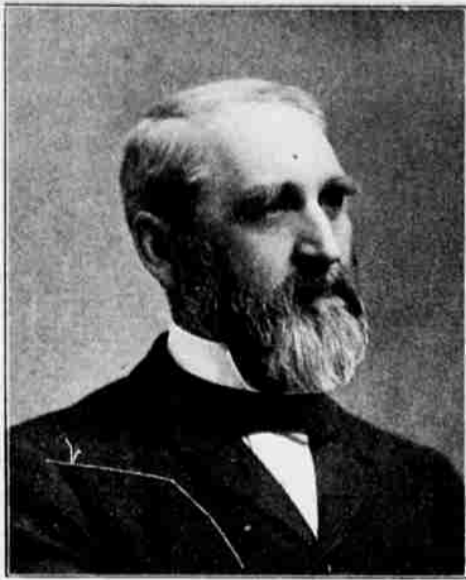


Nebraska's Delegation to Chicago Anti-Trust Conference



LORENZO CROUSE.



WILLIAM J. BRYAN.



W. V. ALLEN.



A. HUGH HIPPLE.



EDWARD ROSEWATER.



FRANK T. RANSOM.

The Anti-Trust Convention at Chicago

Nebraska will be represented at the anti-trust conference in Chicago by a delegation of men who have distinguished themselves in state and national politics; men who have had considerable to do with the shaping of the policy of political parties within the state and whose influence has been felt in the making of national platform declarations.

Governor Poynter has named the following delegation: Colonel William J. Bryan, Hon. William V. Allen, Hon. Edward Rosewater, Hon. Lorenzo Crouse, Hon. R. D. Sutherland, Hon. Frank T. Ransom and Hon. A. Hugh Hipple.

The attitude of Colonel Bryan toward the trust is well known, as is that of ex-Senator Allen. Hon. Edward Rosewater first became prominent for his advocacy of anti-monopoly measures twenty-five years ago, and has ever been a foe of trusts organized for stock jobbing and extortion. Ex-Governor Crouse has been prominently identified with the anti-monopoly wing of the republican party and was called to the governor's chair because of his known sentiments along these lines.

It goes without saying that Nebraska will be heard from at the anti-trust conference in Chicago in September. Expressions of opinion have been secured from all the delegates and are here given:

Colonel W. J. Bryan says: "I have not time to write an extended sentiment in regard to the trusts, but you can quote me as saying: An industrial aristocracy is as dangerous to free institutions as a landed aristocracy would be. Monopoly means the bondage of the many to the few."

In his book "The Last Battle" Mr. Bryan has this to say concerning trusts:

"If trusts exist in violation of law they can be exterminated only by the enforcement of the law. If present laws are insufficient, new and sufficient laws can be devised. If the constitution, which has been so construed as to prevent the taxation of the incomes of corporations, can be so construed as to protect trusts it is high time for a constitutional amendment which will enable the American people to protect themselves from trusts. * * I believe that the continued existence of the trust is largely due to the fact that many public officials, without openly defending it, are at heart friendly to it."

Concerning the forthcoming anti-trust convention Hon. Edward Rosewater said:

"The first national Anti-trust convention convened at the instance of the legislature of Minnesota in the city of Chicago, in June, 1895, and was presided over by then governor, now Senator Knute Nelson. The convention formulated a set of resolutions embodying the consensus of conclusions reached and recommendations made for national legislation. As chairman of the committee of resolutions, I was in position to compare and digest the various views entertained by the leading members of the convention, and when the resolutions were presented, it was incumbent upon me to champion and defend and secure its adoption. While the radical anti-monopoly and anti-corporation element

sought to commit the convention to a demand for the abolition of all corporations, the conservative element, which simply desired to curb the power of corporations and to curtail the most pernicious methods of the trusts, prevailed. The resolutions as adopted recommended the creation by congress of a new bureau of supervision of corporations engaged in interstate commerce, very much on the same lines as the bureau of the treasury in charge of the comptroller of the currency.

"The aim and purpose of this measure was to place the trusts under the surveillance and control of the government; to place the government in position to prevent the over-capitalization of these corporations, by requiring them to register all stocks and bonds with the bureau of control and making illegal all issues that did not represent actual value. It stands to reason that corporations honestly conducted would cheerfully have all their securities registered by the comptroller, and securities thus certified to would sell in the market like municipal bonds or other securities registered and certified by municipal or state authority. On the other hand, corporations that have been inflated and fraudulently capitalized would evade and resist inquiry into their affairs, but in the end would be forced to submit or be closed out.

"I have thought a great deal on this subject since the Chicago convention and have not changed my views as regards the propriety of this course. The only other check which congress can put on the operation of trusts, and without seriously interfering with the operations of competitive commerce is the abrogation of patents upon all devices by which trusts are enabled to have an absolute monopoly of certain industries. The abolition of patents would open the door wide for competition and make the trusts harmless."

Congressman R. D. Sutherland said: "All political parties, in their party platforms at least, are committed against the trusts. We are informed that the capitalization of the trusts at this time exceeds \$7,500,000,000. Naturally the intelligent and patriotic citizen is filled with alarm at the almost bewildering formation of great corporations, called trusts, the objects of the formation of which are to destroy competition and control the output and price of products. Mr. Havemeyer, the head of the Sugar trust, before the industrial commission at Washington, said: 'The day of the individual has passed. If the mass of the people profit at the expense of the individual the individual must and should go. It is a good business proposition to get out of the consumer all you can. We are not in business for philanthropic motives. If we sell cheaply it is for the purpose of crushing competition, and we will even up afterward.' If these are the sentiments held by all who are connected with the trusts, and there is

no reason to believe otherwise, then it is high time to protect the citizen and consumer against the trusts that have no regard for God or man. The supreme court of Indiana very recently passed upon the question of trusts in the interest of the people, and the supreme court of the United States, in the Joint Traffic association case, upheld the constitutionality of the anti-trust act and held that the Joint Traffic association was illegal. I have no doubt but that a remedy can be found for the trust evil and that the conference at Chicago in September among other things will propose and discuss remedies for that which every thinking person in our country today believes to be one of the most serious evils confronting our people."

Dr. A. Hugh Hipple expresses this view of the subject: "The producers of raw material, the consumers of finished products, the workmen who transform the one into the other and the tradesmen who handle them are all feeling the effects of a disturbing influence which they attribute to trusts. All are clamoring for legislation. They want a law that will destroy the power of the trusts throughout the country, or in the particular state in which they live, forgetting that the stringent laws now upon the statute books which it was hoped would have such an effect have been found to be practically valueless. It will be one of the chief duties of the anti-trust convention to make clear to the people the fact that all trusts have not a common origin, and that different classes of trusts must be dealt with in different ways. Some trusts depend upon tariffs for their existence and can best be reached through tariff legislation; some, like the Standard Oil company, have been built up through discriminations in freight rates; some owe their monopoly to franchises granted by states and municipalities; some control the source of supply of some natural product, while still others exist simply by virtue of agreements among manufacturers and dealers as to prices and methods of doing business. A clear understanding of these distinctions is needed in order to prepare the way for effective legislation."

The New Cass School

The new Cass Street school, a likeness of which as it will appear when completed is produced in this issue, will be one of the model schools of the country. Every convenience which has been found of advantage in other cities will be found in this building.

The bids for the building were opened during the last of May of this year and the work began early in June. It is expected that the school will be ready for occupancy about December 1. The building will have two stories and a basement and contain sixteen rooms. The cost of the school complete will be about \$50,000. It will be practically fireproof, all interior walls being of solid brick and the lathing of the ceilings

of metal. It will be heated by steam throughout by what is known as the gravity system, which has been found to be the most successful for buildings of this character. No building in the city will have a more perfect system of ventilation and lighting. To the lighting especially particular attention has been given and the rooms have been so arranged that they will all be lighted alike. The same number of windows have been placed in each room and the desks and blackboards will be arranged so that the denominating light will be from the left. By this method the eyes of the pupils are not subjected to any glaring light while facing the teacher and the blackboards and no shadow is thrown on the work on their desks.

When completed the Cass school will undoubtedly be the best built and most perfectly arranged school building in the city. The plumbing and sanitation has been carefully studied and no more perfect system of either can be found anywhere.

When ready for occupancy the new building will take the place of the old Dodge street school, now used as a jail, and the present Cass Street school, which will be torn down.

Ride with the President

The wise general manager of the great railroad said: "I am never nervous except when I have charge of the president of the United States."

We were sitting in the manager's car, the last one of the long train that was carrying the president and a party of distinguished Americans from Omaha to Washington, relates a writer in the Philadelphia Evening Post. The superintendent was there, along with half a dozen minor officials, all under instruction as to some phase of the journey then under way.

Mr. Brown, the general manager of the northern lines of the Burlington, the company then in control of the president's train, was in consultation with Mr. Elliott, general manager of the southern lines, to which the train was to pass at the city of Quincy. The Pennsylvania Railroad company, furnishing the extensive and luxurious equipage, was represented on board, but the immediate conduct of the important work of moving the president and his party was, as it always is, in the hands of the railroad over whose rails the train was moving.

Mr. Brown and Mr. Elliott glanced at the speed indicator. The train was going forty-eight miles an hour. "See Mr. Cortelyou," said one of them, "and ask him if the president wants to stop at —"

The president smilingly said that there ought to be a little stop at the place. "One of my old congressional friends lives there," he said.

When the train stopped there was the usual scurrying of celebrities to the rear platform. The unobserving would have



R. D. SUTHERLAND.

thought that everything was centered there; but the general managers and the superintendents were busy with other duties. Dozens of telegrams were taken up—some for the train force, some for the secretaries, and some for the president himself.

Municipal authorities were asking for an extension of time from ten to twenty minutes, from one hour to two. Other telegrams were put off, some asking for information as to details of arrangements, some as answers to previously received questions, some positive instructions as to a cleared track, others messages of caution to officials 100 miles farther on.

Men who have in hand the management of a presidential train find the crowds hard to manage. Thousands of eager citizens swarm across the tracks and interfere with schedule time. So, keeping in mind the rights of all, the railroad managers sometimes find it necessary to resort to innocent trickery. For instance, at Burlington, no one save a wise telegraph operator knew just what one of scores of tracks the presidential train would take. Of course it was not the track in the people's mind. So it was possible for the cars to slip into their berths without the slightest delay. The president and his companions were in carriages on the way to the public speaking stand before the crowds at the station were sure of his arrival. They were fooled, of course, but the little trick was necessary, or the program would have been seriously delayed, not for Burlington alone, but for other towns far ahead.

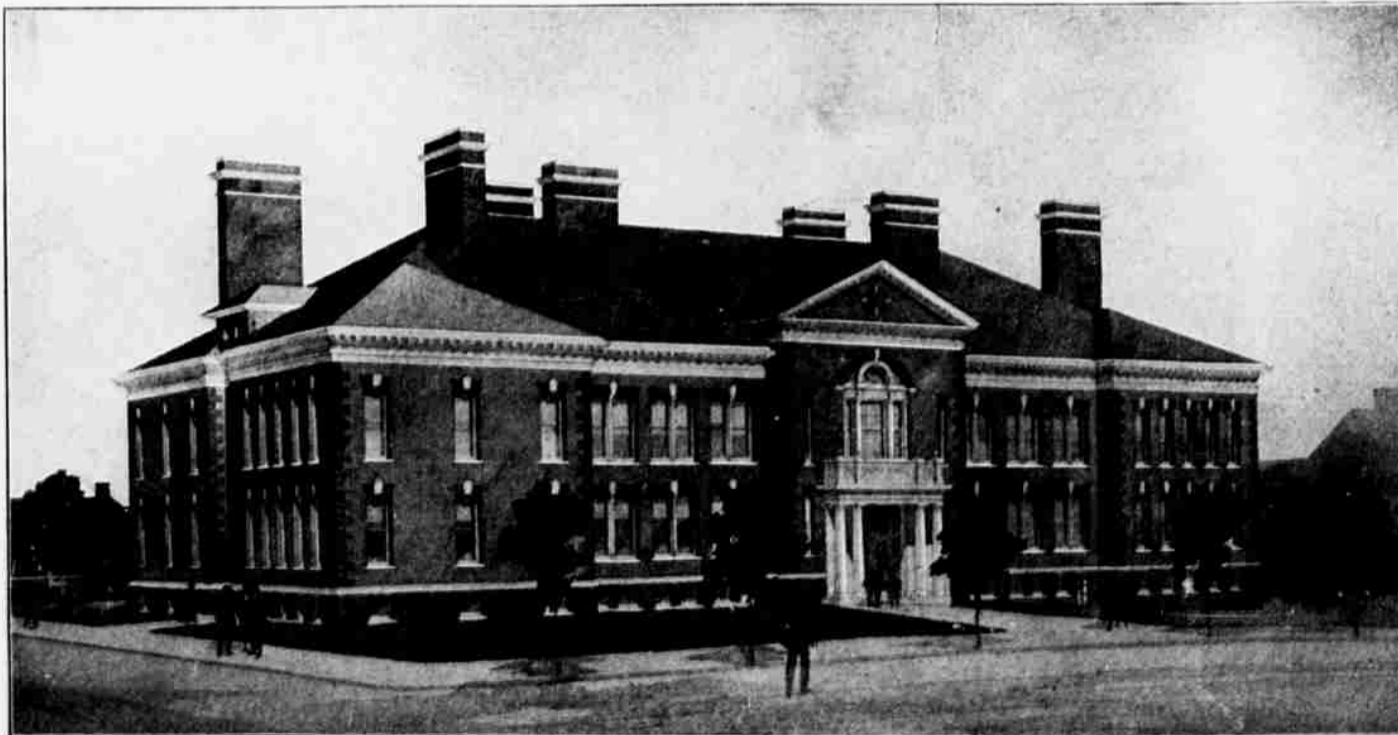
This particular day had been a hard one. Dozens of speeches had been made in a strong wind. Still others were to be made in the evening—as late as 11 o'clock. The next day the president was to speak in a large city.

One of his secretaries was manifestly worried lest the executive would not have sufficient rest. The general managers talked it over. It was decided to speed the train early in the evening, in order that it might be run more slowly after the president had retired. Then there was yet another thing to do—completely change the route. Some one suggested that certain towns would be keenly disappointed.

"Not after midnight," said one of the general managers. "On the other hand, there may be small crowds at some of the towns on the advertised route, and these will be sure, with bands and shouting, to keep the presidential party awake."

The wisdom of the course was plain to be seen. So there was more telegraphing, to the end that through the late hours of the night the presidential train ran over an unadvertised route, only to get back to the scheduled tracks by the time the party had breakfasted. All night long one of the general managers sat at his desk reading and writing telegrams, receiving officials of the train and watching the speed indicator.

When, at noon the next day, the train passed to the hands of another railroad company, the general manager of the night before was sleepless, but he had a rested feeling as he saw the great train safe and sound under the sheds, and the president, bright-eyed and refreshed, bowing from a carriage that worked its tedious way through a crowded street.



THE NEW CASS STREET SCHOOL.