

END RAILROAD RULE.

The Curse of Railroad Rule—Its Blighting Effects—Iowa and Nebraska Rates Compared.

How to Retire the Corporations From Power—All Patriotic Men Should Unite and Make Sure Work of It.

So far as state politics is concerned the great issue of this campaign is whether the railroads shall govern the state or the state shall control and regulate the railroads. It is the same old battle that has been fought in this state for fifteen years. The result of the contest in years past is well known. The railroads have been victorious. They have been hard pressed at times it is true. They have been obliged to open up "legislative accounts" and spend money lavishly. They have been compelled to purchase the support of newspapers with cold cash as we showed by an affidavit of one of their hirelings not long ago. They have been forced to bribe legislators, and state officers, and even the judiciary is not free from taint of suspicion. They have gone in league with the penitentiary ring, the bounty boomers, and every other selfish, corrupting influence that could offer them assistance.

As a result of their operations the politics of this state is corrupt from beginning to end, from top to bottom and from center to circumference.

In spite of continued defeat the people have again and again renewed the battle. They fought a long time in the republican party. But they saw one monopoly leader after another go down under the blighting influence of the railroad power. Finally the people, despairing of success through the old parties, cut loose and organized the independent party. They challenged the railroad power to mortal combat. Two battles have been fought, and while the people have come within an ace of winning each, the railroads are still in supreme control.

The question at issue between the railroads and the people is simply this: "Shall the state enact and enforce a law establishing maximum freight rates that will be just and reasonable?" Of late years the question has resolved itself into this more definite form: "Shall we have Iowa rates in Nebraska?"

The battle between the people and the railroads was fought out in Iowa several years ago. What was known as the granger element in the republican party gained control of the party, through it enacted and enforced railroad legislation, and brought the corporations under the control of the state. Low freight rates were established. The "just and reasonable" character of these rates has been demonstrated, not only by decisions of the courts, but by the prosperity of the roads under the operation of these laws.

Why should the people of Nebraska pay local freight rates that are two, three and sometimes four times as high as the rates which are "just and equitable" in Iowa? To this question no intelligent or satisfactory answer has ever been made, or ever will be.

Here is a table comparing the local rates in cents per 100 pounds for stated distances in Iowa and Nebraska. This table was prepared in 1891 from official documents. Its correctness has never

been disputed. It is just as true now as in 1890 inasmuch as no material changes in rates have been made since then.

		100 MILE HAUL.					
		1st class.	3d class.	5th class.	A class.	C class.	E class.
Nebraska	52	47	30	24	14	7	
Iowa	24	16	8.4	9	7.2	4.8	
		200 MILE HAUL.					
Nebraska	74	59	42	35	23	10.5	
Iowa	40	23	14.2	15.9	11	8	
		300 MILE HAUL.					
Nebraska	83	68	51	41	27	15	
Iowa	56	30	20	22.5	15	11	

No Nebraskan can defend Nebraska freight rates without being a traitor to his state.

The difference between the Iowa rates and the Nebraska rates is robbery. There is no other name for it. This robbery at the lowest calculation amounts to several million dollars every year. This robbery has taken all the profit out of farming. It has prevented the development of manufactures. It has checked immigration. It has depreciated the value of property. It has caused mortgages to multiply. It has destroyed prosperity and crushed enterprise. It has caused the blight of hard times to settle over this beautiful state breeding discouragement, debt, and despair.

Railroad domination is a disgrace to this state. Like an "old man of the sea," the railroad power sits astride the neck of this people. Shall it be dislodged and the people freed from its blighting effects? This is the question to be answered by the people at the coming election. And what shall the answer be?

The independents have put up a ticket of honest, earnest representative citizens headed by the ablest and most inveterate foe to railroad rule in the state. It is the duty of every patriot, every home-lover, every man to rally to the support of that ticket regardless of what his politics may have been in the past. This is not merely a question of party success. Men should rise above party in this crisis. The honor and prosperity of our fair state is at stake. The corporations care nothing for any party except as it serves them and puts their henchmen in power. They have blasted the reputation of both the old parties in this state as every honest republican and democrat knows. They cannot be dethroned by acting in either old party. The only way to free the state from their corrupting and blighting influence is for all the friends of good government in all parties to unite in electing the peoples' state ticket, and a legislature that is pledged to pass a law giving us Iowa rates.

The only way to retire the railroads from politics is to defeat the men they put up for office.

We must elect a legislature—both house and senate—which will pass a maximum rate bill similar to the one vetoed by Governor Boyd.

We must elect a governor who will sign that bill and do all in his power to see it enforced.

We must elect a board of transportation which will carry the law into effect.

If the railroads can control any branch of the state government, they will remain in the saddle.

Let us clean them out root and branch and end forever their accursed domination.

THE independent congressional convention showed a fine feeling of confidence in the ability of our party to carry the First district. Notwithstanding the fact that the great city of Lincoln is included in the territory the feeling prevails that the people's party has a good fighting chance.

THE STATE SENATE.

The senate of Nebraska has always been the stronghold of the corporations. Many times have the people captured the house of representatives and through it passed good railroad bills. But as often have corporation money and cunning elected or purchased a railroad majority in the senate, which has killed all good legislation.

This year we are fighting the great final battle between the people and the railroads for the control of Nebraska. In this struggle the corporations have one great advantage: The people must gain control of EVERY department of the government in order to accomplish the reforms they aim at, while the railroads can block all reform legislation by holding control of a SINGLE department. This being the case is it not reasonable that the railroads will concentrate their efforts to control the state senate as they have in the past?

If the independents would win a complete victory, they must concentrate their greatest force for their assault on the enemy's stronghold. They must capture the state senate. And now is the time to begin. Every independent in the state should give this matter his immediate and most earnest consideration. In many districts candidates for the senate have not yet been nominated. Much depends on the nominations. The people should weigh well and consider carefully the character, and availability of candidates for that office. If possible in every close district, the whole anti monopoly sentiment should be concentrated on one candidate. One thing can safely be relied upon: That the monopoly forces in both old parties will be concentrated for the election of state senators. We may as well speak plainly about this matter:

Whatever the democrats may do for political reasons to "take the state out of the republican column," when it comes to the election of state senators in doubtful districts, we may look for just such trades and combinations among railroad republicans and democrats as we had last fall. These efforts must be met and check-mated. How? That is the question for the people to consider and decide.

There are thirty-three senators to be elected. Douglas county will elect three which may be safely set down as railroad men. In thirteen districts the independents are reasonably sure of electing that number of senators. All the other districts are fighting ground with the chances strongly in favor of the independents in some districts, and rather against them in others. The independents must have seventeen senators in order to control that body. The political managers of the railroads are on the alert. They are holding their secret conclaves, and "making medicine." They are carefully weighing the possibilities in every doubtful district, and laying their plans accordingly. They really care nothing for politics. They would as lief have a democratic senator as a republican, provided he will serve them faithfully.

In the last senate there were eight democrats, and seven republicans, all of whom stood by the corporations, with one exception, Keiper, a democrat. The independents had eighteen including the traitors, Taylor and Collins; but at least five of these were elected by the active assistance and co-operation of anti-monopoly democrats.

Of course the independents have

made great gains within the past two years, and especially in the doubtful districts, still there is no use disguising the fact that they must use all their energy and a great deal of care and good judgment in order to elect a majority of the senate this fall.

FAINT PRAISE.

In the treatment of this great question we have all been fools, and the republican party has been the biggest fool of all during a period covering sixteen years. They have given their best club to the democracy which it has persistently used upon our heads without mercy. They have pursued a course of folly and adopted a policy of fire.—Frederick Douglas.

These are the words of the most conspicuous representative of the colored race in America. They appeared in the press of the country Sunday morning in an extended letter in which Frederick Douglas says in words that he favors the continuance of the republican party in power. But his argument is entirely out of harmony with his words.

It will be difficult to see how the republicans can extract any comfort from Fred. Douglas's letter. "We have all been fools and the republican party has been the biggest fool of all during the period covering sixteen years." And again in his letter Mr. Douglas says, "I regard James G. Blaine as the marplot of his party." And still again the old colored man says, "I am inclined to think that there will eventually come in this country a dictatorship. There is a growing demand for a strong government that will be able to protect all of its citizens—rich and poor, white and black, alike." And so the poor old colored man in a half hearted sort of way supports the republican party, while he condemns its course in the past and predicts that it is destined to give way to a "dictator" who can "protect all the citizens." If this is not damning the republican party with faint praise we are unable to read the English language. If republicans extract any comfort from this letter, they must have been very short on consolation of late. If the colored men see anything in the words of Mr. Douglas to bind them to the republican party they must have a peculiarly acute insight. The most astonishing feature of the whole business is that republican papers should be drawn into the publication of a letter so damaging to their party.

THE Call and the Journal are trying very hard to make it appear that Shamp has been put up as a "stool-pigeon" in the interest of Bryan. The fact is that the fear is father to the thought. But they can relieve themselves of their load of terror. Mr. Shamp has been put up as a candidate for congress in the interest of the people of the First district. He is nobody's "stool-pigeon."

WHILE the Associated press is forced to give out some information in regard to General Weaver's movements, the real and startling truth is almost suppressed. From private and reliable sources it is learned that the western tour of the people's candidate for president has been one grand and marvelous ovation. The western states are turning to the new movement with such unanimity, that even the most hopeful independents are astonished. The immense throngs that gather to listen to the grand leader of the grand new cause, indicate the coming of a mighty political revolution.