

UNCLE SAM AND PACIFIC ROADS.

That the government, away back in the sixties when we had plenty of money and everybody was prosperous, made loans to assist in building the Pacific railroads and took mortgages to secure the re-payment of these loans, is a pretty well known fact. But just how and to what extent the government did this is not so well understood. People who haven't looked into this matter particularly suppose that the government loaned the corporations money which was to be repaid with interest. It is perfectly natural for a Nebraska man to suppose that when he gets a loan and gives a mortgage, he will be expected to pay the interest. But such persons should learn, if they have not already learned, that a simple American citizen, who works for a living, and has a body to be clothed, and a stomach to be fed, is a very different affair from a body corporate in the eye of this free government of ours.

For instance it is all right for the government to furnish money to banking corporations at a tax of one per cent, or to loan it to them without interest; but for the government to loan money to the farmers at two per cent on real estate security is a wild nonsensical scheme, and "unconstitutional" to boot. Also when the government gives a railroad corporation a few million acres on condition that it fulfill certain conditions, it generally has no trouble in holding all the land no matter whether the conditions are fulfilled or not. But when the government gives a patriotic old soldier a quarter section, he's got to attend strictly to business, and fill all the requirements or he'll lose his claim.

But about this loan to the Pacific roads: It wasn't a loan of money, but of bonds, and it is the government and not the corporations that has to pay the interest. The government simply issued its bonds payable in thirty years drawing six per cent interest, and turned them over to the corporations. These bonds constitute a debt which "we, the people," are bound to pay both principal and interest.

The corporations simply took these bonds and sold them for money which was used in building the roads. Of course there was an understanding that the corporations should reimburse the government for the interest it has to pay on those bonds, and also furnish money to pay the principal at the end of the thirty years.

In order to secure compliance with these conditions, the government took a mortgage on the roads, a first mortgage. The bill providing for these things became a law July 1st, 1862. Just two years from that time, congress in a fit of extreme liberality lifted up that mortgage and allowed private capital to slip another mortgage under it exactly the same size. Ever since then that government mortgage has weathered the blasts and storms like the outside bark on a rough old tree, while that private mortgage has lain snug and close to the surface of the trunk where the sap circulates freely.

A few days ago the secretary of the treasury at Washington issued a circular showing the status of that little account between Uncle Sam and the Pacific roads. Leaving out details it is as follows:

Principal outstanding.....	\$64,623,512
Interest paid by Uncle Sam..	94,118,790
Interest due (not yet paid)...	323,117
Total interest.....	94,441,907

That's Uncle Sam's side of the account. Now let's look at the side of

the corporations:

Interest repaid by transportation services.....	\$24,615,288
Interest repaid in cash.....	1,103,619

Total.....	\$24,717,907
Interest not yet repaid.....	68,400,882

How fortunate that the government arranged to have the roads work out part of the interest by carrying mails, etc. Otherwise that paltry million would be all the government has got back in the way of interest.

You see the roads have been poor and hard run and the government has been generous and lenient. When the roads came up at the end of the year, looking all run down at the heel, and complaining about hard times, Uncle Sam would say: "Oh, well, don't worry. Just go ahead and do the best you can. I'll wait on you." Then they fixed up a sort of "nickel in the slot" arrangement by which the roads were to set aside five per cent of their net earnings to be applied to the repayment of this interest. But it seems that under this arrangement they have only set aside a little over a million dollars! Their net earnings are exceedingly small you see. And no wonder: First, they've got to look after those inside bonds and pay the interest right up to the scratch. Then they've got to pay the president and directors, and managers, and employees. And there are the attorneys. They musn't be left out. There's a whole army of them, from John M. Thurston, with his \$12,000 a year salary, down to the rural pettifogger who is satisfied with an annual pass. Then it costs lots of money to look after politics, especially in Nebraska. There are so many cranky grangers you know, who are always wanting to get after the railroads. It costs money to defeat their wild schemes. There's a whole raft of heelers that must be hoodled, and a lot of newspapers that must be subsidized. Why only a few years ago John M. Thurston himself had to pay Holden \$300 in cash for his services in knocking out a candidate for supreme judge. Then Thomas L. Kimball had to pay him \$1,200 in cash for his "services as a newspaper man and otherwise in the election of a United States senator"—A. S. Paddock, and \$442 more for betraying and defeating his friend Judge Hamer. And then when General Van Wyck comes up as a candidate, the same hoodler must be hired to vilify him, and create dissension in the new party. Oh, it costs money to run a Pacific road!

But it does seem to us that the sleek, well-fed, rich fellows who run the corporations, and the others who are run by the corporations, should stop ridiculing the farmers, for being poor and in debt. It seems to us that if the average homesteader on a Nebraska claim had got a loan from the government for thirty years at six per cent interest, he could have done better than the corporations have done. He certainly could have paid and worked out more than one-fourth the interest!

But let us be patient and generous. Let us not forget that "the railroads made this country what it is," and that the men who have given their best years to the development and management of these roads are poor. There's Leland Stanford, president of the Central Pacific. He has only made a hundred million or so, and he's given twenty million of that to the building of a school-house in California. Then there's Jay Gould, and Vanderbilt and Sidney Dillon, and a lot of other fellows. They only have from one to two hundred million apiece. While on the

other hand the farmers for whose benefit the roads were built and the country developed are prosperous. They have fine farms, covered with waving grain, and—mortgages—unmistakable "evidences of prosperity."

Under such conditions who would be so small as to "kick" on paying the interest on those sixty-four million of Pacific railroad bonds, or so mean as to propose to foreclose that second mortgage?

THE FORCE BILL.

As an unnecessary and unjustifiable appeal to sectional prejudice, the efforts of democratic leaders to make the "force bill" a leading issue in the present campaign, and particularly in the south, has no parallel in our history save the waving of the bloody shirt by means of which the republican party kept itself in power for twenty years after it should have been defeated and retired.

Never again can a democrat consistently hold up his hands in holy horror and cry out against the efforts of republicans to keep alive sectional prejudice.

But while republicans succeeded almost beyond belief in keeping voters in line by waving the "bloody shirt," the democrats are failing miserably in a similar effort with the force bill. There are several reasons for this:

First, the democrats are lacking in that quality popularly known as "gall" with which republicans are so amply supplied. Hence they can not successfully force a pseudo-issue into the campaign.

Second, the force bill has lost all its terrors for the very men it was intended to affect. The democrats are not contending against their old-time enemies in the south but against a new force in politics born of democratic misrule in the south as it is of republican misrule in the north. The members of the new party throughout the south feel that they sorely need something to correct the very evils to remedy which the republicans proposed the federal election law. As the republicans have been deprived of a "free ballot and a fair count" in the past, so are the populists being treated to-day. They are now being driven to take advantage of the laws already in force providing for supervisors of elections.

Hence the cry "force bill" as a campaign bogey has failed. What is more, it is reacting against the party that uses it. The insincerity and trifling demagoguery of the cry is becoming more and more apparent to all intelligent reformers throughout the south. The outrages perpetrated on General Weaver in Georgia have knocked the last particle of force out of the "force bill" cry. It is dead, and the more the democratic leaders parade its corpse, the more they will bring ridicule and contempt upon themselves.

If Col. Hathaway and Joe Burns will write a book entitled "How to Successfully Steal School Land From the State and Rob the People" we are sure it will meet with ready sale and be highly appreciated.

THE State Journal's lying proclivities can be used to their full capacity and to good advantage in explaining Col. Hathaway's connection with the robbers and thieves who have run the insane asylum under republican rule.

Subscribe for the ALLIANCE INDEPENDENT.

ATTENTION!

Our "Songs of the People" Have Created For Themselves a Nation-Wide Demand Which Enables Us Now to Reduce the Price.

We have all along contemplated reducing the price of our songs just as soon as we possibly could do so, and we are exceedingly glad to announce that prices will be way down from this time forward. The first cost of sheet music is heavy, and we have been forced to sell hitherto at nearly ordinary prices. We shall now sell our new, popular, splendid, unequalled songs at rates within the reach of all.

Chairman Taubeneck says: "Your songs are the very best that have been prepared for our people. Hope you will do all in your power to push the work. It is badly needed in every state."

The Arena says: "The songs just issued for the industrial millions will, if we mistake not, add tens of thousands of votes to the ranks of the people's party."

President Loucks, of the National Farmers' Alliance, says: "They are admirably adapted for campaign songs."

The Journal of the Knights of Labor says: "They should be in the hands of all lovers of liberty."

The New Forum says: "The sentiment of these songs is grand."

These words of unsolicited praise indicate the enthusiastic reception they are meeting with everywhere.

Do you want songs that will bring down the house? We have two that are regular swivel guns, loaded with fun and thunder, and each worth more in making votes than a hundred dry orators. They are: "We Have the Tariff Yet," and "The Taxpayers Settle the Bills."

"Get Off the Earth," is equally popular. Mrs. Mary Baird Finch, our Nebraska poet, says: "If I could write anything as good as 'Get Off the Earth,' I should consider my name and fame permanently established."

"The Workers' Battle Hymn of Freedom," is the new Marseillaise hymn set to the wonderfully thrilling French air. Nothing could be more moving and inspiring.

"Sons of America" is a new tune like the Marseillaise, and we believe equally stirring and fine.

"The Alarm Beat," is our trumpet call to action. It is one of our best quartette campaign songs and arouses much enthusiasm.

"The Flag of Liberty" is the patriotic song of the people's party. It will quicken the pulses of all who love their country and hate oppression. The Farm Field and Stockman selected it from all our list to present to their readers this week.

"God Save the People" is another song that will live long. It touches a popular chord.

You are hearing a good deal about "An Honest Dollar." We have a song on that subject (ready next week) which can't be beat. Send for it at once.

"Truth's Approaching Triumph" is a song of the "thousand years," the reign of righteousness for which we are fighting. It is a beautiful, inspiring composition, refreshing as a song of the angels to those who have become weary waiting.

"The Weakest Must Go to the Wall" gets in some tremendous blows against the money land and transportation monopolists.

"Losses and Lies" shows up where profit comes from and how obtained. It is red hot.

"The Millennium Army" is Mrs. Lease's favorite and she has reason to think it our best.

Space lacks to tell the merit of the others. NOW NOTICE: Any one of these songs heretofore sold at 35 cents now can be had for 20 cents. Three songs, your choice, for 50 cents. Seven songs for \$1.00. The entire series, sixteen in number, for \$1.50.

Order at once and get ready for the great, grandest, most enthusiastic campaign the country has known.

The following is a list of the songs:
The Workers' Battle Hymn of Freedom.
Right Shall Reign.
The Weakest Must Go to the Wall.
The Taxpayers Settle the Bills.
Sons of America.
Get off the Earth.
The Flag of Liberty.
The Coal Baron's Song.
Truth's Approaching Triumph.
God Save the People.
We have the Tariff Yet.
The Alarm Beat.
The Millennium Army.
That "Honest Dollar."
Losses and Lies.

Tourists Trips.

Round trips to the Pacific Coast. Short trips to the Mountain Resorts of Colorado.

The Great Salt Lake. Yellowstone National Park—the most wonderful spot on this continent. Puget Sound, the Mediterranean of the Pacific coast.

And all reached via the Union Pacific System. For detailed information on or address,

J. T. MASTIN, C. T. A., 1044 O St.,
E. B. SLOSSON, Gen. Agt.,
Lincoln, Neb.