conceding this to be true, it would be wholly immaterial unless it further appears that the income derived from business done wholly within this state, that is commencing and ending in the state, is such as to produce an unreasonable income upon a fair valuation of the property employed in doing that business. Excessive income derived from interstate traffic can be reduced by congress alone, which has exclusive jurisdiction of commerce among the states. Excessive income derived from business done in other states can only be reduced by those states. In prescribing rates the state of North Dakota is limited to that business which is done within its boundaries, and in determining the reasonableness of such rates the court cannot take into consideration the carrier's whole business, both interstate and domestic. The question was put to rest by the supreme court in its decision in the case of Smyth v. Ames, 196 United States Report, page 466, commonly known as the Nebraska Rate Case."

It does not require a lawyer; for every layman who runs may read the decision of the supreme court and its interpretation by the district court quoted that the Nebraska board of transportation in considering the earnings of a road as a basis for fixing a reasonable rate can only consider the state business purely, or shipments that originate and end within the bounaries of such state. This class of business, according to statistics, in Nebraska, constitutes only 5 per cent of the volume of business done within the state, 95 per cent being interstate commerce, and, consequently, beyond the jurisdiction of the board of transportation to control or to consider as a basis for fixing rates.

Criticise this opinion and its interpetation as you may, it is the established law of the land. I am not writing for anarchists, but for law abiding citizens.

Two cases are now before the supreme court of the United States and have been argued and submitted, one from North Dakota and one from South Dakota, both seeking for a modificatien of this rule. Until such modification is obtained, if it ever is, the law as laid down must be obeyed.

After the ruling by the supreme court, the secretaries sought to prevent an increase of rates within their jurisdiction. A disagreement with the roads as to what constitutes an increase of rates led to the celebrated meeting at South Omaha, which took place in 1897, if my memory of dates serves me. This hearing resulted in an order by the board restoring the old rate. Such order was obeyed until December 1st of last year.

There is a statntory penalty of not less than $500 or more than $5,000 for each and every violation of an order of the board by the railroad companies. The artorney general has commenced actions to recover this penalty, which actions are now pending.

The injunction in the Nebraska Telephone Co. v. Cornell is too recent to need review. It is a significant fact that it was never found necessary under the republican regime to question the constituticnality of the secretaries. This decision is finally made in favor of the board of transportation. Their opponents are not the kind of people who lie down before the forty days for a rehearing are past. The forty days are ended Jan. 28th, the question of rehearing cannot be determined before Feb. 6th, for the supreme court will not be in session until then. Whatever their dicision is, you and I like good citizens will obey it; and will make no appeal to the corner grocery. Give these men a chance to do their duty. Relegate your actions as a party, if any is necessary, to the state convention which nominates candidates for state officers, which alone has proper jurisdiction of such matters.

It is so easy to sit back and criticise an official! King David sat at the gate of Jerusalem, after the manner of an oriental cadi, to determine between litigants. His docket was long and full; and the day was only twenty-four hours in length.

'And Absalom rose up early, and stood beside the way of the gate; and it was so, that when any man that had a controversy came to the king for judgment then Absalom called unto him, and said, Of what city are thou? And he said, Thy servant is of one of the cities of Israel.

And Absalom said unto him, See, thy matters are good and right; but there is no man deputed of the king to hear thee.

"Absalom said moreover, Oh, that I were made judge in the land, that every man which hath suit or cause might come unto me, and I would do him justice!

"And it was so, that when any man came nigh to do him obeisance, he put forth his hand, and took him, and kissed him.

"And on this manner did Absalom to all Israel that came to the king for judgment: so Absalom stole the hearts of Israel."

In conclusion let me say that the controversy in the committee was unsought by me. I entered the committee room with thoughts of Barker, Donnelly and Bateman, but was met by Banquo's ghost. I might have sat silent. The secretaries had not asked me to speak for them, but for six months I had occupied an office contiguous to theirs; and had examined their records; and knew the facts. To the commandment: "Thou shalt not bear false witness against thy neighbor," I knew no proviso that reads, "except when he holds or runs for office." To sit silent on such an occasion is tantamount to an affirmation of accusations made. I do not regret what I did. It may or may not have been impolitic on my part. But it was right; and my conscience acquits me.

I have said all I care to say on this subject. I shall not take up my pen again in this controversy. It is the right, it is the duty of the people to criticise. I only ask them to be just.

WILBUR F. BRYANT.

HURRAH FOR BARKER

The Presidential Candidate of the Middle of the Roaders Declares that They Have Left the Party.

The Independent is glad to see that Wharton Barker, the presidential candidate nominated by the middle-of-the-roaders, takes the same position taken in this paper last week. He declares that that element has left the populist party and formed a new party. It is to be hoped that every one who took part in that movement will not longer claim to have a right to appear in its councils. In last week's American Mr. Barker says:

"In a general letter addressed to these committeemen Senator Butler sets out by calling attention to the 'Omaha agreement,' or resolution, passed by the national committee at its meeting in Omaha in June, 1898, directing the calling of the people's party convention at least one month in advance of the meeting of either the democratic or republican conventions. Now, many of these committeemen will be likely to make no response at all to this letter of Senator Butler, not regarding him as a chairman to whom straight populists should give any recognition. For, indeed, they severed connections with the Butler National committee at Omaha in June, 1898; severed connections with it because they regarded it as a fusion committee, while they were populists, and by the acts of a committee representing a party to which they did not belong they declared they could not and would not be bound, nor would they take part in any acts of such committee, for from recognition of such committee as having authority over them they had declared themselves absolved.

"And, as a matter of fact, these populists did not join in passing the "Omaha agreement." When that so-called agreement or resolution was passed they refused to vote, for when that committee turned its face unmistakably towards fusion they held aloof; from that moment they regarded their usefulness as members of that committee as past THEIR PLACE AS BEING OUTSIDE. It is true these populists did agree to a form of an agreement that was accepted by the members of a conference committee representing the Butler faction of the national committee, an agreement providing for the calling of a national convention to meet in March, 1899, but when this agreement was presented to the committee the fusionists repudiated this action of their representatives, struck out the clause directing the calling of the national convention for early in 1899, and when the agreement was thus mutilated these populists refused to have anything further to do with it, aye, refused to longer consider themselves as members of a national committee whose fusion, anti-populist tendency they could not longer doubt, and refused to make themselves longer a party to such agreement. And these populists then joined in issuing the address calling the Cincinnati convention."

That clears up matters. The men who have led the populist party to success, wherever it has been successful, will now be free to continue the policy that has produced that success, without the constant annoyance to which they have been subjected, ever since this Philadelphia ex-banker attempted to take charge of the party and form its policies. Upon this point the Independent says, "Hurrah for Wharton Barker."

An Alliance Man

Winside, Neb. Jan 11, 1900.

Editor Independent:—It is just as true today as it was sixty-five years ago, when you and I went to the old log school house and sat on the soft side of a basswood slab with our goose-quill pen and tried to duplicate the old copy—Many men of many minds, etc. You and I are living witnesses to the fact that there are many men of many minds, even in this age of the world. All over this boasted land of the free we read of new organizations all along the lines of reform, all claiming to be working in the interest of the masses. It looks to a man up a tree as if we were going into the next battle with divided forces. Can we afford to do it? We have a middle-of the road populist on the track for president. Some years ago I was a reader of his paper. There was a $30,000,000 steal went through the city council of Philadelphia, and if he ever made a kick through his paper I failed to know it. I fear if we have to wait for reform measures until we get them from that source it will be a long wait. I find we have a great many reformers, but there are too many who want to do the reforming at so much a reform. I know of a few good men who feel that they have been left out in the cold. If they will look at the election returns they certainly can learn why—over 100,000 votes. Thousands and thousands of these voters have done good work to bring these changes about. But none have done so good work as the leaders of the republican party. Their own corruption is what relegated them to a back seat—political suicide.

A word to my old Alliance brothers: Think of the labor done and money expended to educate the voters up to the true principles of reform! Can we afford to go back and begin anew? Many of us are too old to do that. Some of our good friends had a meeting a short time ago at Hastings to make a new start toward a political reformation. The object is to work upon direct legislation, or the initiative and referendum. A very good platform. That is true democracy or true republicanism if you please, but how long do you think it will take to teach the people to know what the initiative and referendum means? I venture the assertion that 80 per cent of the voters don't know the meaning of the term. Ho! my good friends, stop calling hard names. Let us get together. A chance is offered us now to get almost all we ever asked for. There are enough reform voters to go to a complete victory next fall, but divided we go to defeat. And if we are to reward those who have done the most to change the political complexion of this state we must go after Charlie, Joe, 'Gene and others of their ilk. They are the men who did the dirty work. Of course we had some good watchers on the track. And now a man don't have to know how to read to know how to vote in Nebraska. Just get the vote of Douglas and Lancaster counties; by their votes you may know they are satisfied with the way our folks do business. Hence, I say, get together and we will hitch Col. Bryan and Charlie Towne or some equally good men to the reform wagon, and let every man put his shoulder to the wheel and never let up until we land them in the White House, where they belong. Yours for a solid front,

H. B. MILLER.

Proofs of Prosperity

Houghton, Mich., Jan. 10.—A woman known as Mrs. Bennett was taken in custody yesterday and found to be demented. When Mayor Scott heard of the matter he repaired to the dilapidated house where the woman had lived and there found a baby 18 months old, thinly clad, with neither food nor fire in the house. The mayor is at present caring for the little waif in his own family. Mrs. Bennett is said to have been a well known stenographer with one of the leading firms of Minneapolis. The woman is hopelessly insane, made so by her troubles and privations.

McPherson, Kas., Jan. 10—Mrs. Joseph Christie, of this city, tonight cut the throats of her two children, both under 6 years old, then cut her own throat and set fire to her home. The children died at once and Mrs. Christie died soon afterward. It is supposed that worry over the family's condition led the woman to commit the horrible deed.

Don't miss Sanderson's sale.

Vanderbilt's Blessing

Several years ago, when old Vanderbilt was planning and calculating about a new freebooter expedition to plunder the people and some one remarked what the people would say and do about it the old freebooter answered, "The people be damned."

Of this sentence I was reminded, when a few days ago I saw in a newspaper that it is a preconcluded matter by our dictators that the gold standard, which will place a burden of billions of dollars on the people must be adopted at the present session of congress, that the conspirators even will not confirm their position with arguments, but they will give the opponents all the time they wish to have for speaking. That's about the same thing as old Fritz of Prussia said: "Believe what you will, but you must pay the bill."

Old Vanderbilt would say, "Let the fools say anything they will, but they must foot the bill." "Now what will you do about it?"

There are now several important questions to be decided in this congress. If decided wrong they will place a burden of billions of dollars on the people, thereby even enslaving our posterity and everyone of these measures would have been rejected by the people had they a vote upon them. If this people had the deciding vote, in twenty-four hours there would be peace in the Philippine islands, and the inhabitants would have their liberty which they are defending with their blood. The bimetallic standard money of the constitution would be maintained, all railroads, telegraphs, telephones, etc., would be acquired and managed by the government for the benefit of the commonweal. But this people may talk itself hoarse about this matter. Its voice has no weight at all. Everything is already preconcluded by the Mark Hanna crowd. Even the sound arguments of the few honest representatives of the people amount to nothing. Every one of the schemes of our dictators will be sanctioned. The people will have to foot the bill and will receive Vanderbilt's blessing as a reward.

Now what's the use to have an administration, courts, and congress, if officers, judges and congressmen are only the tools and jumping jacks of our money barons for fooling the people?

Under such circumstances it would be better to entirely abolish this costly apparatus which the people has to maintain and have a real absolute emperor. A real absolute monarch would not dare to scorn the will of the people in such a contemptible manner because he could not put the responsibility on some other men.

FRED SCHWEIZER.

Woodlawn, Jan. 3, 1900.

The State Board of Transportation

More than all else railroad passes and extortion led to the formation of the farmers' alliance. The alliance to the organization of the populist party, as it is now popularly designated. In the first campaign [illegible] from railroad extortion became the paramount issue, the populists carried the state. (The governor is counted in) and the attempt of the legislature to redeem the pledge made to the people in the platform and from the stump is thwarted by the courts.) Again is their candidate for governor elected, and this time successfully inaugurated. The railroads, assuming the offensive, attemt to advance rates. The following extract from the little book written by Mr. T. H. Tibbles, entitled, "Nebraska Redeemed," well describes the strategy and how it is met.

"In January, 1895, complaints began to be made in the newspapers that the railroads by a subterfuge in changing the tariff on live stock from the car load rate to a rate per hundred pounds, had really raised the rates about 25 per cent. The governor made a most thorough and systematic investigation of the whole subject. He wrote scores of letters to cattle shippers, procured bills of lading for car loads of cattle before and after the new rate was proclaimed, and pressed the matter with such vigor and persistency that the populist governor downed the railroads, single handed and alone.

"That was a square stand-up fight for the farmers and live stock men against the railroad power, aided and abetted as they were by all the republican state officials.

"These officials denied that there had been any raise in the rates. But the governor came back at them with the letters from the live stock shippers like this from Diah Woodruff: 'All shippers that I have talked to claim a heavy advance in rates.' Or this from A. E. Scott: 'In plain words it costs $10 a car more to ship cattle or hogs from here.' Or this from S. P. Delatour: 'It means a loss of $14,000 or $15,000 on every 1,000 cars shipped out of western Nebraska.'

"The saving to the cattle raisers in Nebraska by this vigorous work of the populist governor in preventing their looting by the railroad corporations, is estimated to be many hundreds of thousands of dollars."

While this audacious move of the railroads failed to increase the tribute exacted, there was "method in their madness," the people were thrown on the defense and paralyzing inactivity followed.

Encouraged by the failures of the populists to effect the pledged reduction of rates, in the following year (August 10, 1897) the railroads again attempted an advance, and by the same identical subterfuge.

This time they are strangely successful. Moreover, the governor is no longer opposed by a republican state board of transportation, a practically populist board in the meantime having been elected.

In vain do the people appeal to the board of transportation for protection, to extend what is their lawful duty, and to their creatures, the board of secretaries. Does a pop victim pay his fare to Lincoln and present his grievance in person? He is dismissed with an assurance of immediate relief. Nothing is done. "I told you so, "says the republican neighbor. Betrayed, mocked, humiliated! Surely the cup of bitterness is full.

This daily looting of thousands of dollars continues, and for more than four months, not until the following December, does the board issue the order restoring the carload rate.

The effect: for the railroads, a brilliant coup; for the populists, an ignominious and demoralizing defeat. Numbers, in disgust and despairing of any good in politics, sell their support to the highest bidder. Others disdaining to participate further in what they concieve to be a mockery, refrain from voting, and, complaining that to have nursed the movement in its weakness, is to be turned down in its strength. That self-seekers nominate their councils and largely occupy the positions of trust and profit within its power to bestow. That power, as a magic wand, transforming opposition into support. The free pass is not abolished, but is becoming more general until the prestige (?) of such railroad recognition qualifies rather than disqualifies county delegates to a convention, nor is railroad extortion abolished, or yet reduced, but actually increased.

That officers elected to effect—not affect reform are commended in state convention for conservatism (professed reformers, commending anti-reform. Consistency, thou art a jewell.)

That, if to give the people justice, is to be radical, then be radical.

That, reform perverted, the term a misnomer, conveys a distinction without a difference; others, again, break away to become guerilias, while on every hand is heard the anxious query, "Whither are we drifting?" Moreover, the enthusiasm so characterizing the earlier days of the movement, giving place to despondence, the normal strength of phenomenally rapid earlier growth and auspicious inaugeration is maintained only by the most strenuous efforts of the leaders.

Flushed with success and presuming on the apathy and indifference of the authorities, in November last the rail roads warn their intended victims of meditated depredations anew, like the bold buccaneer of romance, and deliberately proceed to put the threat into execution, beginning the first day of December, since which date looting is daily perpetrated and at this writing continues. It is only fair to state however that there is a rumor to the effect that the state board of transportation will eventually do something. Thus far preserving the characteristic masterly inactivity.

J. E. WELCH.

Paxton, Neb. January 12, 1900.

[The above correspondence is from a populist of the old school. It shows plainly that people are becoming anxious to have something done to prevent the continual increase in freight rates. The attorney-general or his deputy should have gone into court and secured an injuntion to prevent the putting into operation of the new freight schedule. So far as the board of transportation is concerned it is fair to say that it made an order two years ago preventing change in the system of charging for freight and the increase of freight rates thereby that was obeyed until the first of last December, when the railroads disobeyed the order of the board of transportation. The board is now taking steps to collect the fines from the roads that have violated the orders. The forty days allowed by the court in which to file a motion for a new trial have not yet elapsed since the recent decision and therefore the board cannot proceed under that decision. As soon as this time expires the board must act and act vigorously. Ed.]

For the Boers

Editor Independent: It is some six years since I wrote to the Independent last, and then it was in response to a request from the Independent for the voters to express their views in regard to fusion with the Democrats.

In your last issue there appeared a letter from a pro-Bull or anti-Boer. That letter caused me to wonder that so claimed reformers could entertain such ridiculous, brain-scorched ideas. His production reads like it was from the pen in the hands of gentleman ranking with your "Harris" letter (See editorials in State Journal of December 28, 1899). Now Mr. Gere has perfect right to use the words "sovereignty" and "suzerainty" as synonyms and yet there is quite a difference between "suzerainty" over the foreign affairs of the republic and "sovereignty."

In 1870, while Spain was in the act of electing a sovereign (King Alfonso the 1st) France claimed the suzerainty over Spain but not sovereignty.

He writes about the Boers revolting. The idea of an independent republic revolting against England! I guess it must have been a revolution of the U. S. against Spain, too, in the American-Spanish war. Gere tells about the revolt of the Uitlanders, and at the same time—in one breath—says there was no revolution and that the Uitlanders sent word to Dr. Jamieson not to come, so also did Ceicl Rhodes, and yet those 800 English assassins crossed the Transvaal border like a thief in the night. Every honest man must admit that Dr. Jamieson should have been hung to the first tree in sight. This "hog in the parlor," Gere, dares to compare this Imperial Jamieson with the people who sympathize with the independent republics of the Transvaal and the Orange Free State. This mullet head reader, of course, does not think for himself. The State Journal has not yet been persuaded that the Transvaal and Orange Free State republics have better governments than Natal and Cape Colony, under the English crown. Quite to the contrary, that is no more than one could expect of an imperialist spitlickle here or anywhere else.

Those "Irish and Dutch," with their imaginary cause for hatred, ought to be thankful for those English laws of and the equity by which they were driven from house and home, and which enabled the English lords to get all or very near all the land into their own hands through unjust taxation.

Yes the English beg millions of dollars worth, not because they are hungry, but I suppose to please Mr. Harris, of Arapahoe.

It is something new to me that the Boers are indebted for their very existence to England. I never heard that John Bull created a Boer—or a continent. I thought it was the creator of all things.

Or is England like the worm sunning itself in the garden who thanked the Lord for making all this beautiful world and balmy sunshine for its own especial benefit. And then the farmer came along and stepped on it. And then it was a world for some other worm.

He says the Boers have no use for English and American law. No they have not. Not any more than the colonists had for English law when they threw their tea into the ocean. And why should they? Does not every government make its own laws? They acknowledge that England had to recognize their independence. But propose to overrun the Transvaal with British subjects with their English law, English equity in their pockets, to be meted out to the Boers the same as they did to the Irish.

P. W. NICKEL. Alvo, Neb.

Aurora Confidence Company

Aurora, Neb., Dec. 8, 1899.

Hon. B. O. Bergerson, Aurora, Neb.

My Dear Sir: It affords me great pleasure to publicly answer your question propounded in the Register of the issue of November 6. As I gather from your communication, sundry good people in your locality fear their capital will be imperiled if they purchase bonds or stock in your company, for the reason that the plant will cost $28,000, and the stock subscription $63,100, the bond issue will be $126,200, which will leave a surplus of $96,200 in the hands of this company. Believe me when I say that I do not intend to be Pharisaical or supercillious when I call your attention to the fact that the stock enterprises heretofore started in this part of the state have finally passed into the hands of the few. When the stock subscribers were putting up their money, the promoters received them with the glad hand, but when they asked for a dividend they received the frozen face and the marble heart. All this was brought about because the policy of the corporation was not in strict accord with business principles, and it is to avoid this unhappy issue that the present plan has been submitted. Our plan is not original. It was developed by study and incubation from the spoken words and written thoughts of the ablest propagandist of business methods of the present century. Permit me to illustrate. For some time the business affairs of our nation have been conducted on the theory that there should be a gold redemption for all things, and you ought to be a witness to the fact that we have never had such a period of prosperity and happiness, and now that the Pullman Palace Car of State has changed crews, but will still run on the same line, it will be but a short time when all men shall own a roof tree, when patriotism will be as eternal as the milky way, when all will be as untarnished as the reputation of Cæsar's wife; when the toiler shall come gladly tripping home, note the fact that his family is plentifully fed, warmly clothed and sitting in their boudoir watching the effulgent glories of shimmering light emanating from a sunken sun. These are the prophecies of those unselfish men that have done so much for the common people, viz: John Cleveland, Grover Sherman, J. Sterling Carlisle, John G. Morton, Henry Cabot Thurston, John M. Lodge, Burke Hanna, Mark Cochran, and many others. What is the kernel of their joint plan? It is to maintain a gold reserve of one hundred million of dollars for the purpose of redemption and to issue bonds at frequent intervals to sustain the same. We have about seventy million of people, which gives a gold reserve fund per capita of $1.47. Now it clearly follows that if a reserve fund will do the perfect work that has been done by that small amount how much better results will obtain from a fund of $145 per share in gold. I trust you see our plan in its bare bones now; that is, we will have funds from the sale of bonds and stocks of $126,200 in gold of standard weight and fineness; we will take from that $28,000 to build and perfectly equip our factory, leaving a gold reserve fund of $98,000. I do not desire to be tedious. Knowing that your quick wit has followed the general plan and grasped the details. Thanking you for an opportunity to thus luminously explain, permit me to wish you good in all things.

Yours respectfully,

AURORA NEBRESKA CONFIDENCE CO.,
By W. M. LAKIN, Secretary.

Big War Bills

Washington, D. C., January 8, 1900.—(Special correspondence)—The house assembled this morning and after an hour's session adjourned. It is expected that the big appropriation bills will be taken up immediately. Several weeks time will be devoted to the discussion of these bills. Expenses for war purposes for the coming fiscal year will be enormous by far exceeding past years.

Various interests are pressing the republicans for a reduction of the war taxes; but as that special law brings in more than one hundred million dollars per year in revenue, the republicans are loth to permit any change. Imperialism is costly; and when burdens are added to the regular and legitimate governmental expenditures, either special stress must be laid on tax-gathering or a huge deficit will ensue.

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