

THE COURIER

LINCOLN, NEBR., SATURDAY, MAY 6, 1899.



ENTERED IN THE POSTOFFICE AT LINCOLN AS SECOND CLASS MATTER.

PUBLISHED EVERY SATURDAY

THE COURIER PRINTING AND PUBLISHING CO

Office 1132 N street, Up Stairs

Telephone 384.

SARAH B. HARRIS,

Editor

Subscription Rates—In Advance.

Per annum.....	\$1 00
Six months.....	75
Three months.....	50
One month.....	20
Single copies.....	05

THE COURIER will not be responsible for voluntary communications unless accompanied by return postage. Communications, to receive attention, must be signed by the full name of the writer, not merely as a guarantee of good faith, but for publication if advisable.

OBSERVATIONS.

The dark and selfish deeds of corporations is the favorite theme of orators whose meat and drink is encores, kindled eyes, wild bursts of cheering, etc., from crowds gathered about the rear end of a railroad train, or around a temporary platform so sympathetically constructed that it trembles at the orator's periods and squeaks at his anti-climaxes. In every suit or difference of opinion between a city and a corporation it is apparently forgotten that the city is a corporation also and quite as subject to the temptations which beset corporations, as any other corporation. The sins of overreaching, for instance, and of refusing to deal justly (as man to man) with other corporations who have invested money in the precincts which the city corporation controls, of employing irrelevant popular prejudices to influence cases which might be equitably adjusted, are frequently committed by city corporations without danger of the rebukes which the commission of affronts to justice by a railroad, a gas, or a traction company would surely receive.

The case of the City of Lincoln against the Lincoln Traction Co. is too complicated to be exhaustively treated in a newspaper article. There are a few points however in the series of experiments in street transit in Lincoln which may have been forgotten. The first kind of public conveyances traveling a specified route, at nominally regular intervals, were the herdies which appeared on the streets of

Lincoln in the eighties under the chaperonage of a young man who later trod the alcohol way and died a violent death. He replaced the herdies by horse cars, of which there are a few stranded here and there on the prairies, or were a few years ago. After a few years of trial, electricity was found to be a cheaper energy than discouraged and depressed horse power. The electric machinery and motors were put in by Mr. Little at the beginning of the electricity period, when the machinery was most expensive and very imperfectly adjusted to street railway service. The new company succeeded to the franchises, debts, litigation, and rather doleful prospects of the old company. Mr. Little built a large house and made an assignment. The present company took the same old law suits with the additional burden Mr. Little's bad judgment had imposed upon the company. During all these changes other companies were granted franchises in various and several parts of the city, found the routes unprofitable and either tore up the tracks or abandoned them, and the only purpose they now serve is the fiendish one of dishing and tearing off buggy wheels. All these various lines have been consolidated into one line. The city claims paying taxes on all the streets where rails were ever laid, whether they were used longer than a few months or not. For instance, the city claims paying taxes for two blocks on H street, south of the capitol between fourteenth and sixteenth streets, yet there are very few old residents who can remember the time when the cars passed in front of the lots on which now stand the residences of Dr. Righter, Mr. H. H. Wheeler, Mr. L. C. Burr, Mr. D. E. Thompson, and Mr. Wright (John B.)

The company is ready to pay all its just taxes, but not those assessed against one of the branch lines while experimenting on routes. The demagogical letter in one of the city papers clamoring for the payment of every dollar by the Traction Company assessed against it at any time by the city, makes use of some popular terms, and ignores everything but prejudice and one side of the question. I hope the council will come to some arrangement with the Traction Company, accept the best offer it can secure, and place part at least of the money in a sinking fund to pay off the city debt. If the city were not a corporation but an individual such an arrangement would be speedily consummated.

Mr. Bixby advises those who want to do something to prevent the lynchings of colored people in the south to plead for a higher standard of morality. He means among the black people who are lynched and not among the lynchers. Was it a righteous desire for punishment of a criminal

which led the Georgia mob to slowly torture their captive, to cut off his ears, hands and nose, to fight over the charred bones after the flesh had almost burned off them, and the next day to hang an old man against whom there was no evidence of crime? Or was it because the white mob, barbarized by slavery, wanted to show the black people that they were still masters, crueler than ever because they had had to bottle up their hatred except on occasions when two thousand are gathered together to "take vengeance" on one poor wretch for that his race is emancipated and legally immune from the beatings and torturings of the depraved and barbarized white man. The crime of the negro sinks into insignificance beside the crime of the two thousand white men in Georgia who cut him to pieces while alive and screamed exultantly as the flames tortured him. It is doubtful if two thousand black men of Georgia can be found who would be capable of such cruelty to either a white or a black man. There are black degenerates and born criminals as there are white degenerates and born criminals, but it is rare to find in any one place two thousand criminals of the most depraved character such as composed the mob of Georgians which clamored for horrid souvenirs on this occasion. The white people who feel any sympathy for the black men of the south who are denied trial by jury, are advised herewith to rid themselves, if possible, of racial hatred and endeavor to do justice, if only in their minds, which can not have much effect upon the course of events, to the black men of the south who are still the victims of the tigerish white men who not forty years ago bought and sold and butchered them like cattle. If the state government of Georgia can not prevent such lynchings or punish the leaders of such a mob, the federal government can, and the time will come when "those who want to do something to prevent the lynching of negroes in the south" will petition the federal government to disfranchise all participants in lynchings. Let alone having the privilege of voting, such men ought not to be allowed loose—though it might depopulate Georgia to lock them up.

It is extremely popular to gush about the advantages of the proposed national university but it is somewhat difficult to see just why we need one. Washington's bequest is scarcely cogent enough, especially as there is none of it left. Washington was a great and good man but he did not foresee the growth of America and the establishment of universities in the east, the west, the north and the middle west, each one of which is greater than the national university he planned. The future educational

history of this country will be made by the state universities. They are the fitting cap to the public school system. Without the universities the public schools would be headless. The taxpayers should not be asked to pay for post graduate courses either in state universities or in a national university. A man with a university diploma should be able to pay for any further and more specialized training he may desire. If he can not earn enough to carry him to the goal he seeks to attain, the gift of the state has been injudiciously bestowed, and if he can earn it, why should the price be extorted from the citizens of the state whose average income is less than five hundred dollars a year? A national university would have to be supported by increased taxation, and the people are already supporting a creditable public school system, culminating in state universities. It is difficult in Nebraska to get an appropriation every two years from the legislature large enough for one of the best and most promising universities in this country. Should Nebraskans be still further taxed to support a national school the biennial appropriation would come harder than ever.

It is understood that the national school is to be a sort of German university where any man who desires to specialize on any subject, no matter how remote from human interest, may have a professor, a laboratory, apparatus, and a library on that subject provided for him. Very few students would go from Nebraska. Most of the student body would be drawn from within a radius of three hundred miles of Washington. The justice of making the toiling millions pay for an education with such fancy and expensive finishings, so remote from the homes of most of the contributors that their children can not expect to enjoy its advantages, is questionable, yet no one, so far, has thought best to criticize so undemocratic and so impracticable a proposition as the one for the establishment of a national university.

The southern states do need a university. There is none in the southern states that equal the universities of Michigan, Nebraska, Minnesota, or of Wisconsin. With the rapidly increasing wealth of the south, state universities will undoubtedly be built and to them, as to us, a request to put up money for a national school will be recognized as the supererogatory impertinence that it really is.

"In His Steps," by the Kansas pastor, has had an unprecedented sale in London. Mr. Abel Chevalley in Le Temps finds the book as "badly written as a feuilleton, as theatrical as a melodrama, and as moral as a sermon." He refers its popularity to the "madness of the Anglo Saxon," whose tendency, says Literature, is to forgive a