

# THE COURIER

LINCOLN, NEBR., SATURDAY, MAY 13, 1899.

ENTERED IN THE POSTOFFICE AT LINCOLN AS  
SECOND CLASS MATTER.

PUBLISHED EVERY SATURDAY

—BY—

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 vol-  
untary 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 Traction company's case should be considered by the city council on its merits and quite apart from any other corporation engaged in public service to the city. That the gas company chose to increase its capital stock has nothing to do with the question of the rate charged the city or rather it will have nothing to do with it when the city finds out the cost of supplying gas and electricity at the present time with the present machinery. What the Traction company will do with the stock when suits against it have been withdrawn is not especially the business of the city now. The gas company was competent to bond its stock to the extent of paying off the cost of construction and the purchase price and at the time it was done, no criticism was made, on the contrary only admiration for Mr. Thompson's method of paying dividends was expressed. In fact, this was the point in his career where his reputation for shrewdness began to expand, and against the transaction I can see no particular objection.

The directory of the Traction company has shown no disposition to defraud the city, nor to evade its just obligations. On the contrary, it is willing to make concessions which one of the best lawyers in this country advises against. The Traction company has also kept out of city politics. No member of the present directory can be accused of attempting to use political influence, though considering the number

of employees and the value of its property there is the ordinary temptation which is presented to corporations.

Should the council refuse the offer of the Traction company, and should the supreme court decide against the city, as there is very little doubt that it will, every member of the council will be criticised for his action. It behoves then, each member of the council to study the items in the suit against the Traction company. The city is in need of the money now and can not afford to let prejudice deprive it of so large a sum, as well as of the prestige which new cars, a new track and a completely equipped street transit company confers upon a city.

\* \* \*

The city is more in need of money than of the oratory and professions of devotion offered by the good Dr. Farnham. The street railway question has been enveloped in prejudice and oratory quite long enough. The facts are that many citizens who object to the Traction company's taking advantage of the ordinance reducing the penalty to delinquent taxpayers have taken advantage of the ordinance themselves. They have come in and paid the taxes on property they had decided to relinquish. The council passed the ordinance to encourage the property holders to pay their taxes, preferring the money to the long processes at law necessary to get hold of the property. If any one has a consistent cause of complaint it is the man who has paid his taxes promptly, but singularly enough the perfectly solvent citizen, from the county clerk's point of view, are insisting that the Traction company shall be dealt with without prejudice.

Confiscation of the road on the score of unpaid taxes is being urged by our populist friends. They say it can be run at a profit on two cent rates. They do not suggest a general manager. But how would Colonel Pace or Mr. Schwind do—the latter to keep his own time card and hand it in for his monthly salary? If the latter were selected street car fares would soon be twenty cents a ride. Seriously who is there among the denouncers of the street railway company that our fellow citizens would consider capable of managing it as ably as economically and as satisfactorily as the present management?

Meanwhile the bondholders want their money and if they do not get it threaten to sue the city. Let the council which is composed of good business men advise together and settle this matter with the Traction company equitably.

\* \* \*

The divorce and immediate remarriage of Mrs. Sloane of New York has stirred anew the discussion concerning divorce. The subject is so complicated and there are so many ag-

gravated and incurable cases of conjugal misery as well as numbers of other cases which might be cured if divorce were not so easy and so popular, that it is difficult as well as apparently useless to say anything about it. Most editors and preachers profess to believe that the increasing prevalence of divorce is a menace to the family and the home and hence of the greatest danger to American institutions. Yet it happens occasionally that editors and preachers too fall out with the companion whom they have sworn to love, cherish and protect while life lasts and coincidentally a more tractable female is apt to appear on the horizon. In this conjunction, opinions on divorce are frequently revised. If marriage is divinely instituted, nevertheless the mistakes of human judgement often applies it to a couple who can not live contiguous lives without poisoning them. They are like two harmless chemicals,—only explosively dangerous when compounded. The trouble is that the divorce deprives marriage of sanctity and makes it a commonplace, temporary, housekeeping arrangement, to be discontinued when convenient. All precedent and reflection indicate that, for the good of the race it is better that matrimonial mistakes should not be corrected during the life of either one of the parties to the contract. Both because, every time a social contract is broken, custom is loosened and because there really is not much of a second chance for people who have made so gross an error in so important and vital a matter once. They have hopelessly poor judgement, and, unless, by miraculous chance, will not do any better next time. By resigning themselves to misery, they can, at least refrain from attacking the prestige and from profaning the sacredness of an institution which has been the largest vehicle of civilization. By considering themselves in relation to society they may get a degree of satisfaction unrecognized by the purely selfish men and women who correct their mistakes by sacrificing society.

\* \* \*

The most typical Americans are the boys in the Philippines. In a foreign land, they are wearing the American uniform and marching under the American flag. The individuals are merged into an organization and the organization is the best example possible of the American military system. The soldiers, all foreign as well as American spectators say, are not so machine drilled as the German, French or English soldier, but as they wheel and march and counter-march, the energy force and determination of the American is overpoweringly apparent. America is all around us and the savage Tagals

are far away, but America embodied in thousands of young men is in the Philippines on an unavoidable mission. The bible says the children of Israel were enslaved by the Egyptians on their way to a better land in order that they might learn the ways of a higher civilization. Bible students deny man's instrumentalism and the continuity of history when they refuse to accept the manifest destiny of this Philippine business. The soldiers in the Philippines, the events there and the turning of a new geographical and constitutional leaf in our history is of so much more importance than anything else in this country or concerning the movements of other principalities and powers that whatever point we start from, we fetch up in the Philippines.

\* \* \*

Abraham Lincoln's distinguishing characteristic was neither patriotism nor foresight, nor magnetic influence over other men. It was sense which includes them all. His opinions, after other men had spoken, carried conviction to all who heard and read because inarticulate truth and unapplied logic dwells in every one but only once or twice a century a man is born who can translate his inspiration and transmit it to dumb intelligences which confirm the message as soon as received.

The little Americans have acquired the habit of announcing that Mr. Lincoln would have sided with them. No one during Abraham Lincoln's lifetime would have dared to intimate that he would not have been on the side of the whole people as opposed to a few cranks. Even in his opposition to slavery Abraham Lincoln was not factional. He was for the union first and last, and the rabid anti slavery men were frequently dissatisfied with him, because he never lost sight of the fact that the north was fighting for the preservation of the union and that slavery was essentially incidental. The historical and critical judgement of the man who has read the life of Lincoln and still asserts that he would have taken the side of a faction against the United States, is worthless.

The destruction of the Spanish fleet in Manila harbor was the most brilliant incident of the war and had more influence than any other in bringing it to a speedy conclusion. By the law of nations, of common sense, of expediency, of justice to a weak and primitive people, and of national self respect, we are bound to restore order in the Philippines even if we must extirpate the Tagals in the Philippines and displease Mr Cleveland, Senator Hoar, and President Jordan in this country, to accomplish it. With the retirement of Spain from the Philippines, the government of that country was up to us and by the pro-