

RAILROAD-RIDDEN NEBRASKA.

The United States census report backs up the claim of the "calamity howlers" that Nebraska is the worst corporation-ridden state in the union.

For the purpose of collecting and tabulating railroad statistics, the census officials divided the United States into ten districts. The first consists of the six New England states. The second, of New York, New Jersey, Delaware, Pennsylvania, Maryland, and part of West Virginia.

The Seventh district consists of Nebraska, Wyoming, Montana, and the best portions of Colorado and North and South Dakota. Without going further into detail we will present a list of these districts with the average net annual income per mile of road during the ten years from 1880 to 1890:

New England district.....	\$1247
New York district.....	1564
Virginia district.....	137
Georgia district.....	352
Texas district.....	147
Kansas district.....	605
Indiana district.....	399
Minnesota district.....	736
California district.....	282
Nebraska district.....	1192

Net income is what remains of the gross earnings after all running expenses, taxes and interest on bonds are paid. It goes to the stockholders as dividends or is held as a surplus.

This table shows that the roads in the Nebraska district have yielded a greater net income per mile than those of any other district with two exceptions, the New England and New York districts. This fact taken without any explanation or analysis ought to prove a great eye-opener to the people. But no fair minded man who looks into the facts and circumstances can escape the conclusion that Nebraska roads have paid a greater net income on the investment than those of any other section.

To prove this we will submit the following table showing number of engines, freight cars, passengers and hands employed per 100 miles of road in the three districts which show the greatest net income:

	Neb.	New Eng.	N. Y.
No. engines.....	10½	30	41
No. freight cars... 265	690	1650	
No. passenger cars. 8½	51	41	
No. hands emp'y'd. 262	660	1012	

This table shows that in the New England district the corporations use about three times as many engines, freight cars and hands and six times as many passenger cars per hundred miles as are used by Nebraska roads, and yet the net income per mile is almost the same.

It shows again that the roads in the New York district use four times as many engines and hands, five times as many passenger cars, and more than six times as many freight cars per 100 miles of road as are used in the Nebraska district, yet the net income of roads in the Nebraska district is \$1,192 per mile, and in the New York district only \$1,562 per mile.

But in a comparison of this kind there are many other things to be considered. It should be remembered that the roads in New England, and New York districts are far more costly, in every respect.

The right of way is worth more per acre, the roads are more substantially constructed, there are more bridges, cuts and grades, more and better depot buildings and many of the roads are double tracked.

Considering all these circumstances, there can be no question that roads in

the Nebraska district are yielding a greater revenue in proportion to the capital and labor employed than the roads of any other section.

But we do not need to do any guessing in this matter. The census reports give the average gross earnings per mile of road in the three different districts as follows:

New England district.....	\$ 9,283
New York district.....	13,230
Nebraska district.....	5,773

Thus while New England roads get a net increase of only \$1,247 out of \$9,283 of gross earnings per mile or 13½ per cent; and those of the New York district get a net income of \$1,564 out of \$13,230 gross earnings or 11½ per cent; the roads in the Nebraska district yield a net income of \$1,192 per mile out of \$5,873 gross earnings, or 20½ per cent.

Is further argument necessary to prove that Nebraska roads are the best paying in the union?

Now let us make a comparison between the roads of the Nebraska district and two other districts, which for brevity we will call the Indiana and Georgia districts. The former consists of Indiana, Ohio and Southern Michigan. The latter, of Georgia, Florida, Alabama, Mississippi, Tennessee, and Kentucky. These districts are old-settled, and populous, and across them run the great trunk lines. The roads of these sections ought to yield greater profits than those of any other section except those of New England and New York. Yet the roads of the Indiana district yield a net annual income of only 399 per mile, and those of the Georgia district only \$352.

The following table will show the number of engines, cars and hands per hundred miles employed on the roads of the three districts:

	Nebraska.	Georgia.	Indiana.
Engines.....	10½	14	21
Freight cars... 265	325	675	
Pass. cars.... 8½	12	16	
Hands.....	262	371	500

Thus we see that roads in the Indiana district using about twice the engines, cars, and hands, yield a net income only one-third as great as the roads in the Nebraska district.

The roads in the Georgia district using one and a half times the number of engines, cars and hands yield a net income a good deal less than one-third as great as the roads in the Nebraska district.

So far we have been considering, not Nebraska but a district comprising this state, Wyoming, Montana, the western part of the Dakotas, and northern Colorado. Let us now consider

NEBRASKA ALONE.

Most of the other territory of this district is sparsely settled and unproductive except of minerals. Poor's Manual shows that the roads in this other territory are comparatively unprofitable. Their earnings and net income are small compared with those of Nebraska. This makes the proof doubly strong that Nebraska roads are the best paying in the United States: For they must yield a net income sufficient to bring the average of the district up to the figures already shown.

The census tables do not give railroad statistics for the separate states, but Poor's manual, the best authority on the subject does give these statistics. The following are a few of the facts given in Poor's tables for the six years ending with 1886 showing the average net earnings per mile of different states as follows:

Nebraska.....	\$4,463
Iowa.....	1,676
New York.....	3,656

Average for the United States .. 2,550

Another table gives the following startling facts:

In 1886 the net earnings of Nebraska roads amounted to \$15.52 per capita for the population of the state; those of Iowa roads to \$1.00 per capita; those of New York roads to \$4.86 per capita; the average of the United States was \$5.95 per capita.

It should be remembered there is a difference between net income and net earnings. The latter is what remains of the gross earnings after the operating expenses are taken out. The latter is what remains after operating expenses, interest on bonds, taxes, and all other expenses are taken out.

From these figures quoted from the best authorities published, we see again that Nebraska roads yield net earnings and net income far in excess of those yielded by the roads of any other state.

In fact, there is no way in which we may present the subject without showing the same result. And yet there is no state in the union in which roads can be so easily and cheaply built and maintained, or where freight can be moved at so small an expense.

Nebraska is indeed the rich feeding ground of the eastern capitalists. Is it any wonder the corporations wage desperate warfare to prevent the enactment of a maximum rate law?

WHY IS IT

that Nebraska roads pay so well? The question is easily answered. The railroads have full power to rob the people and they use it. They charge all the traffic will bear. They charge extortionate freight rates on all they bring into the state and on all they take out, but the climax of extortion is reached in the local rates which are from two to four times as high as the local rates in our neighboring state of Iowa. They elect their tools to make and administer the laws of the state, and to protect them from any legal restrictions.

Most of the above facts and figures have been accessible to the members of the Nebraska board of transportation. Yet only last year they put forth at the state's expense an elaborate report to prove that "the railroads of Nebraska are not in a condition to stand, nor do their net earnings justify a cut in local rates at the present time." And to this report are signed the names of three men who are now candidates for re-election: John C. Allen, A. R. Humphrey, and Geo. H. Hastings.

Every man who votes for the re-election of those men votes to endorse that report; he votes to continue the monstrous extortion which the people have endured so long.

But these men are no more guilty than the party that nominated them, no more guilty than their fellow candidates who endorse their actions.

There is but one way for the people of Nebraska to end railroad rule, and free themselves from railroad robbery and that is by electing the candidates of the people's party.

The series of joint debates between Kem and Whitehead ended at Broken Bow, Oct. 8. Mr. Kem came out of it in a perfect "blaze of glory." He has demonstrated his superiority to Whitehead in every respect, and the people will roll him up an overwhelming majority in November.

AN APPEAL FOR FUNDS.

In behalf of the independent state committee we earnestly appeal to the independents of Nebraska to do something to swell the campaign fund. The chairman and secretary of the committee are doing all that men can do for the success of the ticket. But they are hampered for want of funds. Independents, think for a moment: The producers of this country are paying millions every year in extortionate freight rates. They are paying millions more in usurious interest. They are paying the campaign expenses of the old parties. Now can you not afford to contribute a few dollars to secure relief from this extortion?

Will you let the success of your cause be endangered by the lack of a few paltry dollars? Are there not thousands of patriotic independents who can spare from one to five dollars each? Are there not thousands of farmers who can afford to donate a load of wheat, or corn or oats for the success of the cause?

To all who are able and willing to give, we earnestly appeal to send liberal contributions and send them at once. Send all contributions direct to Chas. H. Pirtle, Lincoln, Neb.

J. STERLING MORTON.

The following statement was received from a responsible man who says that he has proofs. Let Mr. Morton rise up and explain and that without delay:

Along about the middle of the sixties the people of Otoe county desiring a railroad voted \$150,000 in bonds for an eastern road. This contemplated road did not come so the bonds were left in the hands of the county commissioners. Later there were some negotiations with the C. B. & Q. in regard to constructing a railroad from Red Oak, Iowa to east Nebraska City.

There were two propositions, one was to build by direct route for which the company was to receive \$150,000; the other was to build by way of Hamburg Iowa, for which the company was to receive \$100,000. The former way was agreed on and the \$150,000 in bonds signed by the commissioners.

A man who was ushered into Nebraska on commission from president Buchanan and who never did anything for Nebraska except when it put money into his own pocket got the possession and management of the bonds; the result was that the railroad was constructed by way of Hamburg instead of a direct route as was agreed.

It is a well known fact among the people of Otoe county that the railroad company got only \$100,000 in bonds. A number of the citizens of Otoe county would like to know where the other \$50,000 in bonds went to before they vote for J. Sterling Morton for the highest office in our common-wealth. If a man can not be trusted to conduct a business transaction for the county, how can he be trusted with the affairs of state?

THE prospect for the independents to secure a majority in the next legislature are getting brighter every day.

THE letter from W. L. Greene in another column deserves the careful perusal of every independent in the state.

PRESIDENT POWERS is in the field campaigning for the independent ticket the whole ticket and nothing but the ticket.

THE exposures of political corruption already made have loosened the tongues of many who were waitinonly till their hour should come. Next week we will give our readers the benefit of further exposures of republican corruption fully as startling as any yet published.