

allow the trustees to elect a new executive for this institution until both board and president have solemnly promised that from this time on, in funds, in faculty, in buildings, in equipment, in live stock, and in everything that pertains to agriculture, the University of Nebraska shall be a leader. Boards of trustees and presidents, no matter what private opinions they may hold, are after all but representatives of the people and will not go far from the right when the people speak in an unmistakable voice. In half a dozen states a wronged people have risen in their might and wrested the agricultural college from the state university, placing it on a separate foundation. Let the trustees of Nebraska university look to Connecticut, Rhode Island, New Hampshire, South Carolina and Mississippi to see what has already been accomplished by absolute separations from universities and the foundation of new agricultural colleges. In each of these states the people would not tolerate the abuse any longer and the establishment of entirely new institutions was the result. In Illinois only last winter the people, unable to longer withstand the perversion of the funds belonging to the college of agriculture, directed through the legislature that hereafter one-half of all the income from the several government grants should go specifically to the college of agriculture.

Will the farmers of Nebraska awaken to the situation and place their agricultural college where it belongs or are they content to trail on in mediocrity and allow president and trustees to pervert and misuse their inheritance as in the past?—Breeder's Gazette.

### THE FUTURE OF THE RAILROADS.

Paul Morton, vice president of the Atchison, Topeka & Santa Fe railroad company, suggests three possible solutions of the problem of transportation in the United States: The railroad companies must be authorized by law to pool and divide business. All the railroads must be combined in a few enormous non-competitive systems, or they must pass under the ownership of the nation.

The sentiment of the country is so averse to allowing the railroads to agree on rates and divide business that there is hardly the slightest likelihood that congress will legalize the pooling method which the railroad managers desire. Hence, only two of the contingencies named by Mr. Morton are within the range of probability. Either the government must own the railroads or they will ultimately be merged into a few vast systems so powerful that competition will be out of the question and the transportation business will become a monopoly. Judging from present tendencies, that is what will happen before the sentiment of the people reaches the stage which would make

government ownership possible. But such a concentration of railroads in a few hands will never be permitted without the strictest kind of governmental supervision. The three possible developments named by Mr. Morton seem to be merged into one by the logic of prevailing tendencies, and the thing which at the present moment seems most probable is a half dozen, or even fewer, vast corporations owning all the 247,000 miles of railroad tracks and the million and a half of cars and engines that are in use in the country today, these corporations in turn to be so completely under the control and regulation of the government that they will have little or nothing to say about rates, but will be practically agents of the government, operating the railroads, distributing a reasonable amount of the profits of the business to their security holders and paying all excess of earnings into the national treasury.

Such an arrangement would be preferable to government ownership, for it would leave the railroads in the hands of business men instead of politicians. It would avoid the necessity of an enormous increase in the civil service, and give the country all the benefits of stable and uniform rates, as well as the advantages of individual and corporate enterprise in the development and extension of the transportation system of the country.

The objection will be urged against this method that it would immensely increase the influences that corporations wield in the government of the country. But that plea may be met by the question whether such an influence would be as bad as the danger of partisan control of the million employees of railroads under absolute government ownership.—Kansas City Star.

### ALGER.

THE CONSERVATIVE has known Russell A. Alger personally long and well. He is an honest man. He is a very competent business man. By nature he is a stronger and better man than McKinley.

The former secretary of war will be untrue to himself, his family and friends if he fails to candidly and truthfully tell the real reasons that brought about his resignation from McKinley's cabinet. All Michigan, especially Detroit, awaits General Alger's statement with the perfect conviction that it will be forcible and truthful.

### THANKS.

To the brother and the nephew of the late Governor Roswell P. Flower the editor extends thanks for a very truthful, large and skilfully executed portrait of that honest, earnest and able man. It has been handsomely framed and will be preserved among the choicest pictures of departed and esteemed friends.

### FREE SILVER IN NEBRASKA CITY.

Nebraska City is famous for its manufacturing plants, for the hundreds of contented men and women employed in making cereal goods like corn starch, rolled oats, corn flour and meals. Besides the cereal industrial plants the Chicago Packing and Provision Company is putting up bacon at the average rate of fifteen hundred hogs a day. And the Canning Company is working a lot more people while the Press Drill Company and other establishments are running full head. There has never been a strike in any Nebraska City factory, or any serious disagreement between employers and employees. All are satisfied, contented and prosperous. But since Coin Harvey's visitation and exhortation a new industry has begun development at Nebraska City.

### Boring for Silver.

The first prospecting for silver in the pockets of the plain people during the present season at Nebraska City began with the advent and protracted meeting of Rev. Coin Harvey. He "drifted" in and "bored" until by dint of hard labor he made, according to The Omaha World-Herald of Sunday, July 23, the following opulent clean-up of seven dollars in cash and one hundred and ninety-seven dollars in "deferred payments."

- H. H. Hanks, cash, \$1; deferred payments, \$16.
- W. T. Sloan, cash, \$1; deferred payments, \$16.
- W. M. Clary, cash, \$1; deferred payments, \$16.
- J. W. Tice, cash, \$1; deferred payments, \$16.
- J. J. Cardwell, cash, \$1; deferred payments, \$16.
- J. E. Harris, cash, \$1; deferred payments, \$16.
- W. W. Wilson, cash, \$1; deferred payments, \$16.
- Dr. M. A. Carriker, deferred payments, \$17.
- H. M. Boydston, deferred payments, \$17.
- H. Northcutt, deferred payments, \$17.
- C. P. Lloyd, deferred payments, \$17.
- F. M. Golden, deferred payments, \$17.

The fact that not one of the above generous citizens holds any office, ever held any office, ever aspired to any office or could, under any circumstances, be induced to accept any office, emphasizes the purity of their purposes and the intensity of their patriotism. It is barely possible, upon reflection, that THE CONSERVATIVE may be mistaken as to the aversion to office which seems to characterize the subscribers to the free silver fund in general, but it will wager large doughnuts against silver dollars that no officeholder or officeseeker can be found in the Nebraska City donors to the free silver fallacies of Bryanarchy.

No persons connected with the industrial plants of Nebraska City gave a cent.