

SOME STUBBORN FACTS.

The following facts concerning railroad earnings, rates, etc., are gleaned from official sources, most of which are within reach of any man who will visit the state house at Lincoln and look them up. Every voter should read and consider them before casting his ballot in November:

First. According to the official figures published in another column, Nebraska local rates are from two to four times as high as Iowa local rates.

Second. The United States census report for the ten years ending with 1889 shows that the net income of Nebraska roads has been more than 20 per cent. of their gross earnings; in the New England states the net income of the roads has been only 13 1/2 per cent. of gross earnings; in New York state 11 1/2 per cent; in all other sections the percentages are smaller, the lowest being Texas which reports a net deficit.

Third. In Indiana the railroads yielded a net annual income of only \$399 per mile for the ten years covered by the census report, while Nebraska roads paid over \$1,192 per mile.

Fourth. According to Poor's manual, the best authority on railroads, in 1886, the net earnings of Nebraska railroads were equal to \$15.52 per capita for the whole population of the state. In other words, the corporations taxed the people of the state \$15.52 per head over and above the running expenses of the roads. In the same year, the net earnings of Iowa roads amounted to only \$1 per capita; of New York roads \$4.86 per capita, and in the United States as a whole \$5.95 per capita.

Fifth. Poor's manual gives a report covering six years ending with 1886 from which the following figures are taken: Average annual net earnings per mile, Nebraska, \$4,463; Iowa, \$1,676; New York, \$3,656; average for the United States, \$2,550. Since 1886 Poor has ceased to give statistics for states separately, only in groups.

Sixth. A comparison of the official reports of the two states shows that in Nebraska the roads were far more cheaply constructed than were Iowa roads on account of the difference in the surface of the country, and the number and direction of the streams. There are many more and steeper grades in Iowa which make it necessary to use about twice as many engines and hands to move the same number of cars. In other words Nebraska roads were built far more cheaply, and can be operated far more cheaply than Iowa roads.

Seventh. The rates in Iowa are fixed by a commission. The United States supreme court has ruled that no commission can put in rates that will be unjust to the roads. If Iowa rates were unjust the corporations could go into the United States courts and prevent the commission from putting such rates in force. The fact is that every court that has ever passed on the Iowa rates has held them to be "just and reasonable."

The above are a few hard stubborn facts picked up at random. Columns might be filled with just such facts, figures, and comparisons taken from official and reliable sources. Yet every fact, figure, or comparison that can be brought shows that Nebraska is the first corporation ridden state in the nation.

Why continue to pay such extortion freight rates?

Do the people love the corporations all that they cheerfully donate a

large part of their surplus earnings, which a just freight rate law would enable them to keep?

Do the people love the republican party so well that they will continue to pay millions every year in over-charges on freight, merely to keep in power a lot of boodlers labeled "republican?"

Why should men who approve such a state of affairs be elected to make and enforce our laws?

The republican party approves this state of affairs. The republican board of transportation last year officially declared that: "The railroads of Nebraska are not in a condition, nor do their earnings justify a cut in local rates at the present time." And this conclusion was justified by such a collection of sophistry and falsehood as never before appeared in a public document of Nebraska.

The republican party has approved that position by renominating three of the men who signed that report, Allen, Humphrey and Hastings. Will the voters of this state approve it by electing these men, or any other candidate on the same ticket?

CONTRACTION.

The claim is now boldly set up that there never has been any "contraction of the currency," that we have more money per capita now than ever before. This idea was set forth by Chas. Foster the present secretary of the treasury. He boldly undertook to reverse history. For nearly a quarter of a century, the "contraction of the currency" has been as much a fact of history as the battle of Gettysburg or the emancipation of the slaves. It had been discussed in hundreds of speeches in congress. It had been treated by historians and economists. It had been reported and discussed by secretaries of the treasury, and discussed by presidents of the United States.

It was always a troublesome and very disagreeable fact to the money kings and bond-holders in whose interest it was done. They attempted to make the best of it by justifying contraction as right and necessary. But finally they found in Foster, a man after their own heart, a man of small caliber but of vast conceit. He found a very simple solution for the whole difficulty in flatly denying that there ever was any contraction of the currency. And now he is using all the power and influence of the national government to spread and substantiate that falsehood.

Thousands of quotations might be made from the congressional record and the official reports of the departments at Washington to disprove Foster's claim. For the present, however, one quotation will suffice. It is from a speech delivered in the last congress by Hon. Geo. W. E. Dorsey of Nebraska. Mr. Dorsey is a banker, and is thoroughly conversant with finances. On account of his special fitness for the place he was made chairman of the committee on banking and currency in the last house. Certainly no Nebraska republican will dispute so high an authority.

Mr. Dorsey says: Every one admits that there is an insufficiency of the circulating medium. If we compare the amount of currency in circulation at different periods of our history, as per the following table, we find that during the years that we had the largest amount of circulating medium per capita the greatest prosperity was experienced by our people:

Circulation per capita January 1.	Circulation per capita January 1.
1854.....\$17.04	1879.....\$17.20
1856.....15.68	1881.....21.60
1858.....13.27	1883.....22.37
1860.....15.33	1886.....20.84
1862.....22.69	1888.....21.18
1864.....58.72	1890.....21.66
1866.....52.01	

This estimate is based upon the best available data as to our population, claiming in 1889, 65,000,000 of people. If we can restore to the country the prosperity that we experienced from 1866 to 1873 by an increase of the circulating medium to \$50 per capita, as urged and petitioned for by all laboring classes throughout the country, would it not be wise on the part of this Congress to take prompt and speedy action?

DO NOT ORDER YOUR COAL

UNTIL YOU GET PRICES FROM US, ALL GRADES.

Delivered at Your Station, Write Us.

J. W. HARTLEY, State Agent, Lincoln, Neb.

WHY THE GLOBE IS KING.



USES NO OIL.
HAS ROLLER BEARINGS.
HAS CHILLED IRON BOXES.
REQUIRES NO ATTENTION.
HAS A SOLID WHEEL.

THE GLOBE IS AN ALL STEEL AND IRON MILL, AND HAS THE LEAST NUMBER OF WEARING PARTS.

THE GLOBE HAS MORE POWER THAN ANY WHEEL OF ITS SIZE IN THE MARKET, AND CAN BE BUILT ON A SOLID TOWER, AND WILL ALWAYS BE FOUND WHERE PLACED.

THE GLOBE IS THE LIGHTEST, SAFEST AND EASIEST RUNNING MILL WHEEL IN THE MARKET, AND DOES NOT MAKE THREE REVOLUTIONS TO GET ONE STROKE OF THE PUMP.

THE GLOBE IS THE IDEAL MILL FOR THE FARMER, THE STOCKMAN AND THE IRRIGATOR.

BUY ONLY THE GLOBE.

GEO. W. HOFFSTADT State Agent,

707 O Street, Lincoln, Neb.

Please Mention This Paper.

J. C. MCKELL,

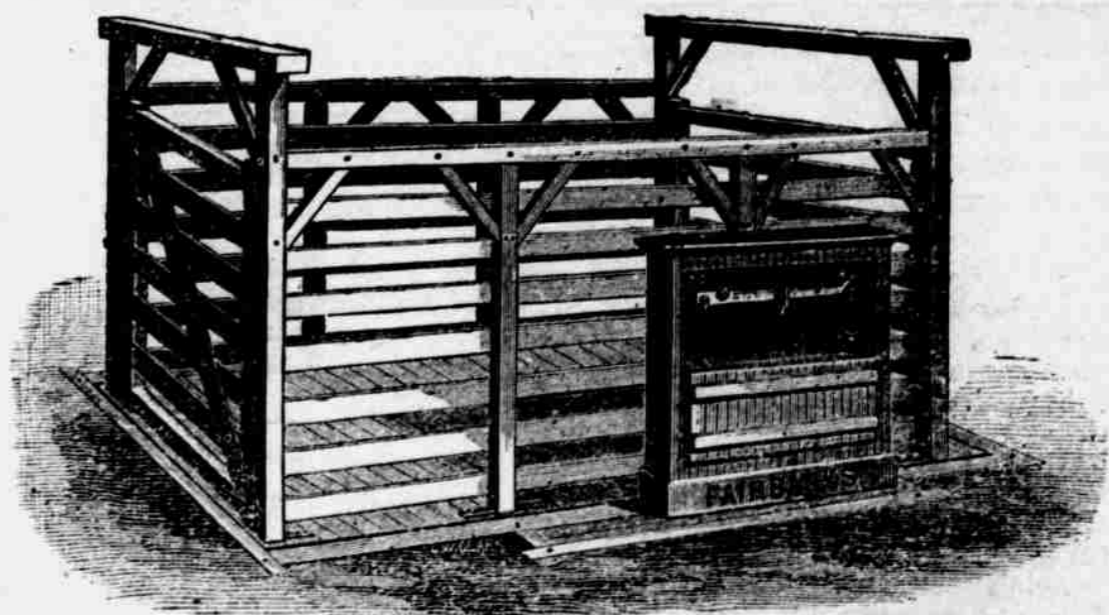
Successor to BADGER LUMBER CO

Wholesale and Retail Lumber

TELEPHONE 701.

O ST. BETWEEN 7TH AND 8TH LINCOLN, NEB.

FAIRBANKS AND VICTOR SCALES.



Eclipse Wooden and Steel Wind-Mills.

Box 382. J. P. CARSON, Agent, Lincoln, Neb.