

CROKER AND BRYAN.

There is reason to think that Croker will be charmed with the fact that Bryan declared so early in his political career "I assure you it is the money that is in the office and not the honor that attract me."

There is a Tammany taste to the grammar and a Tammany flavor to the avowal of the object of getting public position which ought to give a Tweed-like zest to the enthusiasm of a certain class of Crokerites.

If Tammany does not support Colonel Bryan after reading his frank avowal of the reason he had for trying to become secretary of the board of transportation for the state of Nebraska, in 1889, it will not be true to the Tweedish proverb that "public office is a private snap."

BRYAN AND DEFEAT.

"Why are the people not frightened about free silver as they were in 1896?" asks the Baltimore American, "when the hue and cry about it paralyzed business in the richest country in the world." The American answers its own question as follows: "Because they know that if a free silver candidate is nominated next year he will surely be beaten, and, knowing this, they are assured that the currency will not be disturbed. They go about their business, and let the politicians, who appear to be incapable of understanding the logic of events, talk and squabble as much as they like."

TRADE.

MR. EDITOR: Your correspondent, Mr. Frank Heller, shows, according to a fallacy much in vogue, that Great Britain must be getting poorer all the time, since her imports exceed her exports. There is no sound political economist who regards an excess of exports over imports as proof of increasing wealth or *vice versa*. If a merchant in New York ships goods to London worth \$10,000 and gets goods in return worth \$20,000, the excess of imports is just \$10,000; but that does not show that our country has lost that amount.

Respectfully,

A. B. SMITH.

Little Rock, Ark., Oct. 6, 1899.

NOBLE DESCENDANTS.

EDITOR OF THE CONSERVATIVE:
Nebraska City, Neb.

If the census department would, while taking the coming census, take an account of the number of men who claim descent from English, Scotch and Irish lords, it would be mighty interesting reading, particularly when referring to the recent statement of Lord Charles Beresford that there was not a legiti-

mate descendant of his family in the United States, notwithstanding the facts.

He says that there are people in this country bearing his name and going so far as to wear the crest of the family. How do these gentlemen feel at his statement, if they are relatives of his lordship?

The late Lord Fitzmorris who was shot in Ireland had, it is stated, several illegitimate relatives in this country. If such were not the case he might probably be living today; but some poor girl's relative took revenge upon this rascal and his debauchery.

Yours truly,

RALPH WILSON.

BRYAN'S LETTER.

The publication of the letter of Mr. Bryan in which he said he wanted a public office for the money there was in it seems to have angered Bryan and his friends. The contrast between the sentiment expressed by Hon. T. B. Reed in regard to holding an office and that sentiment of Colonel Bryan is not satisfying to the latter and his followers.

But if Mr. Bryan had been less abusive of his fellow citizens who have, by attention to business, acquired money; less vehement in denouncing as "greed" all legitimate attempts to secure a competency in commercial or professional life, his letter would not appear to such disadvantage. It is only in contrast with Bryan's assumption of superior purity and a standard of patriotism higher than that of any other American citizen, as to his love of the poor plain people, that the phrase "I assure you it is the money that is in the office and not the honor that attract me," looks so paradoxical and misconceptive of the higher motives which should prompt all good citizens to wish to serve and help the commonwealth.

MOSES.

The meekness of Moses has been a model for all humble people during the last two or three thousand years. But whether Moses ever kept silence, while charged with lying, and at the same time had a letter in his pocket from the gentleman who made the charge, is not recorded.

Bryanarchists seem to think that the editor of THE CONSERVATIVE had neither legal nor moral right to settle the question of veracity between himself and Mr. Bryan by the introduction, as evidence, of the facsimiled letter of the latter. But with a humility and meekness that would knock the record of Moses clear out, and a patience which would make Job appear an irritable and waspish old curmudgeon, the editor was to remain quiet and speechless and evidenceless. But he was not so meek nor so patient.

OVERLAND FREIGHTING.

At the next annual meeting of the Nebraska State Historical Society, which will be held in Lincoln on the evenings of January 9 and 10, one whole evening will be devoted to the subject of the old overland freighting business, 1845-1868. When the program is printed, it will be sent to all old freighters and settlers who meanwhile send their addresses to the office of the society. The opportunity to preserve information on the subject of freighting is fast passing away. Those who know best what freighting was and who can tell most about it, have long been gray, and their number is getting fewer daily. All freighters are urged to lose no time in writing what they can recall of the days and sending it to the society. Information need not be in any special form. Diaries, notes, circulars, newspapers,—anything relating to freighting—will be considered valuable and very gladly accepted by the society. Information is wanted on such subjects as freight rates, kinds of goods hauled, wages of teamsters, profits of business, unusually large trains or hauls, time made by the trains, routes traveled, stations, condition of roads, amount of feed and water, obsolete names and expressions used by freighters, numbers of freighters, wagons, oxen, etc., and special adventures. The names of all the old freighters are wanted, as well as when and where they were employed, and when they died, or where they now live. The society wants to place in its fire-proof rooms any paintings and pictures of freighting scenes and will be under obligation to any one sending such.

The subject of the old roads is of great importance. All who can are asked to help locate just where each of the roads used in freighting and other traffic, crossed each county. If a few men in each county will send the society a tracing of the roads across their own county, it will be very easy to record the entire road system of this country as it existed before the time of railroads and section lines.

It is desired that all freighters who can, will attend the meeting and talk over the early days.

JAY AMOS BARRETT,

Asst. Sec. and Librarian.

Office of the Society,

Lincoln, Oct. 10, 1899.

POLITICAL.

"Civil service reform is wise and just and equitable," says the Boston Journal (rep.). "Those Pennsylvanians who denounce it do not know what they do. It is as absurd and futile to call for the repeal of the reform law as it would be to demand the abrogation of the constitutional amendments against slavery."