

A Definition Defined

"Shall we consider of it, with the help of the Cambridge Catechism? at the tenth page of which you will find that Mr. Mill's definition of productive labor is—"That which produces utilities fixed and embodied in material objects."

"This is very fine—indeed, superfine—English; but I can, perhaps, make the meaning of the Greatest Thinker in England a little more lucid for you by vulgarizing his terms.

"Object," you must always remember, is fine English for 'thing.' It is a semi-Latin word, and properly means a thing 'thrown in your way,' so that if you put 'ion' to the end of it, it becomes objection. We will rather say 'thing,' if you have no objection—you and I. A 'material' thing, then, of course, signifies something solid and tangible. It is very necessary for political economists always to insert this word 'material,' lest people should suppose that there was any use or value in thought or knowledge, and such immaterial objects.

"Embodied" is a particularly elegant word; but superfluous, because you know it would not be possible that a utility should be disembodied, as long as it was in a material object. But when you wish to express yourself as thinking in a great manner, you may say—as, for instance, when you are supping vegetable soup—that your power of doing so conveniently and gracefully is 'embodied' in a spoon.

"Fixed" is, I am afraid, rashly, as well as superfluous, introduced into his definition by Mr. Mill. It is conceivable that some utilities may be also volatile, or planetary, even when embodied. But at last we come to the great word in the great definition—"utility."

"And this word, I am sorry to say, puzzles me most of all; for I never myself saw a utility, either out of the body, or in it, and should be much embarrassed if ordered to produce one in either state.

"But it is fortunate for us that all this seraphic language, reduced to the vulgar tongue, will become, through fallen in dignity and reduced in dimension, perfectly intelligible. The Greatest Thinker in England means by these beautiful words to tell you that productive labor is labor that produces a useful thing. Which, indeed, perhaps, you know—or, without the assistance of great thinkers, might have known before now. But if Mr Mill had said so much, simply, you might have been tempted to ask further—"What things are useful, and what are not?" And as Mr. Mill does not know, nor any other political economist going,—and as they therefore particularly wish nobody to ask them,—it is convenient to say, instead of 'useful things,' 'utilities fixed and embodied in material objects,' because that sounds so very like complete and satisfactory information, that one is ashamed, after getting it, to ask for any more."—John Ruskin, Vol. I, page 45, "Fors Clavigera" (Merrill & Baker, N. Y.).

There is an effort being made to inaugurate a system of pensions for government employes. To such a move as that The Independent is opposed. It thinks that a man who spends his life in hard work outside of government employment and contributes a very large proportion of the wealth that he creates to the government in tariff taxes and contributions to the trusts, which are chartered and sustained by the government, is much more entitled to a pension than a government employe whose rate of wages are far above the average and whose working hours are much shorter. Old age pensions for all or none.

Is it the Tariff?

The Standard Oil company has recently declared another quarterly dividend of \$10,000,000, making a total dividend for the past year of \$48,000,000 on a capitalization of \$100,000,000. \$100 worth of this stock is now worth \$675, with none offered for sale. It would have been just as easy for the company, from its accumulated and undivided profits, to have declared a dividend from 33-1/3 per cent to 50 per cent as to have made it 10 per cent for the quarter. Every user of crude or refined oil (gasoline or other products of this company must pay his or her due proportion of the royalty exacted by this protected industry that a few captains of commerce may literally roll in wealth. A government that leaves the necessities of modern life in the greedy grasp of a Rockefeller invites strikes, socialism, and possibly anarchism. A small annual per cent of profit, say, 2 per cent,

would bring this company a yearly fortune within itself; but, not satisfied with this, it exacts a tribute from each of us sufficient to double its wealth every two years. Our children go illy-fed and uneducated that a few men may amass millions. It is not our purpose to array one class against another; but it is evident that the people are getting dissatisfied with a government that allows the railroad monopolies. The Standard Oil, beef and sugar trusts, or any other of the vast corporations to absorb the greater per cent of the wealth of the country.—Dow Busenbark, in Eskridge Star.

The Independent admits that the Standard Oil trust is a "protected" industry, but would not define the term protection to mean the tariff on imports alone. The kind of "protection" that has built up the Standard Oil trust and which now enables it to declare dividends of 4 per cent a month is an advantage in freight rates which no independent oil refiner can get. If it were the Dingley bill alone, why do not the smaller fry wax great?

No conventions have been held, no petitions have been presented to congress and no demand from the people of any section of the country has been made that the silver dollar shall be made redeemable in gold and no one has asked that the sovereign right of issuing all the money of the country save gold should be given to the national banks, but the Wall street agent who holds the position of secretary of the treasury advises that it be done. So congress will proceed to do it. The government of this country is by the banks, trusts and corporations. There is no necessity of consulting the people. The mullet heads like that kind of government.

A Nation of Land Owners

I have described England as owned by the few. France is owned by the many. There are 5,500,000 land owners among the 38,500,000 people which make up the French republic, or almost a landholder in every family. The average holding is less than six acres, and thousands own little tracts upon which they live, working a part of the year for some one else.

The French love their land, and it is this common ownership that keeps them at home. They are not an emigrating nation like the Germans, and Italians, or the English. More strangers come into France every year than Frenchmen leave, and notwithstanding this the people are about the richest on the face of the globe. They were able to pay the enormous Franco-Prussian war debt without feeling it, and they have now hundreds of millions of dollars stored away in their woolen stockings under the rafters. They are prosperous although they have the largest debt of any nation. They pay in interest alone a quarter of a billion dollars a year, or almost \$7 per head, to say nothing of the taxes required for the necessary expenses of the government.—Frank G. Carpenter.

The price of hard coal on board ship, in Boston harbor last week was \$10.25. Soft coal is higher than ever before. There is said to be much suffering in the city for want of fuel. This is what the political economy of the republican party has done for the people of the old commonwealth. It is no wonder that the thousands of people down there are voting the socialist ticket. Some thousands of depositors have lost their all through the failure of that national bank and have no money to buy coal, even if they could get it at the ordinary price. The price of board has been raised \$1 a week all over the city. Wages, except in a few instances, remain stationary. There they are getting the full force of this era of prosperity for the trusts and corporations.

Cut Away the Prop

It is safe to assume that four-fifths of the people of the United States are in favor of government ownership of the railroads and the populists of the nation were the pioneers whose advocacy of the question caused such a unity of opinion. In 1901 the revenue derived by the German government from its railways was over \$20,000,000. If this nation owned the railroads the profits of the roads, after deducting all cost of running, would be five times the amount Germany secured. Strikes would be unknown, equality of wages obtained and just and reasonable rates secured. It is the one great opportunity to destroy the trusts, for if rate discrimination was unknown one of the mainstays of the trusts would disappear.—Alfred Pont in Stanton Register.

Advertisement for sewing machines. Features include: 'EIGHT DOLLARS' price, 'SEARS, ROEBUCK & CO., CHICAGO', and 'THREE MONTHS' FREE TRIAL' offer.

Advertisement for Burlington Route. Features include: '1/2 Rates...', 'Holiday Rates to points on B. & M. R. R. not over 200 miles distant', and 'Burlington Route' logo.

An Error

A correspondent of the Auburn (Neb.) Granger says: "Since the 9th and 10th amendments to the national constitution give all rights and powers to the national government, save such as are reserved to the states respectively, or to the people," etc.

This is surely a curious construction to place upon these two amendments, which read as follows:

"Article IX. The enumeration, in the constitution, of certain rights, shall not be construed to deny or disparage others retained by the people.

"Article X. The powers not delegated to the United States by the constitution, nor prohibited by it to the states, are reserved to the states respectively or to the people."

Article IX, simply means that the constitution does not pretend to enumerate all the rights retained by the people. Because the right of free speech is mentioned, it does not follow that some other right not mentioned does not exist.

Article X, clearly shows that the national constitution is a grant of powers, and necessarily limited to those enumerated—exactly the opposite of what the Granger's correspondent says. All enumerated powers, except those specifically prohibited, are, therefore, reserved to the states or the people.

Fred Schmidt & Bro. offer some attractive holiday bargains in this issue. Examine the ad. carefully and make your selection while the assortment is large. Fred Schmidt & Bro. have been in business for thirty years and every year have enjoyed an increase in the number of their patrons and the volume of their trade. They anticipate the largest holiday selling this fall they have ever had and are prepared for it in every way. Call and see them or write for what you want. You'll always get your money's worth at that store.

J. C. Mc Nerney, Attorney at Law NOTICE.

C. F. Blanke, Tea and Coffee Company, a corporation organized under the laws of the state of Missouri, and Charles Spies and Victor M. Seiter co-partners as Charles Spies & Co., will take notice that on the 24th day of November, 1902, Fritz Westerman a justice of the peace in and for the city of Lincoln precinct, Lancaster County, Nebraska, issued an order of attachment for the sum of \$114.10 in an action pending before him, wherein Frank D. Eager is plaintiff and C. F. Blanke, Tea and Coffee Company, a corporation organized under the laws of the State of Missouri, and Charles Spies and Victor M. Seiter co-partners as Charles Spies & Co., are defendants, property consisting of money and credits due and to become due said defendants has been attached under said order in the hands of the following persons and in the following amounts, viz:

George M. Beach \$14 13 Edward L. McLaughlin 21 77 Amos S. Eager 22 63 John S. Bowers 7 59

Said action was by said justice continued to the 10th day of January, 1903 at 9 o'clock a. m., at which time said defendants are required to appear.

FRANK D. EAGER, Plaintiff, By J. C. Mc Nerney, his Attorney.

Half Rates For The Holidays

Via the Missouri Pacific. On December 24, 25, 31, and January 1 the Missouri Pacific will sell tickets at one fare for the round trip to all points within 200 miles, good to return until January 2. Two passenger trains leave Lincoln

daily at 9:15 a. m. and 10:05 p. m. for Nebraska City, Falls City, Auburn, Atchison, Kansas City and other points with chair cars, sleepers, etc. Full information at city ticket office, 1039 O street, or depot, 9th and S. F. D. CORNELL, P. & T. A.

Illinois Central R. R.

Chicago and New Orleans Limited Exclusively a Pullman Train from Chicago

Faster Time

Effective December 7, the Chicago and New Orleans Limited, fast vestibule train, will be split out of Chicago, running from Chicago to Memphis as a Pullman car train only. Train No. 3, the Limited, carrying only Pullman sleeping cars, dining car and buffet-library car will leave Chicago daily at 7:00 p. m. for Memphis, Hot Springs, Nashville, Atlanta, Jacksonville, and arriving at New Orleans at 7:40 p. m. the next day. No coach passengers will be taken on it, they being carried to the above points on new train No. 25 having coaches only and leaving Chicago at 5:25 p. m. daily and arriving at New Orleans at 7:40 p. m. the next day. This coach train will also carry every Wednesday out of Chicago the San Francisco Excursion Sleeping Car running via New Orleans.

In addition, the New Orleans Special, fast day train, with through sleeping and buffet-library cars, and serving all meals in dining car, will leave Chicago daily at 10:00 a. m. and arrive at New Orleans at 10:55 next morning, connecting with the Sunset Limited of the Southern Pacific for Houston, San Antonio and San Francisco, the Sunset Limited leaving New Orleans daily at 11:55 a. m. Tickets and further information of railroad ticket agents.

A. A. HANSON, Gen'l Pass'r Agent.



Holiday Rates One Fare for Round Trip ON

UNION PACIFIC Within 200 Miles of Lincoln

December 24, 25, 31 and January 1st. Return limit January 2d, 1903. For tickets call at city office 1044 O St. or Depot O and 5th.

E. B. Slosson, Gen'l Agent. J. T. Mastin, C. T. A.