

then state socialism, at least to the extent of the public control of semi or natural monopolies, will have a more serious hearing than it has yet obtained.

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**CROKER WILL AID GOEBEL.**

Mr. Altsheler, correspondent of the New York World, closes his account of Mr. Bryan's Kentucky tour with this significant paragraph:

"The Goebel democrats of Kentucky have built great hopes upon Mr. Bryan's visit to the state, but they want more money. National Committeeman Urey Woodson left tonight for New York, and it is said that he carries a letter from Mr. Bryan to Mr. Croker, who is expected to help in raising funds."

This money, which is to come from Croker's political treasury, is blackmail and blood money. In New York the houses of ill-repute, the gambling houses, the vicious dives of every kind and character, all pay tribute to Croker. Thieves and burglars purchase freedom with money. Great corporations purchase peace and freedom from interference by tribute to Croker. To Croker Mr. Goebel now appeals, and his appeal is backed by Mr. Bryan.

Let Kentucky democrats think of this new alliance. Goebel, Bryan and Croker. Time was when in Kentucky Mr. Bryan was considered the exponent of a democracy that was at eternal war with all for which Croker stands; now he introduces Goebel's messenger to this modern Tweed, and asks Croker to help Goebel.

On the very day that Bryan was sending Woodson to Croker, Judge Daly, in New York, was thus describing Croker and the Croker dynasty:

"It is a power which has practically destroyed our political institutions and substituted the will of one man for the will of the people.

"There is no need to rehearse the discreditable catalogue of ills from which we suffer. It seems incredible, that with so much that is good, honest, charitable, pure and brave among us, we should continue to suffer such ills. It should be inconceivable that any man should be permitted, by the simple scheme of using votes as an industry, to hold the purses and property of the whole community as his personal emolument. It is even more astonishing that when the remedy is in the hands of the citizen—when he has only to register and vote in order to regain control of his government and rule his municipal servants instead of being ruled by them—that any man should be found so slothful or negligent as to refrain from that slight exertion to preserve his rights."

The difference between the Croker dynasty and the Goebel dynasty is that in New York the people have still an

untrammelled ballot; in Kentucky Goebel has tried in advance to deny to the people an appeal to the polls.

It becomes clearer every day that Croker, McLean, Harrison and Goebel, all belong to one organization, and that they intend to establish their Oligarchy on the ruins of the democratic party.

While Woodson is in New York begging aid of Croker, let the people of Kentucky arouse themselves to a last struggle with these foes of personal freedom. We have beaten Goebel; we have beaten Blackburn; we have drawn the fangs of the Force bill; we have heard unmoved Mr. Bryan's appeal to us to sacrifice honor and morality to political expediency; now we have to meet the war fund of Croker and Tammany Hall. But unless we are greatly mistaken, there is not money enough at Croker's command to buy Kentucky.—Louisville Post.

**A REMINISCENCE.** The following from the New York Herald, early in 1860, revives the memory of a project for the benefit of the desert we inhabit, which was plausible indeed, but of which nothing ever came.

"From the Mississippi valley and the Gulf of Mexico to the Pacific Ocean, over a territorial area exceeding in extent a million of square miles, the camel may be multiplied by thousands, with a still increasing demand for more. Distribute him liberally among those intervening deserts, and he will soon people them with industrious settlements, and reduce immensely the present estimates of the cost of a Pacific railroad. We regard the introduction of the camel, in this view, as equivalent to the transformation of our Western desert wastes into fruitful and populous districts; and we think, too, in this connection, and that at no distant day, our former consuls in Egypt—Gliddon and McCauley—will be enrolled among the great benefactors of mankind, on account of their services in bringing the camel to the favorable attention of our government."

So far as THE CONSERVATIVE is aware, none of the cities of the plains have ever erected statues to Messrs. Gliddon and McCauley; and we are of the opinion that the late P. T. Barnum introduced the camel to more Americans, or more Americans to the camel, than those gentlemen ever did. It is true that attempts have been made, particularly in the southwest, to make commercial use of the camel; but the Pacific road worried through, and the industrious settlements struggled up, without his aid. One wonders, however, what Nebraska City would have been like in the freighting days, with her streets full of Arabs and camels in place of the violent bullwhacker and his unostentatious ox-team?

**"THE ROUTES TO THE GOLD MINES."**

During the freighting days, while each of the river-towns was striving to become the metropolis, the local newspapers were scattered through the older settlements, filled with suitable reading-matter, in the hope of attracting immigration. The Nebraska City papers were as active in this work as any of their neighbors. We reprint below a synopsis of the various routes across the plains, which was published in the early spring of 1860; it gives an outline of the geography of the period, which is timely in view of the revived interest in matters pertaining to the pre-railroad days.

"The principal routes to the Nebraska Gold Mines are four in number, viz: from Omaha, from Nebraska City, from St. Joseph (by the Leavenworth trail) and from Kansas City by the way of the Arkansas river and Bent's fort.

The Council Bluffs and Omaha routes cross the Papillions, the Elkhorn and Loup fork, three large and bad streams, and a great number of smaller ones, and the Platte, the worst river to ford in the West, and is nearly 600 miles long.

The St. Joseph and Leavenworth route crosses the Soldier, the Grasshopper, the Nemaha, the Walnut, the Big Blue, the Sandy, the Little Blue, and many other tributaries of the Kansas river, at points where there are no bridges, and which are difficult to ford. This route is from 650 to 700 miles.

From Kansas City the route leads up the Kansas and Arkansas rivers, over a bad and very roundabout road. It is a feasible, and the best route for emigrants from Texas, Arkansas and southern Missouri. From Kansas City to the mouth of Cherry Creek the road is about 900 miles.

The road from Nebraska City, which is the westernmost point on the Missouri river, runs upon a "divide" between the southern tributaries of the Platte and the northern ones of the Kansas, and crosses but one stream of more than a few inches of water on the whole route. It is well timbered and watered along the whole route for camping purposes, and has an abundant supply of grazing the whole distance. It is about 500 miles—the road has not (nor have any) been measured, but we judge from the time of travel; ox teams have come from Aurora to Nebraska City in twenty-five days.

One of the best ferries on the river is located at Nebraska City."

This ferry was that operated, under a charter from the territorial legislature, by Captain John B. Boulware, from whom the glen in which the Vitrified Brick works lie had its name of Boulware's Hollow. Later several steam ferry-boats were kept busy at this crossing.

Fruit trees along the highways in Belgium made a return of \$2,000,000 last year.