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## OBSERVATIONS.

### Governor Poynter's Indignation.

The Governor's tirade against the railroads reminds one of the relief of a small boy when detected in guilt and out of all favor with everybody, another boy comes in who is also imperfectly aware of his obligations to society, and upon whom by harping on his misconduct, he can divert the indignation and unpopularity that is likely to cost him square meals for a day or two.

The Governor endeavors to stimulate the popular grudge against railroad companies by accusing them of greed for not acceding to his demands for lower transportation of the First Nebraska. Yet he himself cared so little for the First Nebraska he refused to sign his name to a resolution of appreciation of the First's gallantry passed by the Nebraska legislature. He accuses the officials of the Union Pacific road of discourtesy and arrogance and the other railroad officials whom he approached he says were insensible of their obligations to the boys of the First. Yet he asked these men in effect to contribute several thousand dollars by reducing the fare of passengers in the west who must come east and endeavors to excite the animosity of the public against railroad companies who are doing business for gain rather than because it is a humane and noble and altogether sentimental thing to carry passengers from one end of this country to the other. And this is the same man who refused (not to contribute money to the First,

there is no record that he has done that) to sign his name to the card of thanks which the legislature intended should be sent to the boys, then on the firing line in Luzon.

Ever since the country and the world recognized the distinction in bravery and endurance attained by the First Nebraska, Governor Poynter has been conscious of the mistake he made in taking Mr. Bryan's advice about the thanks. He might have been successful in diverting the reproaches of an unsuspecting people to the railroads if it were not for the exultant tone of his account of the perfidy of the railroads which rings a personal note of relief on his escape from a pretty tight place.

### The Railroads and the Soldiers.

Not that the railroads should not bear their share of the public debt of gratitude we owe the volunteers. They have been granted by the government extraordinary rights not granted to an individual. In every town in this country the police officers and police court are occupied with offenders who have been brought there by the railroads and arrested on railroad property. If there is a strike which threatens destruction to property scattered over three thousand miles of territory the soldiers are sent out to protect it. There is perhaps no business so dependant on the power of the central, state, and municipal government as railroad property and in the matter of recognition and reward of bravery to a volunteer soldiery the refusal on the part of all the railroads to raise the passenger rates would have been a patriotic and far-sighted move. For there is little doubt that the high rate eastward seems like taking advantage of the soldiers. And the rate which brings them back from the Pacific coast should be no higher than that which takes them there. The coal consumed is the same, the conductors' and the brakemen's and firemen's wages are the same. Passengers who buy transportation from east to west are apt to feel injured and imposed upon when required to pay more to return east. It may be that the western rate is too low, but so long as common people cannot understand the difference between the expense when the engine is pulling east, that hurt feeling will last.

### Mr. Thompson's Loan to the State.

Never was advance more timely than Mr. Thompson's disinterested investment of twenty thousand dollars in the First Nebraska. It enables the men to come home together and insures the success of the reception to the First. Mr. Thompson deserves and should receive the thanks of the state and the payment of his loan with the highest legal interest as soon as it assembles again to pay bills, elect a United States senator, make new laws and repeal those made

by preceding legislatures according to the immemorial custom of such bodies.

By this loan Mr. Thompson has saved the name of the state from the reproach of ingratitude and sluggish patriotism. Every other man with the same credit had the same opportunity and might have offered the loan but at the last moment, unless Mr. Thompson had come forward, the movement would have failed. He deserves the credit for his faith in the state and his acceptance of the opportunity and he is receiving it without prejudice. It is with considerable hesitation that the newspapers speak of Mr. Thompson's loan because, of his well-known anxiety to keep all mention of his gratuities out of the newspapers, yet in this case the unexpectedness and the imminent necessity of such a loan makes it impossible to repress the general thanks, even though it is so painful for the donor to see his benevolence exploited in the press of the state.

### Senator Hayward's Convalescence.

A note from Mrs. Hayward says that Senator Hayward is convalescing rapidly and will soon be restored to his usual health. The heat of the last two or three weeks has been of a sort not to send the thermometer up to the point of discomfort it actually represents. We are used to a dry, stimulating, light air. But the contemporary atmosphere has been heavily charged with moisture and our unaccustomed lungs have missed the stimulant and grown tired, as from a weight. The faintness which seized Mr. Hayward in the crowd at Brownville was due to these conditions, which everybody has realized were trying.

### The Street Car Compromise.

Universal satisfaction is expressed concerning the action of the council in accepting \$65,000 in settlement of the back taxes assessed against the road. The most sanguine of those who urged the continuance of the suit would not admit that the city could be adjudged more than \$71,000 and the case could not be reached in the supreme court sooner than five, or at best, four years. Besides the company is putting their road into good shape, laying down extra long, deep rails, and making a smooth and durable roadbed. I think the mutterings and threatenings of Dr. Farnham rather hastened the decision of the council to compromise with the road. Though a very reasonable council, willing to talk the matter over with taxpayers and nonofficial citizens, it has resented as one man Dr. Farnham's impertinent threats and his opposition, as a matter of fact, did more to harmonize the council and the street railway company than any other influence. The council is elected to attend to the city's

business and I remember no occasion on which the present council has forgotten its dignity as a self sufficient, integral municipal body which can neither be bribed, bullied nor intimidated. No citizen, at all familiar with the conduct and decisions of the present council can distrust its good faith and sincere desire to fulfill its duties towards the city.

Injunctions are rather out of favor these days. They are doubtless justifiable enough in extreme circumstances just as a pistol is sometimes, but a man who flourishes one too often loses the reputation of being a brave man and acquires a coward's, even on the frontier. An injunction is an unsatisfactory stay of proceedings which irritate the enjoined and delays and makes more complicated a final settlement. The populists began a crusade against government by injunction and on this subject they have the sympathy of people who are deterred from voting with them on account of weighty objections to other parts of their platform.

### The Workers.

Mr. Edward Markham's poem, "The Man with the Hoe" was written, of course, with exclusive application to the picture of "The Man with the Hoe." That man is a pre-Revolution peasant in the days when the peasantry of France and the small city merchant paid all the taxes, the nobles not being assessed at all; a peasant whose life was of no more consequence than that of a donkey, not of so much as an ox, a peasant whom his lord of a frosty morning, killed that he might warm his feet in his body, who slept in the straw, who was hatless, ragged, always hungry, who worked constantly only to keep this side of starvation; this man's life, and this man's features and this man's environment bear no resemblance, either obvious or real to the American workman. And if Mr. Markham intended to convey the impression that the American workman is kin to this dull eyed ox let him take the picture and stand on the curbstone and examine the faces and expressions of the men who are engaged in laying brick, or in preparing the streets for the asphalt in this city. Those who shovel stone and sand, load wagons and dig up the disused track are not skilled workmen. They are both black and white and the boss of a division of the asphalt gang seems to be a tall mulatto, who works with an energy which does not diminish from seven o'clock till the six o'clock whistle which stops his day's work. He looks at the mixture of sand, rocks and cement as critically and knowingly as a good cook preparing the piece de resistance of a banquet. He moves about his work with the alertness and intelligence and a grace that indicate brains however humble the task upon which the workman be engaged. His