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**OBITUARY.**
**David Brown.**

One by one the pioneers of the state depart for another unknown country. Those who came to unknown Nebraska in the decade from 1850 to 1860 may now be counted in as little time as it took to count the cabins of Otoe county in 1855.

Among the best type of the earliest settlers of this state was David Brown of Nebraska City, a citizen, a teacher and an exemplar of the homely and substantial value of truth, honesty and a blameless life. Among us he lived more than forty years without doing an intentional wrong to any fellow mortal. He was temperate, industrious and prosperous without being fanatical, exacting or proud. He worked because he joyed in work, and the results it gave in satisfactions for himself, his family, his friends and the community.

His death, which came on Wednesday, March 6th, 1901, was an irreparable loss to family, friends, city, county, and state, for he labored well and loyally for all of them with an intensity of purpose which continued to his dying breath. His last minutes confirmed his courage and consecrated the end of his useful life as a lesson, in bravely and tranquilly meeting inevitable death. Business affairs, letters to friends, solacing words to wife and son and brother, were calmly attended to and with wonderful lucidity of mind. Minutes, in which is given a lesson so solemnly and sweetly inculcated and so ineffaceably registered on the memory, are counted as equal, in wisdom and sincerity, to entire years of ordinary life.

"For the tongues of dying men  
Enforce attention like deep harmony."

The following letter is taken from the Omaha Bee and State Journal of March 11, 1901:

SYRACUSE, Neb., March 10.—To the Editor of The Bee: A large contingent of the Nebraska legislature marching through the falling raindrops to the home of their colleague, the late Hon. David Brown, and laying him away under the sod, covered by the falling snow, is typical of the purity of their late comrade's life. A more beautiful portrayal of the character and of the life that has just gone out could not be portrayed than by a letter written by David Brown, while in the legislature, to his friend, J. Sterling Morton, upon the recent death of his son, Carl, which, thanks to Mrs. David Brown and Joy Morton, I am permitted to present to the public, feeling that the people are entitled to this glimpse of the sterling character of our late representative. The following is the letter:

LINCOLN, Jan. 8, 1901.—J. Sterling Morton: My Dear Sir—I do not

know what to say, but cannot keep silent. I beg you do not let this overwhelm you—not to give up; there is much yet for you to do for which no one is so well fitted as you. The other boys will draw even nearer to you; your friends and neighbors with a new tenderness will hold up your hands. Cannot you spare him, her baby to his mother, when you still have three? Even now, with one gone, who is so blessed in his children as you?

Other children have trampled their parents' hearts, wasted their substances, remorselessly dragged in the dust their honored names. Yours have kept close to you in honor and love and through the training they have received and the heritage of excellent qualities transmitted to them have added to your lustrous fame. In the companionship of the three dear sons who remain and the grateful memory of the precious one who has penetrated the mysteries of that eternity we are nearing can you not find consolation and renewed courage?

With tears in my eyes and grief for you in my heart, I ask if you are not wonderfully blessed, even though terribly bereaved? And over us all is the pitying eye of the Great Ruler. May He comfort and strengthen you is the ever earnest prayer of your sincere friend,  
DAVID BROWN.

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**Theron Nye.**

An eminent and useful pioneer of Dodge county has just passed away. Of him the Fremont Tribune says:

"The death of Theron Nye removes from the citizenship of Fremont a man who was for many years a conspicuous figure. Mr. Nye was one of the earliest settlers of the town and county. In the pioneer days and for many years thereafter he was prominently identified with the material, political and social interests of the community. He did much to build up all of them. To such hardy and sturdy pioneers much is due for the substantial foundations laid for what has grown into a thriving, intelligent, progressive little city, one of the best in the state and the west. He did his part well and the world is better for his having lived."

The builders are going out from among the temples of peace and plenty of which they were the architects and founders.

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**THE DEVELOPMENT OF RAILROAD POLICY.**

[From The Railway and Engineering Review, Chicago, March 2, 1901.]

Elsewhere in this issue will be found extracts from an address delivered by Mr. Paul Morton, vice-president Santa Fe system, before the Los Angeles, Cal., chamber of commerce at a banquet given by that organization on Washington's birthday. As a declaration of railroad principles and as an exposition of the progress made in the policy of

those organizations, the address is one of the best that has been yet given. Mr. Morton's theory—and it is only fair to say that he holds it in common with the most advanced managers of railway properties—is that the interests of the community are the interests of the railroad; that the best way to increase the earnings of a railroad is to build up the community in all that tends to make it prosperous. It will be noticed that he suggests channels of industry which will materially lessen the tonnage of the railroad, although it will add to the wealth of the community. In former days it was a very general policy to take as much possible of the raw material out of a country in order that the greatest amount of finished product might be hauled in. This naturally resulted in an increased burden upon the people, but that was a matter to which railroads were or seemed to be comparatively indifferent. The newer policy, and the more correct one, is to foster the consolidation of products, which, while it results in a somewhat reduced tonnage, so far as particular commodities are concerned, has the effect of increasing the capacity of the community in the direction of larger outlays and thereby creating a traffic which would be otherwise lacking.

Mr. Morton sees no particular danger to the people through the rapid consolidation of railways which has been going on for the past two years. On the contrary, he inclines to the opinion that through the economies thereby effected transportation charges will be reduced and a direct benefit to the people result therefrom. He refutes the very prevalent idea that it is only the direct shippers that are interested in railway rates. The cost of transportation is a tax which, under our present civilization, is paid by every one. None can escape it. The last consumer must, of necessity, bear his portion of the burden, and it follows, therefore, that whatever tends to lighten this load directly benefits the entire people.

The consolidation of railways will inevitably result in reduction of charges and at the same time, as Mr. Morton points out, as inevitably abolish unequal and discriminative charges. No one thing can more thoroughly demoralize commerce than a fluctuating and unequal scale of rates, and anything that tends to bring about a reform in this particular will result in a direct benefit to the entire commercial interests of the country.

It may be a question whether, as compared with pooling, the unification of railroad interests will best accomplish this result. Many students of the question will disagree with Mr. Morton in this particular. It is a very general notion that the interests of the country and of the American people will be best conserved by the maintenance of a large