

Lincoln Letter

Current Gossip from the STATE CAPITAL Legislative and Otherwise

S. F. 6, by Root of Cass, providing for stamping packages of liquor shipped into any community has become a law without the signature of the governor. While there were some objectionable features in the bill affecting wholesale druggists who desire that it be vetoed, Governor Sheldon saw in the bill also some good features, so while he would not accede to the demands of the wholesalers, neither would he sign the bill.

The fight in the legislature over a 2-cent passenger fare came to a close when the senate passed H. R. 267, the joint committee bill, hurried it over to the house, where the senate amendment was immediately concurred in. The bill was then enrolled soon after was in the hands of the governor. The railroads took a last stand in an effort to kill the emergency clause, which will put the bill in force three days after it is signed by the governor, but the attempt failed in the senate and all but four of the senators who gave this clause as their reason for opposing the bill hurriedly changed their votes before the final result was announced and lined up with the majority. The vote, as finally announced, stood 27 to 4, two senators, O'Connell of Johnson and Latta of Burt, absent. The four senators who persisted in opposition to the bill, even after they saw it had secured the required majority were Burns of Lancaster, Glover of Custer, Gould of Greeley and Hanna of Cherry.

On the first roll call Gibson, Thomas and Saunders of Douglas and McKesson of Lancaster voted against the bill, giving as their reason the objectionable emergency clause, but before the vote was announced all of them flopped to the affirmative. Glover of Custer at first voted for the bill, but when it appeared that a change in his vote might defeat the emergency clause and after consultation with some of the opposition, he changed his vote to the negative. His change came first and it reduced the vote for the bill to 23, just one more than enough to carry the emergency clause. When it was found the emergency clause had carried there was scurry to get on the popular side of the fence.

The fight in the senate was watched with considerable interest from the other end of the state house. If the assault on the emergency clause had been successful it had been agreed among the leaders that the house would take up and pass with the emergency clause the Sackett bill which went through the senate several days ago with the emergency clause. This would have put the senate in the awkward position either of receding from its hostility to the emergency or killing a part of a bill it had already passed.

The presidents of railroads, it was announced from Chicago last week, had decided to fight 2-cent fare bills in all western states. For the purpose of bringing on the fight before the legislature adjourns it is said a majority of the members decided to rush the bill through with the emergency clause so that the contest may begin as soon as possible, and perhaps permit the legislature to take a hand in the fight.

With Harvey of Douglas and Hamer of Buffalo only voting in the negative and ninety-one members voting in the affirmative, the house passed the anti-pass bill prepared by the railroad committee, with the emergency clause. The bill was discussed at length in the committee of the whole and numerous amendments were defeated and later it was called up and voted upon, though Hamer tried to get it recommitted, and then rushed to the senate. It carries the emergency clause. Both Harvey and Hamer explained their votes by saying they were in favor of an anti-pass bill such as the platform contemplated, but this measure, each said, was too drastic and not in line with the sentiment of the republican state convention. The bill allows bona fide employees of railroads to receive passes and the care takers of live stock, vegetables and poultry and fruit. It knocks out the political railroad lawyer and surgeon, and allows to ride free only those lawyers and surgeons who receive a salary of at least \$1,000 from the railroad which employs them.

The house committee on railroads granted railroad representatives a final hearing on reciprocal demurrage bills. Several hearings have been granted, at which alleged defects in pending bills were pointed out by railroad men, who have, however, contested against any legislation of the kind proposed. An entirely new measure will be drafted.

The senate has killed several of the insurance bills introduced at the request of the state insurance department, including one to require life companies to apportion and account annually for the surplus as to policies heretofore issued, but several of the number considered regulating insurance companies were placed on the general file. The friends of the annual accounting plan saved one bill from destruction which came up today. It provides for an annual apportionment only on policies issued in the future.

Appropriations by the dozen carrying sums aggregating thousands of dollars poured into the legislative hopper on next to the last day within which bills could be introduced. Probably the most important is a recommended appropriation by the finance committee of \$250,000 for the erection of a building for the state library and the supreme court on the capitol grounds. The erection of such a building has been urgently requested by State Librarian Lindsay, who points out that the present quarters of the library are so overcrowded that there isn't room for another volume, while the entire library is in constant danger of fire damage in its present quarters in the central portion of the state capitol building. According to the apportionment of the 1 mill levy for the university that levy is expected to bring in about \$645,000. Its apportionment has been recommended by the finance committee as follows:

Salaries and wages	\$375,000
Fuel, gas, water and lights	38,000
Incidentals	8,000
Departmental expenses	15,000
Farm department maintenance	35,000
Printing, postage and stationery	15,000
Books	5,000
Repairs	16,000
Bollers	15,000
Electrical generator	4,000
Furniture and apparatus	15,000
Equipment	7,000
Engineering building	100,000
Total	\$645,000

The people of Thurston county are anxious to have brought about some method of securing an adequate return of the expenses which the Winnebago reservation causes them and for which they now have to pay out of the small taxable area of the county. They will attempt to have this brought about by means of a legislative solution to congress. As this county is at present organized there are about 35,000 acres of taxable territory in the southwest portion. There are 250,000 acres in the remainder of the county, which are occupied by Indians and which do not pay any taxes into the county treasurer. In spite of this the white citizens of the county complain that they have to keep up a number of bridges and roads on the reservation and that the county is put to a continual expense in trying Indian cases.

The house committee on claims spent three hours at night trying to get at the bottom of the old claim filed before the legislature four years ago and two years ago by Allen G. Fisher of Chadron, first for \$8,000 and then for \$11,500 and again this year by Henry Kaup of Cuming county for \$1,500. Fr. Fisher was not present, but a letter from him was read in which he offered to appear before the committee after March 7. He is now in Rapid City on business. The claim is for the value of a section of land in Sioux county formerly owned by Herman Goedde. At his death it escheated to the state because he had no heirs living in this country.

Armstrong of Nemaha county believes there are too many inquests being held and if the number could be decreased the taxpayers in the various counties would have their burdens just that much lessened. To remedy what he considers this evil Mr. Armstrong has introduced a bill providing a fee of \$5, to be paid the coroner for viewing the body of a person, whether he holds an inquest or not, and the same fee now provided for in case the inquest is necessary. Mr. Armstrong says the coroners' inquests are held on the slightest provocation.

The two big appropriation bills introduced in the legislature total \$2,922,410. The salary bill aggregates \$991,180 while the current expense bill with \$131,820 of miscellaneous items will total \$1,931,230. The deficiencies bill and the miscellaneous claims bill will require so many amendments that the totals may not yet be given with any degree of accuracy.

Randall of Madison presented a joint resolution asking the regents of the university to report to the legislature regarding receipts and expenditures of money and why they have not complied with that part of the law which says that the regents shall furnish text books to students at cost. The resolution will take the course of a bill.

The house will attempt to get back from the governor H. R. 116 by Quackenbush the bill to increase the fees of court reporters. If the house doesn't get the bill back the governor will veto it. It has been discovered the bill increases the salaries of the court reporters of Douglas and Lancaster counties out of all proportion to the work done.

The committee on public lands and buildings selected to visit the various state institutions reported back a clean bill for all of them and practically recommended giving to the superintendents everything asked for in the way of appropriations.

South Omaha people went to the legislature to protest against forcible annexation with Omaha. They appeared, headed by a band, carrying banners and a Roosevelt big stick and during the short time they swarmed through the capitol building and the legislative halls they made it understood with emphasis that they would not be attached by legislative enactment to any big city that happened to lie adjacent to their borders. The legislature devoted part of an hour in joint session to listen to their speakers.

YOUR OBLIGATIONS

SOME OF THE THINGS YOU OWE YOUR OWN TOWN.

YOU SHOULD BUY AT HOME

The Country Town Can Be Made the Very Best Place to Live in the United States.

(Copyright, by Alfred C. Clark.)
A preacher who was a crank on doctrine wearied his congregation by constantly harping on baptism. A brother that longed for a rest handed him a text he thought safe, "The way of the transgressor is hard."
"Friends," said the preacher, "there are three things suggested by this scripture: First, the transgressor. Second, his conversion. Third, his baptism. We will pass over the first two and come at once to the third."

Many reasons why people should trade at home rather than send their money away have been given, but suppose we pass them all by and come at once to the one vital reason:

It is the right thing to do.
For after all the fundamental question in every transaction is whether it is right or wrong. Not will I save money, but is it just? Not is it more convenient, but is it fair? Not whether it is good business, but whether it is good morals?

For you and I know, and all the world is coming to know, that not one dollar is ever saved or made by unfair means that does not curse the possessor. And a man may be as dishonest in saving money as in getting it.

It is right to spend our money with the home town and wrong to send it away because we are under obligations to the home town, but not to the mail order house.

Financial Obligations.

In the first place the country is under financial obligations to the town. Of course the town is also indebted to the country, but the town cannot help but pay its debt, its very existence does that. Hence we are merely discussing the country side of the obligation.

mail order houses and the devil. With its corrupt government, its overflow of population, and its vice, the great city is the menace of our morals and our liberties.

The city like the dragon swallows the vast throngs of country boys and girls that flock into it, and by and by when health, and virtue and hope are gone, spews them out to die in want, or wander as derelicts over the face of the earth.

And don't you see, my friend, that when you take the money from the country town, you destroy the chance of success there, and the boys and girls will follow where you have sent the money?

This town of yours was founded on faith, on the faith in the customs of men for hundreds of years to trade at the nearest town. These merchants and carpenters, masons and editors are your neighbors. They have grown up amongst you or amongst others like you.

They have put their all in a little business, money, time and hope. Around the corner there is a little cottage, and the wife and the baby—it may be your grandbaby—wait; and there is a smile of happiness when "business is good," but the troubled look comes when business is poor.

They are struggling to live, and pay for the little home, and by and by educate the children. They are your neighbors and friends, not your enemies. They work hard—you scarcely realize how hard—and are not living high. They have pinned their faith to the town—your town.

Their success or failure is in your hands. For your trade they will give you good returns, and all will prosper together. If you withdraw your trade, failure must follow. Some poor struggler must go down facing bankruptcy. The light must go out of some woman's eye, and hardship be laid up for the child.

Even if you could save a little by sending your patronage to the city, do you not think it the fair thing, the just thing, the right thing, to trade at the little home town with those you know, those whose prosperity and happiness are in your hands?

For it is written, "Thou shalt love thy neighbor as thyself."

WILLIAM H. HAMBY.

Idolatry.

"Jennings just worships his auto."

"I know it. In it he lives and moves and has his being."—Judge.

It is right for the country to spend its money with the home town because of the social obligations between them.

The town is the center of your community. From it radiates your rural mail service; in it center your telephone systems. On the streets of the

Find 200 acres of good land almost anywhere that is 20 miles from town and you can buy it for \$25 an acre. The same land within ten miles will bring \$35, within five miles its value is \$60, within two miles \$85 an acre.

That town has increased the land within a radius of ten miles an average of \$35 dollars an acre. As that is about the age of country towns generally, you may figure that a town, as long as it is fairly prosperous, increases the land around it an average of one dollar an acre every year.

Not considering staple articles like cattle, hogs and grain which can be shipped and sold anyway, the town as a local market is worth at least \$75 a year to the ordinary farmer.

For example: This year the peach markets were so glutted no ordinary fruit would pay the express. Around the little town in which the writer lives most farmers have a few peach trees. The 4,000 inhabitants bought nearly every bushel in the vicinity at from 40 cents to a dollar a bushel. More than \$4,000 was paid for peaches within three weeks.

That was clear gain which must be set over to the credit of the town. Plums, cherries, early vegetables, scores of little odds and ends, perishable stuff that the farmer could not or would not ship he turns into cash at the home town.

So if a man owns 200 acres within reach of town, he will receive \$275 a year direct cash value from that town, none of which he would receive from the mail order house.

To be sure, the town does not donate him that amount, the town was not built for the purpose of philanthropy, yet he receives an actual cash benefit because the town is there; and he is under actual financial obligations to return that benefit by spending his money at home.

It is not an obligation that the law would recognize, but it is one that appeals to those independent, clean hearted men of high honor who feel that perfect honesty demands that when benefits are received from stranger or brother, friend or foe, benefits should be returned.

Social Obligations.

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The town is the center of your community. From it radiates your rural mail service; in it center your telephone systems. On the streets of the

town you meet your neighbors Saturday afternoons and exchange news and experience. You go to it for a day of recreation when the snow comes, the fair, or on holidays.

There during the winter lecture course you hear great orators and excellent musicians. The political rallies, the church conference or association are held there.

By and by in the pretty little village church, whose spire you can see from your farm, you son will preach the gospel. In the brick building two doors from the corner, a farmer boy will open a law office, and in the little frame two blocks away another son of the soil, just back from college, will begin the practice of medicine.

There is the high school to which you send your children, and there after awhile your daughter will teach.

And some day when you find the farm work too heavy for your age, and want to get near the children, you will build on that grassy corner lot two doors from the Methodist church and move to town.

Yes, the town is a mighty good thing to have, a pleasant thing; and the more you put into it the more you get out of it. For it grows according to the trade it gets and the more it grows the more it can buy and the higher will go your land.

The Moral Obligation.

But the last and strongest reason why it is right that the country people spend their money at home is the moral obligation.

The town is yours, yours to ruin or prosper. The same sense of obligation should prompt you to support it, as prompted our old Teutonic ancestors in the forests of Germany to stand elbow to elbow in protection of their village. The same spirit of loyalty should inspire you as fired the Highland Scot to spend his blood for the welfare of his clan.

The country town with all its faults is the best governed, most enlightened, most moral, and happiest spot in American civilization. It is a good safe place. Not too swift, nor yet too slow. In touch with the current of progress, but not racing with greed. The place from which come nearly all the great business men, lawyers, scholars, preachers, physicians. The place where men are neighborly and helpful.

This town, my farmer friend, is yours. But the city belongs to the

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SLIDE SAVED TRAIN

DITCHED RUNAWAY LOCOMOTIVE JUST IN TIME.

Engineer Tells of Experience That Put a Few Gray Hairs in His Head But Ended Better Than He Expected.

"After comin' aroun' the bend in Collins Cut," said the fat engineer, "I just glanced back to see that the markers, those little red and green tail lights which mark the end of a train, were there all right. I leaned 'way out of the cab window 'n' counted the sleepers as they swept aroun' the curve.

"Yes, there they came all right, burnin' like bright little emeralds 'n' I knew my train was all together 'n' followin' me safely down the hill.

"The night I am speakin' of I was runnin' the Sunrise Limited, as the fast eastern express on our road was called. It was in March, 'n' gentle spring was already spreadin' her velvet touch over the land.

"We had had a deal of snow that winter, 'n' now that it was commencin' to thaw out the stuff was makin' quite a little trouble for the management, slidin' aroun' the tracks from the mountainside, sometimes bringin' a piece of hill with it.

"As I glanced back along the sides of the glitstenin' coaches I was attracted by a glare along the rails behind my train, 'n' in another second a headlight flashed aroun' the curve out of the cut in our wake, makin' very fast time. Even a blind baggage car could see that one of the engines in the yards at the top of the mountain had slipped her throttle 'n' was running away, chasin' us down the mountain.

"I was some set back for a second, but the only thing for me to do was to turn on a full head of steam 'n' make the best time I could, which wasn't the safest thing in the world to do, as we generally hold 'em pretty steady comin' down the mountain; but I must show a clean brace of tail-lights to the runaway.

"She wasn't quite a quarter of a mile behind us, 'n' looked like a fiery comet comin' down the rails, as her firebox door was open, 'n' with every exhaust of the engine the flare from her furnace lit up the sky. My engine bounded forward under a wide open throttle 'n' our race for the lives of those in the rear sleepers was on.

"Notwithstandin' the weight of the train behind me, which should give me a little advantage over the light engine comin' down the hill, we didn't seem to be able to shake her off. An' each time I trusted myself to glance back at her she seemed to be crawlin' up on us a little.

"If I could keep a few yards of moonlight between the pilot of the wildcat 'n' my rear car until we got down the mountain 'n' started up the Razorback on the other side, I could drop my engine down 'n' leave the runaway behind, as by that time she would be out of steam 'n' lay down like a runaway horse which has shot its bolt. But I wouldn't bet more 'n' 50 B. R. T. rebate checks to a rag doll that we would beat her down.

"However, we had a fightin' chance 'n' the way I pounded my good old engine sent the hot coals out of the stack. I was gettin' a little nervous, as that light engine hung onto our trail like a bicycle cop after a speedin' auto.

"Comin' aroun' through Rocky Holler I got several chills down my spine as the watchman down by the little shanty was hysterically wavin' his green lantern at me. Durin' the thaw the road had several watchmen stationed at intervals down the mountain to watch for landslides 'n' warn approachin' trains. Evidently there was a dangerous spot in the track that the watchman had discovered 'n' he was signalin' me to come ahead with extreme caution.

"I sure was up against the real thing now. A wildcat engine pressin' me hard on the rear flank 'n' a dangerous piece of track ahead. This was a case where the rule book failed to help me out.

"Take a safe course 'n' run no risks," says the railroad Hoyle in chilly black double face type. Which was the safe course for me?

"I did some quick mental calculatin' 'n' concluded to keep a full head of steam up. I've read in newspapers about trains beatin' their way through slight landslides 'n' there was a show for me to cut through it if there was one ahead.

"But if I stopped my train that engine behind would be half through those sleepin' cars, killin' 'n' maimin' the snoozin' passengers. It would be safer for me personally to slow down, but I was not so selfish as to consider my personal safety.

"So we bounced along by the frightened watchman with speed not a whit diminished. I fairly stopped breathin' as we whirled down through the Holler. Just beyond the watchman's shanty I felt a tremblin' of the track 'n' my engine keeled badly.

"I clung to the cab, expectin' every second we would slide down the bank. But we kept the rails. We had barely passed the shanty when there was a rumblin' sound 'n' I saw the little watchman's cabin swirlin' down the bank.

"The heavy weight of our train at its terrific speed had caused the track to give way 'n' slide out just in time to take the runaway engine with it 'n' we were out of our bad mess."

Cassatt Kept His Horses.

A. J. Cassatt, president of the Pennsylvania railroad, always liked a good horse. When he was a vice president and director of the line he owned a small string of racers, which he entered as representatives of the "Willowbrook" stable. At that time Mr. Roberts was president, and as there was a strong quaker influence in the board Mr. Cassatt was gently reminded that he should resign from Willowbrook or from the road. He did both at once and ere long it became evident that he was taking up with the Reading railroad. The Pennsylvania people hastily requested him to resume relations with them. Mr. Cassatt placidly assented, but thereafter his horses were entered under his own name.

Rolling Stock.

In round numbers \$380,000,000 was spent last year in rolling stock for the American railroads. More than \$250,000,000 was spent in freight cars. A freight car costs about \$1,000, and a passenger car about \$8,000. The price of a good engine is about \$15,000.

ELECTRIC AND STEAM LINES.

Motor Has by No Means Supplanted the Locomotive.

The competition of electric interurban railroads with present systems of steam railroads, in the passenger traffic, has of late become a matter of some popular interest and of more or less common speculation. Much is currently written and spoken upon the subject; but of these discussions a certain amount seems to be based upon sensational statements or upon mistaken ideas as to the comparative standing of the two railway industries at the present time. The interurban

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