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THE MONEY TRUST.

Senator Silver Clark, of the silver state of Montana, if THE CONSERVATIVE is not mistaken, was a valorous soldier in "the first battle" for Bryanarchy. He gave generously to the vast campaign fund of that pure and innocent syndicate which was endeavoring to elect the Chicago platform ticket in 1896. Senator Clark, like Senator Dilworthy in the play, was chock full of piousness and boiling over with honesty. At last virtue had its reward—even in Montana—and the immaculate friend of "the plain people," the good patriot who "put up" thousands to carry sixteen-to-one in 1896, was elected a United States senator.

But the man, Mr. Welcome, who managed to elect Clark, has been disbarred from practicing law by the supreme court of that state. The charge of having bribed members of the legislature to vote for Clark was so satisfactorily demonstrated to be true that Mr. Welcome was welcomed out of the profession by an edict of the highest Montana tribunal of justice.

And now the silver sanctity of the senator from Montana is smeared over with charges of having basely used the power of money, the octopus of greed and gain to secure his exaltation as a senatorial representative of the "plain people."

Mr. Henry C. Stiff, who clearly, as speaker of the Montana house of representatives, is particularly well posted as to the market prices for legislators in that state, where the money power and

plutocracy are so detested and derided, is giving some very opulent testimony relative to the "dollar-made man." He contributes evidence from carefully prepared political market reports and states dates, contracts, amounts which prove that the "God-made man" stood no show in a legislature which favored the free coinage of silver and senators at a ratio of 16 to 1.

The purchasing power of the dollar has not visibly enhanced in the Montana markets where members of the legislature are always quotable with silver, copper, lead and other heavy commodities. The prices range for even "piggy" members of the lower house from five hundred to ten thousand dollars each. And even "lump-jawed" senators go as high as twenty thousand dollars apiece.

It is not believed that any gold standard senator ever paid half as liberally. The natural greediness of the plutocrat is almost enough to discourage the unprotected industry of manufacturing bribe-takers in state legislatures. It was left for the really and truly pure patriotism of the disciples of Bryanarchy to encourage, build up and energize the delectable and altogether lovely industry which makes chattels of state legislatures. The magnificent and inspiring success of silver as a disinfectant when properly distributed among members of a legislature has been efficiently demonstrated by Colonel Bryan's staunch friend, Senator Clark of Montana.

PIONEER LOCOMOTIVES.

The Atchison Daily Globe of the 8th of January, 1900, contains the following: "John Ashcraft says that Tom Fortune's steam wagon, mentioned in Saturday's issue, was never steamed up except in Atchison on the Fourth of July, 1861. A steamboat engineer was hired to run it. A. J. Reed and Jas. Lowe were employed as pilots, and Abe Ashcraft as brakeman. Soon after the steam wagon reached Commercial street, the pilot wheel broke, and the machine ran into Luther Challiss' store, breaking a boy's leg. This disgusted the engineer, and he would not have anything more to do with the machine. Afterwards Lou Higby ran it to the vacant lots west of A. W. Stevens' drug store, where it was torn to pieces. Lou Higby used the

boiler for several years in his machine shop. The steam wagon, Mr. Ashcraft says, was built in St. Louis, at an expense of \$2,500.

"George W. Martin, secretary of the state historical society, is searching for the record of the first railroad locomotive brought to Kansas, which a few weeks ago, passed to the scrap pile of the Missouri Pacific railroad company. The locomotive was landed in Kansas in May, 1860, coming across from St. Joe for operation on the thirty miles of the old Atchison & P.ke's Peak railroad. 'The Albany,' as the engine was designated, did service on that primitive branch for years and later became the property of the Missouri Pacific, having been in use in the western part of the state until sent to the scrap pile. The locomotive has a strange history marked by many wrecks and accidents, all of which Mr. Martin hopes to secure authentic history concerning."

The secretary of the state historical society of Nebraska is getting much valuable data upon early transportation across the plains. It is hoped that the name of the first railroad engine ever steamed up in Nebraska and the day of the month and the year in which it drew its first breath of steam, may soon be ascertained. Those citizens having facts relative to this matter will do a good deed by sending them to Jay Amos Barrett, University, Lincoln, Neb.

AMERICAN POLICEMEN.

It is conceded that a majority of the policemen of the cities of the United States are Irishmen. It is also conceded that the policemen aforesaid are valiantly against the English forces in South Africa. It is likewise generally understood that the Irishmen in America are ever ready to engender a war between the United States and Great Britain.

Would there be any impropriety or inconsistency if, by a concert of action, every Irish policeman in the United States should, on the same day, resign and embark for South Africa to aid the Boers?

The generosity and disinterested benevolence of the Irish in America are preëminently luminous in their expressed willingness to help the United States into the privilege of a war with England. The Irish are always willing to make the quarrel and permit the United States the satisfaction of doing the fighting.