

STAND UP FOR NEBRASKA!

A great bitch wolf trust is possible in Nebraska. The state bounty of three dollars on each wolf scalp should encourage whelp-breeding and the profits from wolf pups should grow like ear corn after the late copious rains. Where is the citizen with so little patriotism that he will not stand up for Nebraska and the infant industry of wolf-pup propagation?

Is a wolf less than a dog more than chicory is less than coffee? If the state can justly tax all its citizens to raise a bounty to pay for the encouragement of frauds upon coffee-drinkers and chicory is a proper product for stimulation, then the wolf-raising industry should elicit popular support. The glorious wolf-scalp crop of 1899 reaching fifteen thousand, at three dollars each, already, and thirty more counties to hear from, thrills with pride every protectionist in the state. Grow wolves! Raise whelps for their scalps!

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A SAVING.

It is commonly reported, from a loose estimate no doubt, that 50,000 traveling salesmen have been thrown out of employment by recent consolidations of business enterprises into what are popularly known as "trusts." This is usually spoken of as a serious calamity, and a proof that "trusts" should not be permitted; in other words, that

capital should be obliged to remain as at present invested, and denied the privilege of further combinations which its custodians may consider profitable. This, however, is a mistake, and if manufacturers and dealers, by reorganizing their businesses, have been enabled to dispense with the services of that number of salesmen, the community, instead of suffering thereby, will make a double profit.

The first profit arises from the fact that none will be discharged save supernumeraries. Certainly the public will not be allowed to go without any article of commerce by reason of its production being brought under the control of one central head; it may be believed that enough men will be kept on the road to insure every dealer's stock being kept amply supplied. But at present, in addition to this desirable end, men are employed to solicit the dealer to discriminate among producers, otherwise than as his interests may dictate; to buy Black's pepper instead of White's, and Green's thread instead of Brown's. These men are simply duplicates; they may be dispensed with altogether and no one be the worse off; and who has been paying their wages and expenses if not the consumer?

The second profit will accrue to the community if the men in question are directed from their present condition to some productive industry. They have been hitherto not only non-producers, but actual parasites, living off the profits of commerce which would otherwise be shared between dealer and consumer; if now they turn their energies to making two blades of grass grow where one grew before, the wealth of the nation will be increased by their efforts to the extent that it has been decreased.

An equally desirable object would be attained if the railroads, by pooling, consolidation or otherwise, were permitted to do away with their costly soliciting departments. Does any one suppose that a manufacturer ships a pound more of freight or a traveler goes a mile further, for being asked? The only difference possible is that he may make use of one railroad line instead of another. And how is the public any the better off for the North-Eastern road having done more business than the South-Western?

Senator Thurston has a phenomenally robust voice for his size, but he puts it to a very bad use when he lifts it up against a square-out declaration for the gold standard in the Republican national platform of 1900.—Hartford Courant.

Senator Thurston makes the same mistake many practical politicians make, of overlooking the balance of power in this country which demands and supports only definite and intelligent platform demands upon great is-

sues. The elimination of a distinct currency plank from its platform by the republican party next year will cost its ticket thousands and thousands of votes, not upon the theory that the currency question is still unsettled, but upon the principle that it is not to be trusted in times of great emergency. It could in no better way prove that its mission is to play politics. It is not forgotten that it required a fierce struggle to force a gold platform upon the last republican convention. It is not forgotten that it was weeks before the candidate himself could form his lips to speak the word gold. It is not forgotten that the first act of the new administration was to return to tinkering of the tariff. It is not forgotten that there is even yet no new currency legislation upon the books. To abandon the principle now would be a virtual confession that there is merit and force in the silver contention, and would in all probability lead to its triumph.—New Haven Register.

The Boston Transcript (rep.) wonders that the attitude of the Palmer and Buckner democrats in the coming presidential campaign has not been much discussed since "the body of voters represented at Indianapolis come very near constituting the balance of power, if they do not absolutely do so, in our national politics." Having raised the question, the Transcript hazards the opinion that "it is reasonable to conclude that unless the Indianapolis movement should take a broader platform it will cut but little figure in the next campaign. Most of its former supporters would be found openly favoring either McKinley or Bryan, with a considerable majority for McKinley."

NEBRASKA BOARD OF TRANSPORTATION.

The Nebraska State Board of Transportation is an ornamental, inutile and an unmitigated extravagance without excuse for existence. The lack of moral courage in the last legislature permitted it to continue its career of salary drawing and making expense accounts. It has cost the taxpayers of Nebraska thousands upon thousands of dollars. It has never added one cent to the commonwealth. It is merely a political incubator, hatching salaries and perquisites for a lot of parasites upon the body politic. The members know nothing of transportation of passengers and freights by rail. But they are adepts at transportation of dollars from the state treasury by tale into their own greedy pocketbooks.

The State Board of Transportation ought to be abolished, erased, wiped out, and the places where it convened fumigated. Complete disinfection cannot be secured without the annihilation of that board and the incineration of all the cadaverous debris surrounding it.