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**EDITORIAL.**

**ABOUT RATES.**

Is there any reason why a railroad should charge a higher rate for carrying anthracite coal than for carrying bituminous coal? In fact, according to their own principle of charging less for the long haul, should they not carry anthracite coal the cheapest? But on the vicious principle of what the traffic will bear they charge more for hauling anthracite—charge so much, in fact, that many of the people of this state are debarred from its use. At a fair rate, such as the roads could afford to carry it for, their income from it would be vastly increased, and the comfort of many of our citizens be enhanced. Hard coal costs no more at the mine than soft. Its enhanced cost to our people is caused by exorbitant transportation charges.

No man knows just how low freights may be carried by rail, and still leave a margin of profit. In 1869 freights were carried between New York and Chicago as low as \$5 per ton, and between St. Louis and Chicago as low as \$7 per ton. In the same year the Erie railway carried goods to Chicago, by rail and lake, for \$2 per ton. According to English reports coal has been carried in quantity on roads costing nearly three times as much as our own for 3.2 mills per ton per mile. But the lowest average charge reported for the year 1886, in this country, was 5.3 mills a ton per mile. This was by the Phila. and Erie. In the same year the C. & N. W. reported an average of a little over 10 mills. Taking the average distance of the Pennsylvania anthracite mines from Omaha at 1,400 miles, the English rate would make \$4.48 per ton freight to that point. Taking the C. & N. W. average of 10 mills for the same distance, would make \$14.00. A fair rate lays very near the first figure. In fact the roads can make good returns on their actual cost, if they fancy figure-head operations were dispensed with, and the business brought down to a business basis, at the English rate.

As an illustration of what might be done if the roads would supply the demand for anthracite at a fair rate, we give a short sketch of what was done in Belgium between 1856 and 1865, where the government owned a portion of the roads, and the power of combination was destroyed by this infusion of an honest element that would not combine. The facts are taken from a report of the Minister of Public Works. In 1865 the freight movement of the Belgian roads was found to have seriously decreased. Instead of making good the deficiency by increased rates, as private companies would have done, the government adopted greatly reduced rates. The return from this policy was so satisfactory that in 1861 a regular law on coal and minerals and raw materials, with a reduction according to distance, was adopted. The increase of tonnage in the following year on this class of goods amounted to 72 per cent. In 1862 the principle was extended to the next class with similar results, and in 1864 the new principle was applied to all freight except small parcels, and the Minister of Public Works reported the result as follows: "In eight years, between 1856-64, the charges on goods 'have been lowered 28 per cent; the public has sent 2,706,000 tons more goods, while it has actually saved more than \$4,000,000 on cost of carriage, and the public treasury has 'earned an increased net profit of \$1,450,000."

If the above principle was adopted in the coal trade we have no doubt the increased traffic would give the roads an increased net return.

The question of coal rates will soon come up for adjustment before our board of transportation. The roads have succeeded in delaying this matter until a large part of the coal supply is holed, and may probably succeed in putting off a decision still longer. But the board will do a creditable thing for itself if it will compel the roads to make the Nebraska rate on anthracite and bituminous coal exactly alike.

**PRICES AND WAGES.**

The Bee of the 18th quotes a local contemporary as follows: "If a market house would have the effect of cheapening labor, its establishment should be indefinitely postponed. Low wages and low prices for life's necessities would not be beneficial to either the toiler or the merchant. Europe has both and the capitalist class seem to monopolize the prosperity over there. If Omaha cannot secure factories without reducing her wage standard, she must struggle along without them."

The Bee denounces the writer of the above as "devoid of common sense," and goes on to argue against the truth of the proposition. In the course of its comments it says: "It is not so much a question with wage-workers how much they can earn, as how much it costs them to live, and how much, if anything, they can save out of their earnings. High cost of living does not necessarily make high wages."

The Bee advances some very specious arguments in favor of its position, but

they are on the side of the manufacturer instead of the laborer. For instance: "If the price of living is cheapened two dollars a week for each family the head of that family can afford to work for a dollar a week less and still lay up a dollar a week more than he does now. But the difference of one dollar a week will save to the mill owner or manufacturer who employs a hundred workmen five thousand dollars a year, which is equal to interest at ten per cent on an investment of fifty thousand dollars."

We will not discuss the question of common sense. It is relative. But there is no doubt whatever that low prices all along the line, such as we are now experiencing, are vastly detrimental to all producers, INCLUDING WAGE-EARNERS; and that anything that would make prices still lower ought to be avoided. If the Bee's theory is true the wage-earner ought to be in clover now. At no time in twenty years, probably, could he buy so much of the necessities of life with a dollar as now. But what are the actual facts? At no time in twenty years, except for a short period after the panic of '73, have the wage-earners been harder pushed for a livelihood, have more of them been idle, has it been harder to get the dollar, than at the present time. If the writer in the Bee knows this fact, he does not seem at all to understand the philosophy of it. We will explain it to him. Falling values and consequent low prices, whatever may be their cause, narrow the margin of profit in all branches of industry. It often happens that these low prices entirely wipe out the profit in certain pursuits. Where the margin of profit is unduly narrowed producers are compelled to proportionately narrow their expenditures. In such cases labor is the first point attacked. Its hours are shortened or its wage actually reduced. These not sufficing, a portion of it is thrown out of employment. This portion must live, either upon contributions of accumulated capital by the balance of the community, or by such odd and uncertain jobs of work as can be obtained. In this way the competition of labor is intensified—labor seeks employment at any price—and the cupidty of selfish employers is brought into full play. It thus happens that as prices are lowered—as the necessities of life become cheaper—the dollar is harder to obtain, and the conditions of life become severer for the laboring man.

As for the "dollar a week" from which the Bee infers the five thousand dollars a year for the mill owner, its philosophy is as much at fault as in the case of the operative. The mill owner never saves as much by his shaving of labor as he loses by the depression of prices. However much the Bee's theories may seem to support its position, facts are against it. In times of high prices prosperity reigns. In eras of low prices misery takes its place. This truth applies with equal force to farmers, manufacturers, merchants and wage-earners. In fact it applies to all producers. There is only one class of citizens who are outside of the pale of this law, and these are not producers. This class is the money-lenders. The radical difference between these men and all other classes is this: They buy products with money which other men have earned; all producers buy money with products which they themselves have created.

If the Bee, which has achieved its prominence and its patronage by its championship of the people's interests, abandons those interests now that it has acquired a strong position, it will soon discover that the people will abandon it.

**PHIL ARMOUR IN CUSTODY.**

The above is the caption of some of the Chicago dispatches. It means that a Sergeant at Arms of the U. S. Senate has served a subpoena upon Mr. Armour to appear before Senator Vest's committee in Washington. The same officer had a subpoena for Messrs. Swift and Morris, but they were not to be found—in other words ran away.

The above facts set at rest entirely the doubts as to whether the Senate has power to compel the attendance of witnesses, and punish for contempt. If it had not power to compel attendance Senator Vest would not have sent an officer to Chicago with subpoenas nor would Swift and Morris have run away to avoid their service.

The effort of certain Chicago papers to give this matter the color of a strife between St. Louis and Chicago because Senator Vest is a Missouri man, has no force. The country is deeply interested in two things—one being full information as to the doings of the beef combine, and the other the complete vindication of the authority of the Legislative branch of the government to fully investigate all subjects which seem to require legislative action, and punish for contempt. The spectacle of Phil Armour looking through the bars would afford immense satisfaction to a large majority of the American people. Some Chicago papers are immensely amused at the spectacle of a Senate Sergeant-at-Arms deposed by Mr. Swift. But he who laughs last laughs best.

**NICE NEBRASKA APPLES.**  
Mr. Lemaster, of Elmwood, has made us his debtor for a generous sample of beautiful Nebraska apples, for which he will please accept thanks until we can more liberally reward him. Eastern apples are good growers, western apples are brilliantly colored, middle state apples are fine flavored; and the climate that gives good apples gives fine color to women's cheeks. If these two qualities are good tests Nebraska is the finest country in the world and we think it is.

**TO ADVERTISERS.**—Our advertising columns are valuable because we will advertise no frauds. We intend to advertise no article we cannot vouch for.

**THE NATIONAL SILVER CONVENTION.**

On the 26th instant there will assemble at St. Louis a convention which will mark an epoch in the financial history of this country. The object of this convention, as stated by its promoters, is the rehabilitation of silver as one of the money metals of this country. The callers of the convention have struck a popular chord, and the convention promises to be a gathering not merely of financiers, but of the people of the United States, to protest against the conspiracy of the money power which through the demonetization of silver works a practical confiscation of the earnings of labor, the products and property of debtors, and transferred them to the coffers of creditors, causing a depression in the markets for labor and its products, and in trade and business enterprises all unparalleled in history.

The calling of this convention is a practical recognition by eminent financial and business men of the justice of the money agitation which has been carried on so long by the cranks. The Committee at St. Louis makes substantially the same statements that were made by the Alliance Memorial last winter, accepts as true the same principles, attributes to the same causes the present financial depression, and proposes the same remedy. That remedy is an increase in the volume of money. It is presumed that the men who have called this silver convention are in favor of a coin basis for our money, and of the delusion of specie redemption. But their arguments in favor of the restoration of silver to its old place in our money system are also unanswerable arguments in favor of an increase of our money volume to an amount much greater than would be possible and maintain the redemption theory. We favor the unlimited coinage of silver because it would give us more money, not because it would give us enough money. The addition to our money volume by the unlimited coinage of silver would not be as rapid as might be supposed. We now coin out of \$24,000,000 worth of silver bullion about \$33,000,000 each year. If free coinage is adopted the bullion value and the coin value would be the same, as it is now with gold.

The product of our silver mines last year was in round numbers \$60,000,000. With the price of bullion increased to coin value the product would be worth about \$85,000,000. There was consumed in the arts last year \$8,000,000 worth of silver bullion, which under the increased price would amount to \$11,000,000. There was a net exportation of silver bullion last year of \$12,000,000, which under the increased price would amount to about \$17,000,000. Adding the \$17,000,000 exports to the \$11,000,000 consumed in the arts, we have \$28,000,000 worth to be deducted from the \$85,000,000 total value of silver product under increased price, to ascertain the amount that would be coined under free coinage. \$28,000,000 from \$85,000,000 and we have \$57,000,000 as the highest amount that could be coined in one year, an increase over the present annual coinage of \$24,000,000. The coinage of fifty-seven million dollars in silver per annum would hardly keep the per capita circulation up to what it is now. So about all that we could expect from free silver is that it would check the downward tendency of the general level of prices—that prices would not go lower. No relief from present ills would be given by it. As to the gold product, it amounted to \$33,000,000 last year, of which \$10,000,000 worth was consumed in the arts, leaving \$23,000,000 to add to our circulating medium from that source, while the net exports of gold amounted to over \$49,000,000, showing a net contraction of gold money of \$33,000,000 last year.

To simply check the downward tendency of prices would give no practical relief to our producers and laborers; nor would it stop the flow of produced wealth into the coffers of the rich which is now caused and aggravated by low prices. The only thing that will give permanent relief to our farmers and producers and our debtor class is higher prices for products. Higher prices will not be caused except by an increase of our volume of money in proportion to our increased population and production. This increase cannot be had by gold and silver alone, as the product is insufficient. We must therefore resort to some species of paper money, which will be issued and controlled by the national government, will be of uniform character, will be receivable for all debts public and private, and will be based upon some kind of unvarying value which is not a burden upon the people. This value is land.

We rejoice that this convention is to be held. This money question is THE GREAT QUESTION before this country today. It includes and transcends all others. As an agency for its agitation, as a means of educating the people on this question, we hail this convention, and look for good results from it.

Congress must be made to see that the people understand this subject, and the president must be made to know that further trucking to Wall street will hurt his party from power.

**COIN INTEREST AND EXPORTS.**

OBLEANS, NEB., Nov. 17, 1886.

EDITOR ALLIANCE:—In regard to silver being coined at the maximum rate required by law, what effect will it have on our American securities held in other countries, i. e. providing we should have a short crop and not be able to pay a large part of our foreign debt with our exports? Would it not draw too heavily on our treasury, taking all of our gold and leaving those securities on the New York market? I should be pleased to have you answer the above through THE ALLIANCE. Respectfully, W. J. H.

Balances of exports between nations are paid in one of the precious metals, or in interest-bearing obligations. If by such a calamity as our current year, or some other, the balance of trade should go against us, we would

be obliged to settle this balance in one of the above methods. But as we have no law requiring us to pay our obligations in gold, and as we have no money redeemable in gold alone except gold certificates, it does not appear that an unusual drain of gold would injure anybody, providing some other equally as good money, such as silver or greenbacks, should take its place here, so that the drain did not act to further contract our money volume. Of course it is easy to suppose anything. But as long as our credit is so good that we are compelled to pay 25 to 28 per cent premium on our unmatured debts, there does not seem to be any danger of an oversupply of our matured ones.

Our correspondent seems to be under the impression that we are compelled to pay our securities in gold. This is a mistake. We are only compelled to pay in coin. Whatever our coin may be, whether silver or gold, it would be used to settle international balances at its bullion value. Neither our coin nor our paper are current outside of our borders. Our correspondent will see herein a forcible illustration of the fact that money is a creation of law. He may also see an illustration of the fearful folly of our aiding in the depreciation of one of our staple products like silver, which is a money metal in three-fourths of the world, while we are a debtor instead of a creditor nation. It will also be plain, upon reflection, that the demonetization of silver and the limitation of its coinage, by aiding in making money scarcer and lowering prices, tends constantly to lessen the money value of the exports upon which we depend to pay our foreign interest, and at the same time to increase the amount of wealth which may be absorbed by those to whom we pay it.

**"ONLY A TAX IN FORM."**

In Henry George's paper, the Standard, of Nov. 16, occurs the following passage, in editorial: "The truth is, as I have often said, that the single tax is only a tax in form. It is not a tax in the sense of taking by the government anything that belongs to individuals."

It is undoubtedly true that the ardent advocacy of a favorite scheme leads men into absurd and untenable positions without at the same time impairing their sincerity. The capacity of human nature for self-deception is prodigious. "The wish is father to the thought," is the homely aphorism in which this idea is expressed. To completely refute the statement above quoted it is only necessary to place beside it Mr. George's own proposition, in his own words, viz: "I do not propose either to purchase or to confiscate private property in land. The first would be unjust; the second needless."

IT IS NOT NECESSARY TO CONFISCATE LAND; IT IS ONLY NECESSARY TO CONFISCATE RENT.—Progress and Poverty, p. 282.

A few lines below he says "We already take some rent in taxation. We 'have only to make some changes in 'our mode of taxation to take it all.'"

As we have before shown, rent has no existence separate from labor, and is in fact a current annual creation of labor. It forms a large part of the income, and in many cases the only income, of a large proportion of our fellow citizens. Mr. George says that this can be taken by the state—can be confiscated, not for one time, but annually—and that it will be "a tax only in form."

After the first sweeping confiscation had been accomplished, and private property in land destroyed by the single tax—after that time, we say, landowners could no longer suffer, as they would not exist. The state would own all the land. But rent would have to be annually created by labor the same as now. It would then be taken from its creators for the state the same as now taken for private uses. How this would be "a tax only in form" needs elucidating.

In the same No. of the Standard, in commenting upon an article of the Springfield Republican, Mr. George says: "It is simply amazing that a paper capable of discussing any subject with intelligence should remain so imperceptibly ignorant of the relations between man and land. Who on earth owns land more valuable than that specially enriched by the sovereign power for the benefit of the Goulds, Vanderbilts and others enjoying a monopoly of the public highways of this country?"

The railway companies possess simply a right of way. The land that they are using belongs to the community, and the community asserted its right to it when it conceded to the roads its use, and it can resume possession at any time. If there is any value connected with a railroad, it is the value of this granted franchise, and a value created solely by labor, not a value derived from the land on which the road rests. It is the height of inconsistency for Mr. George to propose to tax this value, as he has not proposed to tax franchises, and expressly repudiates the taxation of all products of labor. If he wishes to tax a franchise, well and good. We contend that such a tax will distribute its burden more evenly over the community than any other tax. But to tax a franchise under the pretext of taxing the land value of the land used as a road-bed is absolutely an absurdity. So long as a railroad is permitted to fix rates on traffic any tax upon it is a tax upon the community; and it comes so straight home that it can hardly be called an indirect tax. Apply the single tax to land "specially enriched by the sovereign power for the benefit of the Goulds and the Vanderbilts," and these gentlemen will make admirable collectors of taxes, but they would smile blandly at the idea that such tax imposed any burden upon them.

To establish through decisions by our higher courts, that lands used for right of way can be acquired and held in fee, which is deducible from Mr. George's remarks, would be a great accession to the power of railroad corporations, and a staggering blow to the liberties of this country.

**THE POTENT PRESS.**

The most potent agency for educating and influencing public sentiment is the press. Fifteen or twenty years ago an association known as the Associated Press was formed. The original object of this association was to obtain for its members earlier news at lower cost. This society was composed of some of the ablest and wealthiest journals of the country, and it soon became a power. Jay Gould and his associates soon recognized this fact, and more fully than its founders they realized its expansive and controlling force. From that time these men sought to control this agency, not only as an aid in their stock-jobbing schemes, but as an engine to misinform the public and mould popular sentiment in their favor. To-day the dispatches of the associated press, and the editorial work of the patent sides are manipulated and colored in favor of the monopolies which are seeking to control the productive forces of this country. The farmers of the nation are organizing quietly, determined to thwart and overthrow these combinations. No point should be fortified sooner than this one of the press. It is of vital importance that the literature that enters the household should not only be pure, but should be true, and should clearly and honestly voice the aspirations of a people who are determined that a "government of the people, by the people and for the people shall not perish from the earth." Without your aid and comfort from the enemy. Every dollar that you pay to the organ of monopoly is a stick with which to break your own head.

**EXTRACTS**

From the Address of Col. L. L. Polk, Delivered at the Farmers' Exposition at Atlanta, Ga., October 24, 1886.

Among the many seductive considerations presented in the cordial and courteous letter of invitation from my friend, Mr. George, for the day of your exposition. This recognition of the great agricultural interests is as just and considerate as it is graceful and appropriate. For in the south it represents 71 per cent of our population and 88 per cent of the entire agricultural population of the United States. It represents \$12,000,000 in lands, \$1,750,000,000 in live stock, \$500,000,000 in implements and machinery, and \$4,000,000,000 in the annual products of its labor. It supplies over 72 per cent of our domestic exports and pay four-fifths of the taxes of the country. The entire human family is dependent upon it for its food and daily food. The great propelling power which freight and drives our ponderous trains to and fro over 150,000 miles of railway, which sends our ships of commerce to the ports of the world, which keeps in motion the vast machinery of all our industries, is the muscle of the strong and brawny arm of the American farmer.

In 1860 the farmers numbered one-half our population and owned one-half the wealth of the country. In 1880, though still about one-half our population, they owned only about one-fourth the wealth of the country. From 1850 to 1860 they had increased the value of their farms 101 per cent. From 1870 to 1880 the increase was only 9 per cent. Why yet our agricultural population had increased over 29 per cent, and the aggregate wealth of the country increased 170 per cent. In your own state of Georgia, while your population increased 60 per cent from 1860 to 1886, your land decreased in value 33 per cent.

And now as to crops. In 1866 the wheat, corn, rye, barley, buckwheat, hay, oats, potatoes, cotton and tobacco sold for \$2,497,493,221. In 1881, eighteen years later, when the cultivated acreage had been nearly doubled, the number of farms and farm hands had doubled and the agricultural implements and machinery had been quadrupled, the same crops sold for \$2,043,500,481, an increase of only \$36,000,000, or less than 2 per cent more than they were sold for in 1866.

But we are told that this is due to overproduction. There can be no overproduction so long as the cry for bread shall be heard from a single child in the land. It is not over-production, but it is a want of a proper distribution or equitable disposition of the products of labor.

Again, we are told that we can buy more with a dollar than ever before. But we ask, Where is the dollar? And how much of the products of our labor will buy that dollar? And when obtained, will it pay more interest? Will it pay more debts? Will it pay more taxes? A pertinent inquiry might be appropriately introduced just here. Why should a United States bond bear interest 4 per cent, while the worth 127 cents on the dollar, while good farms cannot be mortgaged for more than one-third their value, at 7 to 10 per cent interest?

And how stands agriculture in the race of progress with manufacturing? From 1850 to 1880 agriculture led manufacturing in increased value of products 100 per cent. From 1870 to 1880 manufacturing led agriculture in increased value of products 27 per cent, a difference of 42 per cent in favor of the increased growth of manufacturing.

The figures quoted are but another powerful witness to prove that through the rapid congestion of wealth our population is being resolved into two classes—the extremely rich and the extremely poor—classes which, in all ages, have been the weakest defenders of civil liberty and human freedom. Centralized capital, allied to irresponsible corporate power is the most formidable and dangerous enemy that threatens the perpetuity of our form of free government. It annihilates the ancient law in trade of "supply and demand," it overrides individual rights, it controls conventions, it corrupts the ballot-box, it subsidizes the press, it lawless our temples of justice, it intimidates official authority. It forgers official corruption, it robs the many to enrich the few, it destroys legitimate competition, and dictates legislation, state and national. Mighty forces are being marshalled, which shall test the strength of our virtue, our patriotism, our appreciation of self-government, and our love of liberty. In these closing years of the nineteenth century is the struggle again to be renewed for ascendancy between individual rights and constitutional government on one side, and centralized capital and arrogant monopoly on the other.

Read our Magnificent Premium offer in our advertising columns. Every farmer should have Wagner's Encyclopedia in the house. One consultation of it may save you a valuable horse or cow.

**ANNUAL CONVENTION**

Of the National Farmers' Alliance, CHANGE OF DATE.

By a mistake the date of the meeting of the Southern Alliance at St. Louis was stated to be Thursday, Dec. 5, and the meeting of the National Alliance was fixed for the same date. The correct date is Tuesday, Dec. 3rd. All delegates will therefore please take notice that the meeting of the National Alliance will be held at St. Louis on Tuesday, Dec. 3rd.

Rates on all railroads will be one and one-third fare for the round trip, on the certificate plan.

A meeting of the Executive Board and Nat'l Business Committee will be held at hotel headquarters on Monday evening, Dec. 3d.

Notice will be sent as to hotel headquarters early next week.

Rates at Hurst's Hotel and the St. James will be \$1.25 per day.

By order of Committee, AUGUST POST, Secretary.

**"LOOKING BACKWARD."**

The Stage Coach Illustration.

Mr. Julian West imagines himself walking in Boston in the year 2000. He learns of the wonderful social system in practice, and describes to the astonished people the peculiar serfdom of this, our day, when he lived with us before his long sleep or trance:

I myself was rich and also educated, and possessed, therefore, all the elements of happiness, which my descendants were fortunate in that age. Living in luxury, and occupied only with the pursuit of the pleasures and refinements of life, I derived the means of my support from the labor of others, rendering no sort of service in return. My parents and grandparents had lived in the same way, and I expected that my descendants, if I had any, would enjoy a like easy existence.

But how could I live without service to the world? you ask. Why should the world have supported in utter idleness one who was able to render service? The answer is that my great-grandfather had accumulated a sum of money on which his descendants had ever since lived. The sum, you will naturally infer, must have been very large, not to have been exhausted in supporting three generations in idleness. This, however, was not the fact. The sum had been originally but a means large. It was, in fact, much larger than that three generations had been supported upon it in idleness, than it was at first. This mystery of use without consumption, of warmth with combustion, seems like magic, but was merely an ingenious application of the art, now happily lost, but ancient and of great perfection by our ancestors, of shifting the burden of one's support upon the shoulders of others. The man who had accomplished this, and it was the end all sought, was said to live on the "fat of the earth," and ancient sages at this point how the ancient methods of industry made this possible, would delay us too much. I shall only stop to say now that interest on investments was a species of tax in perpetuity upon the products of those engaged in industry, which a person possessing the means of money was able to levy. It must not be supposed that such a tax, which seems so unnatural and preposterous, according to modern notions, was never criticised by your ancestors. It had been the effort of lawyers and prophets from the earliest ages to abolish interest, and at least to limit it to the smallest possible amount. These efforts had, however, failed, as they necessarily must as long as the ancient social organization prevailed.

At the time of which I write, the latter part of the nineteenth century, the means of money were able to levy a tax to regulate the market, and to limit it to the smallest possible amount. These efforts had, however, failed, as they necessarily must as long as the ancient social organization prevailed. At the time of which I write, the latter part of the nineteenth century, the means of money were able to levy a tax to regulate the market, and to limit it to the smallest possible amount. These efforts had, however, failed, as they necessarily must as long as the ancient social organization prevailed.

By way of attempting to give the reader some general impression of the way people lived together in those days, and especially of the relations of the rich and poor to one another, perhaps I cannot do better than to compare society as it then was to a prodigious coach, which the masses of humanity were harnessed to and drugged toilsomely along a very hilly and sandy road. The driver was HUNGER, and permitted no lagging, though the pace was necessarily very slow. Despite the slowness of the coach, the top was covered with passengers, who never got down even at the steepest ascents. These seats on top were very breezy and comfortable. Well up out of the dust, their occupants could enjoy the scenery at their leisure, or critically remark on the merits of the straining team. Naturally such places were in great demand, the competition for them keen, every one seeking, as the first end of life, to secure a seat on the coach for himself and to leave it to his child after him. By the rule of the coach man could leave his seat to whom he wished, but on the other hand there were many accidents by which it might at any time be wholly lost. For all that they were so easy, the seats were very insecure, and at every sudden jolt of the coach persons were slipping or falling and falling to the ground, where they were instantly compelled to take hold of the rope and help to drag the coach on which they had ridden so pleasantly. It was naturally regarded as a terrible misfortune to lose one's seat, and the apprehension that this might happen to them or their friends was a constant cloud upon the happiness of those who rode.

But did they think only of themselves, you ask. Was not their very luxury rendered intolerable to them by comparison with the lot of their brothers and sisters in the business, and the knowledge that their own wealth added to their toil? Had they no compassion for fellow beings from whom fortune only distinguished them? Oh, yes; commiseration was frequently expressed by those who rode for those who had to push the coach, especially when the vehicle came to a bad place in the road, as it was constantly doing, or to a particular steep hill. At such times the desperate straining of the team, their agonized leaping and plunging under the pitiless lashing of hunger, the many who faint at its rope and were trampled in the mire, made a very distressing spectacle, which often called forth credible displays of feeling on the top of the coach. At such times the passengers would call down encouragingly to the toilers of the rope, exhorting them to patience, and holding out hopes of possible compensation in another world for the hardness of their lot, while others contributed to the support of the coach, and some would be so hard to pull, and there was a sense

of general relief when the specially bad piece of road was gotten over. This relief was not, indeed, wholly on account of the team, for there was always some danger at these bad places of a general overturn, in which all would lose their seats.

It must in truth be admitted that the main effect of the spectacle of the misery of the toilers at the rope was to enhance the passengers' sense of the value of their seats upon the coach, and to cause them to hold on to them more desperately than before. If the passengers could only have felt assured that neither they nor their friends would ever fall from the top, it is probable that, beyond contributing to the fund for liniments and bandages, they would have troubled themselves extremely little about those who dragged the coach.

I am well aware that this will appear to the man of the twentieth century an incredible absurdity; but there are two facts, both very curious, which partly explain it. In the first place it was firmly and sincerely believed that there was no other way in which society could get along except the many pulled at the rope and the few rode; and not only this, but that no very radical improvement even was possible, either in the harness, the coach, the roadway, or the distribution of the toil. It had always been so, and it always would be so. It was a pity, but it could not be helped, and philosophy forbade wasting compassion on what was beyond the power of man.

The other fact is yet more curious, consisting in a singular hallucination which those on top of the coach generally shared, that they were not exactly like their brothers and sisters who pulled the rope, but of finer clay, in some way belonging to a higher order of beings, who might, justly expected, be drawn. This seems unaccountable, but as I rode on this very coach and shared that very hallucination, I ought to be believed. The strangest thing about the hallucination was that those who just climbed up from the ground, before they had outgrown the marks of the rope upon their hands, began to fall under its influence. As for those whose parents and grandparents before them had been so fortunate as to keep their seats on the top, the conviction they cherished of the essential difference between their sort of humanity and the common article was absolute. The effect of this was a delusion in modestly fellow feeling for the sufferings of the mass of men into a distant philosophical compassion, is obvious. To it I refer as the only extenuation I can offer for the difference which, at the period I write of, marked my own attitude toward the misery of my brothers.

**A MODERN NECESSITY.**

THE BUSINESS COLLEGE OF LINCOLN, NEBRASKA.

The marvellous growth and development of the great west in the last decade, with its ever extending commercial relations and industrial advancement, calls for a vast army of well trained, accurate, intelligent force of clerks to care for and record business transactions. In primitive times, when man's wants were few, when trade was in its infancy, and consisted simply in barter from one individual to another, a man could retain in his memory, or possibly, as time moved on, in his note book all that was necessary of any exchange or sale that had been made, but civilization increases the wants of mankind. He is not content with what his own country produces, but must have commodities from other sections. Hence it has been simply man's wants that has built up the great commercial network that extends all over the world. The people of from all climes, and of all the minds to care for these multitudinous transactions is the task of the modern business college. Men of to-day to be successful must be specialists. The field of knowledge is too vast, and the average individual to acquire more than a diminitive portion, hence how essential it becomes that what is learned be practical.

Many a young man long and ardently over volumes of ancient writings, in antiquated characters and couched in obscure phraseology, receives his diploma and goes forth into life's activities only to find that he is in the midst of a great warfare without an arm, and that this is not true of the graduate from the business college. In his mind has been inculcated all the intricacies and provident methods than are the basis of the great business world. He launches his ship upon life's ocean, and speedily reaches the desired haven of financial success, because his education has been practical. Such is the work in which the Lincoln Business College is engaged. Here can be pursued a course in book-keeping, penmanship, shorthand, and typewriting with other practical studies, all of which fit the student for immediate usefulness in business. Prof. Lillibridge and those of the principals and proprietors of this institution are held in high esteem by the business men of this section, who have every confidence in them as teachers fitted to instruct the youth in all the difficulties and perplexities pertaining to a successful career. We have had the opportunity of visiting many business colleges, but nowhere have we been so favorably impressed with the neatness and system of the business department. The school is wisely located in the business part of the city, corner O street and 11th, where the student is continually coming in contact with business in its manifold forms. Those desiring practical business course can not do better than to address the principals who will gladly give all desired information.—Chicago Illustrated Century.

**CROPS AND FREIGHT RATES.**

Under the Bee of Monday an editorial under the above caption. No crank could state the matter more plainly. But when the Bee speaks of "generous concessions to producers" as a thing possible for a railroad corporation, it is invading the realms of the ideal. They are not built on that plan. When the people cease asking for concessions, and take what belongs to them, they will get justice, and not before.

BREAD UPON THE WATER.—Says the Bee: "A few hundred thousand dollars voted for bridges and viaducts which will tend to concentrate the railroads in this city will be bread cast upon the water."

Just so. The U. P. has water now to the depth of \$75,000 per mile. The more such water you cast upon that water the poorer you will be.