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SUSCEPTIBLE TO BRIBES.

Edgar Howard's Papillion Times is dancing and singing gleefully because Holcomb has been nominated for supreme judge and at the same time forbidden to accept free transportation on railroads. This is a direct insinuation, by Howard, as to Holcomb and all other populists, that susceptibility to bribery is a prevalent weakness. Railroad fare, two and a half cents a mile, being averted by a pass, the two-and-a-half cent intellects, which are, in Howard's estimate, liable to get fusion nominations will be delivered from temptation. Too susceptible are the two-and-a-half-cent souls. Too easily led astray by being "passed;" would Howard say.

RAILROADER ALLEN.

William Vincent Allen, formerly United States senator and now district judge by the grace of the House-Rent Holcomb crowd, declared in many screeds and speeches for government ownership of all railroads in the United States. Perhaps he will sometime tell how the government can come into possession of all the railroads without paying for them and how the pay for them is to be raised without going into debt?

Railroads employ more men than government. Their ownership by the state would make more places for politicians, like Allen, to fill with their sons and other relatives. Even the Oxnards could

not contrive soft jobs as rapidly as they could be evolved in the railway service if all the lines were owned and operated by a paternal government like that carried on by McKinleyism with the Brother-Abnerism attachment.

Labor comprises sixty per cent of the operating expenses of a railroad. Railroad employees rank high in mental and manual discipline, skill and character. There are no bread-winners of any class who outrank the genius, industry and general capacity for useful work of the men and officers of railroads in the United States.

At the close of the fiscal year ending June 30, 1898, the report of the Interstate Commerce Commission shows that the railroads

of this republic were employing eight hundred and seventy-four thousand, five hundred and fifty-eight men. These men had been paid during that year for wages and salaries four hundred and ninety-five millions, fifty-five thousand and six hundred and eighteen dollars. That sum represented forty per cent of the net earnings of all the railroads in this country for that year.

The figures show the direct outlay in dollars accruing to the benefit of labor;

but the indirect advantages resulting from railroad enterprise are vastly greater, and are so numerous, so far-reaching, and of such stupendous magnitude, that we cannot even attempt to grasp them all. Without the railways this great country would still be a howling wilderness, with the exception of a fringe of settlements near the coast. The population would probably be not much more than a tithe of its present rating. Millions of emigrants who have hewn out fortunes for themselves and families in the New World would still be toiling in poverty in their native lands but for the opportunities afforded them by the transcontinental railroads.

All this railroad development has been accomplished by private enterprise, for the hope of gain. The daring exploiters of the wilderness did not invest their money in transportation enterprises from philanthropic motives. The government of the United States did not compel the people to furnish means for constructing these roads; on the contrary, the railway lines were purely private ventures. Yet there are some discontented grumblers—people

Private Pluck.

who always profess to believe that whatever exists is bad, and that what is unattainable or impracticable is good (among them unfortunately, not a few railroad employees)—who wish to see the government assume control of all railways, telegraph and telephone lines, as well as of a host of other modern private enterprises. Some of these advocates of state socialism draw the line at one class of industries, some at another; and still others have such vague and indefinite ideas that they have indicated no boundary lines between private ownership and state control.

Will Senator Allen elucidate his views? THE CONSERVATIVE hungers for the crisp, lucid brevities of statement which characterize Allen in economic discussion. Turn on the Allen arc light!

IMPERTINENT WEALTH.

The silver smelter at Omaha belongs to the silver smelters' and refiners' combine but continues to do business notwithstanding Attorney-General Blarney Smythe's raid upon The Standard Oil Company.

The former trust makes a lubricant for the wheels of Bryanarchy. The latter furnishes only a cheap oil for illuminating the homes of the plain people. The former is avowedly working to put up the price of silver, in connection with the advocates of its free coinage at 16 to 1. It is the dynamo of populism. It is the heart of fusion. It furnishes circulation for the Whole Standard Office-Seekers' Syndicate. Silver trusts they adore. Oil trusts they detest.

SIXTEEN TO ONE. THE CONSERVATIVE wagers sixteen to one that the great, good and zealous attorney-general of Nebraska will begin no action against The Standard Silver Smelter Trust with headquarters and leading officers at Omaha.

How can Blarney Smythe attack the supporting and nominating power of The Standard Office-Seeking Trust of Nebraska?

Without the brains, money and energy of the silver kings where would Smythe, Holcomb, Allen and Bryan get contributions of large size for the campaign? How can Smythe smite the silver syndicate that nourished him all these years and promises rich and succulent subsistence for this campaign?