

MARCH 8, 1906

thereby, are neither insensible nor indifferent to the final outcome of the battle that is now on. They have been pushing ahead on lines that to some minds indicate a recklessness born of ignorance, an opinion we do not share.

A few years since, railroad magnates were working for a community of interests. This was soon discovered to be an illusion. Next a community of ownership was the plan, but, upon the first attempt to inaugurate this plan, a mighty struggle for supremacy at once manifested itself among the great railroad magnates themselves. The first battle resulted in a dog-fall between the mighty combatants, and the Northern Securities company was the result. The order of President Roosevelt to his attorney general to dissolve the Northern Securities company was the Lexington of the war that will end with the subjugation of the railroad, or, the overthrow of the republic, there being no middle ground. The battle will be long and fierce, as it is a battle of dollars against men. Benedict Arnolds will find their opportunities and the people will be tested to their utmost in the fight.

But a century and a quarter of free institutions and free schools have not been in vain. After a few campaigns, the ultimate triumph of the people will become evident to the master minds, on both sides.

The prophecy: which is, that now the railroad magnates will themselves unite and lead a movement for government ownership, in order to unload onto the government their railroad securities at their inflated value, as the only means left to them of saving the \$7,000,000,000 of water injected into these securities, which amount does not represent a single dollar's worth of railroad property, but, upon which, the people pay annually about \$300,000,000 in excessive and unjust freight and passenger rates.

**RESPONSIBILITY OF CITIZENSHIP**

Men are frequently heard to say that they take no interest in politics. This, the most pitiable confession that can fall from human lips, is sometimes made in a spirit of boastfulness, indicating the maker's purpose to impress the idea of his own superiority.

On the contrary, the maker of such remark calls attention to his own defective mentality, proves himself to be less than the normal man, so much so, that in attempting to boast of what he is, unconscious of his defects, he proclaims what he is not.

To take no interest in politics is to deny responsibility for all things social or conventional, and to forfeit the right to applaud the good or reprimand evil among men, and exhibits one's self, a human misfit.

The struggle of mankind throughout the ages has been for the enthronement of man, that none might deny the individual the exercise of his God-given right of citizenship, and of being a factor in human affairs. He who refuses responsibility with his fellows in the work of government, proclaims himself insensible of and indifferent to the rights and privileges for which heroes fought and martyrs died through untold ages. He casts aside as worthless the supreme object of

their struggles and sacrifices who refuse its responsibilities, and by such action offers insult to their memories.

The right of citizenship, our inheritance, purchased with the lives of heroes and the blood of martyrs, is a noble estate. It puts our destinies into our own hands. What more can we ask?

The citizenship that birth in a free republic imposes is also a trusteeship carrying with it mighty responsibilities. We are the connecting link between the past and the future. We owe a debt to the past for the purchase price, in blood and sacrifice, paid for the liberties and citizenship rights that were handed down to us. That debt cannot be paid to the individuals that made the sacrifices, because they are in the great beyond. But, it is the decree of high-heaven that we pay it to the future, by delivering to those who come after us, unimpaired, the free institutions and exalted citizenship that were our own free inheritance.

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He who defends railroad government is an enemy of popular government.

Evils of every kind in a free government must disappear before an enlightened public opinion.

The issue narrowed down is, a people's government, or an oligarchy of wealth. Which do you prefer?

"The Free Pass Bribery System," by George W. Berge is having a large sale in all parts of the country.

Issues are born of conditions, and have the right-of-way in politics under a law as immutable as that governing the course of cyclones.

Railroad cappers or weaklings are not wanted in public office. The interests of the people deserve and demand the services of their best and truest men.

When a candidate is right, and is in dead earnest, the people generally know it. This is the secret of the big vote cast for George W. Berge for governor in 1904.

It would be as sensible to entrust the protection of your lambs to the wolves, as to expect relief from railroad extortion through the railroad republican machine.

A horse thief will be safe on trial before the jury of livery men, when the people of Nebraska get anti-railroad candidates out of a convention of railroad free pass holders.

Railroad republican politicians ask the people to again elect them to office to redeem the state from railroad control. They are in control now. Why don't they do some redeeming?

Our premium watch is the best cheap watch that is made. It has a genuine watch movement, made with as much accuracy as the movements in higher priced watches. Of course, it is not set in fine jewels but it is

made of good material, and will surprise you with the accuracy of its time keeping and its durability.

If the people are possessed of sufficient intelligence to maintain a democratic government our republic will stand. If not, it will be superseded by an oligarchy of railway and trust magnates.

It would be as sensible for the weather bureau to attempt to turn back an approaching storm by hoisting fair weather signals, as for politicians to seek to evade an issue when the same is due.

When money lenders can be trusted to make and enforce usury laws for the good of society, then republican railroad politicians can be trusted to protect the people from railroad extortion. But not before.

When thieves can be trusted to make and enforce laws against stealing, it will be safe to entrust republican railroad politicians with the redemption of our state from railroad domination. But, not till then.

Loyalty to the sources of their incomes is to be expected of men. Experience teaches this. To expect relief from railroad extortion through the railroad republican politicians, is to fly in the face of all human experience.

The issue of issues that will test the fitness of our people for popular government is now upon us. The contest is between the railway and trust magnates on the one side, and the people on the other, for supremacy in the government.

The Independent is an uncompromising foe of railroad government, and will expose the methods of the railroads and their political agents. If you are with us in this fight, give us your support by subscribing for The Independent and getting your neighbors to subscribe also.

When society can safely surrender into the hands of the criminal classes full power to enact and execute laws for the suppression of crime and the protection of persons and property, then, and not till then, can they trust republican railroad politicians to redeem the state from railroad control.

President Roosevelt's popularity came through his moving toward the people and away from his party. Politicians now beseech him to turn back in order to save the future of the party. We suggest to the president that before heeding the advice of these politicians he read his Bible and note the fate of Lot's wife.

Greed for gain and lust for power have their roots deep in the human heart. Therefore it is that in proportion as power is irresponsible to the general welfare, selfishness, unchecked, breeds corruption. Good government results from the restraining influences we exercise over each other, rather than from the self-imposed restraints of individuals. The responsibility for government whether good

or bad rests with the people themselves, and the character of the government is an unerring index of public intelligence.

The anti-railroad professions of republican railroad politicians that are now being so loudly proclaimed throughout the state reminds us of the old couplet, as follows: "When the Devil was sick the Devil a saint would be. But when the Devil got well the devil a saint was he."

The conflict for supremacy in the government between the people and the railroads and confederated monopolies is an irrepressible one. "He that is not for me is against me." "Ye cannot serve both God and Mammon." You must choose between railroad and the confederated monopolies on one side, and the people on the other.

George W. Berge, in his campaign for the governorship of Nebraska in 1904, struck the vulnerable point in the armor of railroad government when he attacked the free pass as a bribe, and insisted that the first steps toward reclaiming the state from railroad control must be the abolition of the free pass bribe and to outlaw the professional lobby.

A correspondent of the Omaha Bee writes from Grand Island "that the people in several counties in that section of the state are demanding that the state government be divorced from undue corporation influence; that they demand the summary abolition of free passes to legislators, public officials and all favored classes." He says "that they demand the rescue of the state from railroad control." This is right. But when we see the self-same politicians that have led the people into the railroad camp in the past, and have lived and prospered all their days on railroad favoritism, stepping to the front and proclaiming themselves leaders in the anti-railway crusade, it suggests that they are acting under instructions from railroad headquarters. Will they succeed in fooling the people? The people will never succeed in rescuing this state from railroad control by electing to office the men who have spent their lives in the service of these corporations. The republican leaders recognize the necessity of making loud professions of opposition to railroad domination in order to hold the rank and file of the party voters in line. But if the people are simple enough to credit them with sincerity in their pre-election anti-railroad professions they will be badly fooled. "The leopard cannot change his spots."

The publishers of The Independent want agents everywhere to canvass for subscriptions and sell Mr. Berge's new book, "THE FREE PASS BRIBERY SYSTEM." See advertisement of book elsewhere in this paper. We receive hundreds of orders through the mails. It is the only book written upon a subject in which the people are just now vitally interested. The people everywhere will want the book. Ex-Governor Larabee of Iowa ordered ten books before same were off the press. We receive orders from all parts of the country. This book is a seller. All you have to do is to tell about it. You can make \$100 per month. Write at once for terms.

**THE INDEPENDENT,**  
Lincoln, Neb.