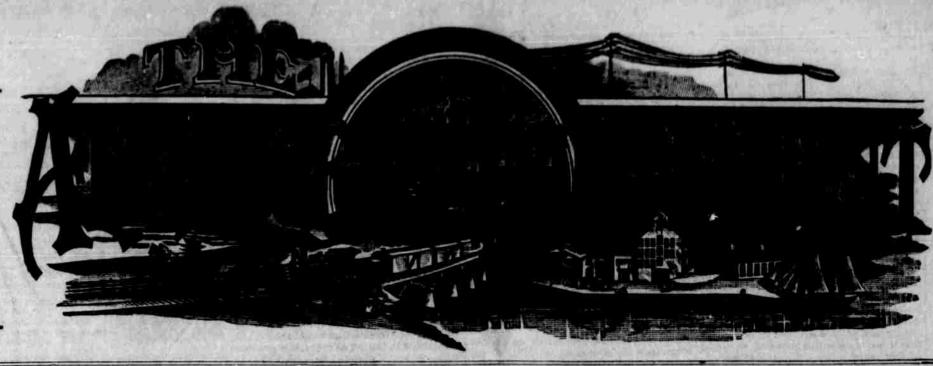
Advertising medium in the west. It is especially valuable as a means of reaching hes farmers. Its circulation is as large in Nebraska as the circulation of all the "farm journals" combined.

Give THE ALLIANCE-INDEPENDENT a trial if you want good results.



The government owntelegraphs.

The Alliance-Independent

That freight rater in Nebrasia be reduced to a level with those in force in lows.

The building by the national government of a great trunk line from North Dakota to the Gulf of Mexico.

VOL. IV.

LINCOLN, NEB., THURSDAY, MARCH 16, 1893

It Runs The Gauntlet of the House by a Vote of 63 to 30.

THE REPUBLICANS ON RECORD.

is now Awaiting its Turn in the Senate Predictions as to the Outcome.

The revised form of the Newberry II, which reduces present local freight stes a little over 20 per cent, has passthe house and is now going through e various stages to which a bill is subjected in the senate.

The republicans stubbornly fought the bill to the very last in the house. Their first fight was made in committee of the whole described in THE ALLI-ANCE-INDEPENDENT of last week. Their last fight was made on an attempt to recommit the bill when it was brought up for passage last Friday and they very nearly succeeded. Ex. ept for an opportune discovery of the trick they were trying to play, they would have succeeded. They fully realized that a recommi ment at this time practically meant the death of the bill.

It was understood by all that the bill made a reduction of only 20 per cent on present rates. The republicans pretended to have discovered that it really cut present rates about 30 per cent and was full of discrepancies. On this they for correction.

They handled their case very deftly. They even hoodwinked the chairman Mr. Porter, before their trick was discovered. It finally came to light that the republicans were running down the wrong column of figures; that the bill after all was only a reduction of 20 per cent, and the bottom fell out of the republican fight so suddenly that they never smiled again that day.

The bill was taken up again Friday norning and read the third time. The reading occupied five hours and it was after 2 o'clock before the bill was put on its final passage.

The republicans largely opposed the bill to the end. Those who voted for it did so under protest, most of them waiting until they were sure it had a majority.

The vote by parties were as follows: For the bill-39 independents, 15 epublicans and 9 democrats

Against the bill-29 republicans, and democrat. Absent-1 independent, 1 democrat

nd 4 republicans. Following is the vote:

PROBABLE FATE OF THE BILL. If the bill ever comes up in the sen-

e, it may pass. It is almost certain hat two democrats will vote for it and it is said that one republican will. nator Clarke, of Omaha, who has en dangerously ill during the session t is now improving, has said that he said vote for the bill if he could be will leave no stone unturned to prevent age. It now remains to be seen whether does come to a final vote, however, I

ather think it will pass. If it should pass the senate it is not gnature of the governor. Governor

OTHER RAILROAD MEASURES.

the Clarke railroad bill which was deled somewhat after the Newberry has been put to sleep by the senate he anti-pass bill was killed in the

The Everett rate bill which was an xact copy of the republican substitute described in last week's ALLIANCE INDEPENDENT, has been killed in the

The Stewart rate bill, which is coniderably like the Stevens bill of two rears ago, is on general file in the sente and will come up for consideration probably next week.

The hill compelling railroads passing at the same grade to build transfer switches; and its compani n the bill compelling roads to give bills of lading r the shortest possible routes to ination, have both passed the house ood majorities.

bill compelling railroads to provide able wagon road crossings; and anr to compel railroads to build pro-

per cattle guards and causeways have both passed the house. OTHER MATTERS.

A. J. Scott's bil providing that mort gaged land should be appraised in par-celsand that no more should be sold than enough to pay the debt, the par cel on which the home stands being last sold, was recommended to pass the

house, by a unanimous vote. There will be no sifting committee in the house.

The republicans and democrats in the

senate are raising the amounts in the general appropriation bill. The inde-pendents have made a bitter fight, but the other two parties have combined against them. Senator Mattes (dem voted twice on a question regarding the raising of an appropria ion last week. He was in the chair, and voted once as a member of the body. The vote was a tie. Then Mattes voted again and dec ared the motion carried. I, now known as the house committee The independents appealed and Mattes refused to put the appeal The lieuterant-governor, known recently as "Smutty Tom," supported him in his rulings.

If the two old parties go or as they

have the past week, they will raise appropriations nearly a half million dollars

The state institution at Beatrice is to be investigated.

The committee to investigate the attempted senatorial bribery is not yet through with its work. Thurston is attempting very hard to cover up his tracks and to a certain extent has sucoceded.

There is the suspicion of a rumor that Crounse is tired of being govern r and intends to resign. In that case 'Smutty Tom" would become governor Then we would have a beautiful time of it, wouldn't we?

J. A. E.

### Letter From an Old Timer. WILFORD, N. b., Mar 4, 1893.

Editor ALLIANCE INDEPENDENT: If you will send me a lot of sample copies of THE ALLIANCE-INDEPEN

DENT, I will put them into the hands of parties that I hope to induce to subscribe for it. You are making an excellent paper

and I would gladly see it in the hands of every voter in the state.

Thousands no doubt would spurn it. Yet tens of thousands would read and

The truth is the democratic and republican voters as a rule do not see or read our papers. All they know of us is what their partisan journals say of us and what they say as a rule is said to create prejudice. They are teaching their followers to despise us

Our people in this new county are yet very poor. We have no local paper. If I could manage in some way to obain sufficient of our kind of literature to circulate freely among them I know it would result in good.

I wish you success. Stand for the right and the people will stand by you It is unpleasant to have to contend with professed friends of the cause we represent, but we have to deal with matters as we find them and expose hyperisy and double dealing even if it does create a commotion. Keep in the middle of the road and

defy all opposition. Your brother in the work of reform.

J. M. KING.

# A Plutocratic Poedle.

No less an authority than Harper's Weekly assures us that the Duke of Marlborough's American wife's dog is boarded at some point near Philadelphia at a cost of fifteen hundred dollars per annum. There are thousands of families around for each of whom resent. These votes, with the solid of families around for each of whom independent support will pass the bill three hundred dollars per year, paid The corporation tools in the senate unfailingly would be a god-send, and they would gladly toil at hard useful the bill from ever coming to final pass- labor for it too. Other thousands in age. It now remains to be seen whether semi star ation are slowly peri hing they can succeed or not. If it ever Gods! what a spectacle for men and angels is the sight of our Plutocrate in receipt of incomes that are vast fortunes in themselves and squander ven then a law. It must receive the ing them in vice, pomp and 'uxury on pimps, parasites, menials, vagabonds, rounse has never yet said he would while the only really meritorious citi gn it, but his friends claim that he zens, the hard laborer, the in ustrious zens, the hard laborer-, the in ustrious in necessary or useful callings live on little more than "Bread and Water," freeze in winter, burn in summer, and know not one day of comfort the year round.-St. Jose, h Herald.

> Our travelling representative M Geo. S. Currie is taking in Kansas and Missouri. He is now in Leavenworth where he will stop a short time and then go on to St, Joseph. assistance or court-sies extended him will be appreciated by the firm.

Ripans Tabules a sist digestion: sweeten a sour somach; cure liver tronbles.

PURE BRED POULTRY. White Plym outh Rock White Games, Partridge Cochins, Toulouse Geese, White Hol and Turkeys, White Guiness, Pekis Ducks. Eggs in season. Prices low. W. A BATES, JR.,

Fremont, Neb.

Facts Concerning the Establishment of the Hawkeye Maximum Tariff Charges.

BOTH CARRIER AND PATRON BENEFITED

Cperation of the Law Has Been Profitable to Railroads and Shippers.

THE COMMISSIONERS OF

Considerations on Which the Famous Schedule Was Formulated.

States Under the Iowa Law-Rates In Force Set Out Side

by Side.

Now that railroad regulation is fairly be iore the legislature it may be interesting to review the history of Iowa railroad regula-

tion and institute comparisons between lowa and Nebraska rates. The Iowa legislature of 1888 passed a law similar to the interstate act, but it also "empowered and directed" the railroad commission to make a maximum schedule of
reasonable rates and fix a classification as
soon as practicable. The schedule was completed in July, 1888, but the railroads fought
it in the courts, and it did not become
the receiver of that reported it in a prosperous condition.

The mileage of the Iowa lines has net inreased appreciably since 1888. It is admitted that the natural growth of the state
would account for some of the increase in been a number of changes in the schedule since, but they have been of so limited effect that the present tariff is substantially

the same as that adopted by the commission more than four years ago. Changes of more importance have been made in the classification. The commission adopted the western modifications from time to time as seemed come on the investment. just to Iowa interests without being burdensome to the railroads. These variations now number about seventy-five.

of grace. They have abided by the schedule of rates and have accepted the modifications beyond a dignified argument at a hearing before the board. There is one important point, however, which is yet in controversy.

Charging the Sum for "Two Locals." Previous to the enactment of this law the railroads had given joint rates on shipments passing over two or more lines, but thereafter sur of the local tariffs on the several lines. For example, the schedule rate for a carload of hogs was \$18 for 100 miles and \$24 for 200 miles. If a shipment were over two lines, say 100 miles on each, the railroads claimed the right to charge \$36, as though there were two shipments of 100 miles each. The legislature then passed an act requiring the railroads to make joint rates and the commission ruled that no joint rate should exceed 80 per cent of the sum of the several local rates. Thus, in the example already used, the joint rate could not exceed 80 per cent of \$36, which would be

This had been the practice of the railroads themselves, but they resented legal control and took advantage of a defect in the la fight it in the courts. The statute unfortunately contained this clause: lots shall be transferred without unloading from the cars in which such shipments were first made, unless such unloading in other cars shall be done without charge therefor to the shipper or receiver." The railroads contend that this act is unconstitutional, because it requires them to render a service without compensation. The corporations seem to have the best of the argument thus far, and the joint rate provision is not likely to be operative until the legislature amends it, but the railroads are merely delaying the day of judgment. The rates established by the commission are higher than the joint rates voluntarily granted by the railroads themselves before the enactment of the new law and also higher than the joint rates now in effect on interstate traffic

# Arguments of the Lobbyists.

When the Iowa law was under consideration in the legislature the capitol was over-run by a horde of railroad men of high and low degree, who prophesied all sorts of dis-They asserted that the corporations would have to recoup themselves by raising the interstate rates and by decreasing the transportation service in Iowa. They maintained that the commissioners could not determine the reasonableness of a rate without an elaborate calculation of the cost of every item of expense, even to the waste and oil used on hot boxes. They insisted that rates could not be reduced without gross injustice to the stockholders of the corporations. In one breath they contended that anything less than 6 per cent on their stock would bankrupt them and in another admitted that they had averaged much less than that when entirely free to manage their affairs to suit themselves. At one moment they asserted that the local business of the state was so small the proposed reduction would be of no benefit to any one and a moment later they were sure the losses under a reduced schedule would throw three-fourths of the roads into the hands of receivers. For a short time after the passage of the law some of the railroads tried to make it edious by reducing their train service, but with that exception none of the evils predicted by the corporation officers and attorneys came to pass.

It is an indisputable fact that the Iowa railroads have been more prosperous since the adoption of the maximum schedule of rates than ever before. Under the old system the railroads sought the long haul, and it is well known that Iowa jobbing and manufacturing industries were being crushed out or driven from the state. It is conceded that these interests have been greatly benefited by the change and that greatly benefited by the change and that many new industries have been fostered.

many new industries have been fostered.

The loss to the railroads was not nearly so great as they tried to make the people bedieve, because they were already secretly giving many of the largest shippers cut races even lower than those established by the commission. The new system put a stop to this rank favoritism and gress injustice. It gave every man an equal chance with every other, and robbed the corporations of the cruel power to ruin a weak shipper by favoring a competitor with low freight rates. It gave a stability to the rates which in turn lent stability to trade. The people of Iowa are satisfied with the present rates, the clamoring of jobbers and manufacturers is heard no more, the railroads are doing more business than ever before, the agitation has COMPARED WITH THE NEBRASKA LINES

Classification of the Roads of the Two

States Under the Iowa Law—Rates

Compared to more, the railroads are doing more business than ever before, the agitation has ceased and the transportation problem is out of politics. This is the testimony of the commissioners and of the business men of lows. Here is the statement of the commission in the report for the year ending June 30, 1891, the last published:

That the rates have benefited Iowa is didenced by the increased business thereunder. The testimony of the railroad officials in the courts was that they caused a reduction of a court was that they caused a reduction of a court was that they caused a reduction of a court was that they caused a reduction of a court was that they caused a reduction of a court was that they caused a reduction of a court was the court was the court was the court was the consumers and at the consumers and at the consumers and at the court was the consumers and at the consumers and at the consumers and at the consumers was the consumers and at the consumers and at the consumers and at the consumers were operating under he class "A" rates, although they were en-itled to charge 30 per cent more. In 1887 seven railroads in Iowa were in the

operative until February 3, 1889. There have railroad traffic, but the commissioners mainrailroad traffic, but the commissioners maintain that the new system was responsible for much of the favorable showing. They insist that it not only stimulated business, but that it effected a saving by cutting off rebates, free passes and other special privileges and by preventing rate wars. There had been but a slight growth in the mileage. Consequently the business of 1891 showed a handsome increase in earnings per mile and a substantial gain in the percentage of ingain in th

Improvements in the Service. ome to the railroads. These variations now The railroads said they would be com-number about seventy-five. pelled to stop construction if the rates were Since the conclusion of the legal contest reduced. As a matter of fact less than 150 the corporations have submitted to most of miles were added to lowa's lines during the the rulings of the commission with a show ause is far removed from the maximum schedule. Though a new commonwealth in the far west, Iowa ranks fifth among the of the classification with little opposition states of the union in its railroad mileage. is not a spot within her borders more than ifteen miles from a railroad, and they argue hat construction ceased because the state and all the lines it needed, there being no lew territory to be occupied with a proba

ility of remunerative returns.

The railroad lobby laid particular stress upon the assertion that the companies would be forced to economize not only on their train they maintained their right to charge the service but also upon their road bed, rolling stock, buildings, etc., all to the danger and he disadvantage of the public. A most dole-ul picture of decaying bridges and streaks of rust did they paint. They talked for effect, for millions have since been spent on he betterment of Iowa lines. During the year ending June 30, 1891, the improvements included \$1.300,000 expended for buildings (mostly new depots), new rolling stock, auto-natic couplers, air brakes, 37,789 tons of steel ail to replace iron or worn out steel, 2,338, 96 ties, etc. Two roads were changed from narrow to standard guage, the Northwestern built seventy-six miles of double track and in enormous sum was spent for stone culverus, for iron bridges to replace wooden structures and for other extensive improvenents. In addition to these outlays it cost the railways more than \$500,000 to repair the damages of floods during the year.

How the Rate Was Computed. The high-salaried officials who pleaded the cause of the corporations before the legislative committees insisted that men must be endowed with power a little less than mirac ulous to compute rates and protect the stock holders (the protection of the people never entered into their pleas), but the lowa commissioners found a simple, direct and effective solution of the problem. Hon. Peter A. Dey is the conservative member of the owa commission, somuch so that he is even harged with being a tool of the railroads. nd yet his testimony condemns the corpoations. In explaining the method of making the maximum schedule and its operation his statement was substantially as follows:

'In computing our schedule we did not find it necessary to figure the earnings of the railroads or the dividends of their stockholders or to consider the thousand and one things which go to make up the cost of transportation. We assumed that rates made voluntarily by the roads were re-munerative or the officials would not have made them. Therefore in computing our schedule we took as the basis of our work the rates secretly made to favored shippers in the past and the published tariffs of Iowa and Illinois. Each of the commissioners pre-pared a table. That of Mr. Campoell was low and mine was the highest. Mr. Smith's scale was a medium between the two extremes and was adopted. The now in force is suostantially the same as Mr. Smith's original tariff.

"While the cut rates given secretly to favorites were an influential factor in form-ing the legal schedule, yet I think our tariff is in no particular as low as some of those secret rates. The lowa schedule is higher than the maximum schedule of the Illinois commission, which has been argued as unfair on the ground that the smaller amount of business in this state entitled it to a higher rate, but these gentlemen forget to explain that the railroads may go as far below the legal schedule as they please. We had evidence that the lines in Illinois were actually doing business on rates considerably under the legal maximum, and conse quently that schedule is not a fair comparon with the lows schedule.

Ordinarily it might have been difficult to

the same time largely increased the tomage and revenues of the roads. To enable Chicago to compete with Icwa jobbers, interstate rates were reduced and prices cut, and the lively competition and reduced rates have resulted in lower prices to the consumer. The farmer gets his supplies cheaper, his lumber, coal, sait and other heavy commodities at fair rates. He finds a market for a portion of his surplus corn, cats, hay, wood, timber, etc., at home and saves transportation. He markets many of his hogs in Iowa packing houses and saves freight charges. Wood and logs that lay in the timber rotting, the Iowa rates are making a market for, and new mills are sawing the latter up for use in excelsior, fencing pickets, handles, boxes and other industries unknown before. The rallway policy of the long haul has in a measure been supplanted by the new system, and an exchange of products between different parts of the state is one of the commendable results. Hay and corn from northern Iowa are now sold at better prices in the dairy counties of eastern and southern Iowa in large quantities, at hing hitherto unknows. These formerly paid tribute to Chicago.

What the Official Figures Show.

What the Official Figures Show.

The figures which represent Iowa's railroad business are an emphatic refutation of
the corporation arguments against reasonable regulation. Previous to the adoption of
the maximum schedule the revenues of the
cailroads were decreasing, while their eperating expenses were steadily growing
larger. The new system gave assurance of
stability and stimulated business, and the
cesult has been a handsome increase in the
traffic of the railroads. In spite of the
threat of inferior service, the operating expenses have increased in proportion to the
growth of the traffic. The following statement of tonnage and earnings of Iowa busi-

Year Ending.	Tonnage.	Gross Earnings.	Not Earnings
une 30. 1887 une 30. 1888.	18,969,597		\$13,376,780 10 998 AT
une 30, 1899 une 30, 1890 une 30, 1891.	18,722,854 18,729,466 20,176,848	87,148,899 41,817,899	11.011.81

ruary of 1889, and the new system hardly had time in five months to make its results strongly feit in the traffic for that year. The report for 1892 has not been published.

In some respects the omparison is even more favorable when the distinctively Iowa roads are considered. Following is a table the earnings of those lines whose mileage is ally or almost wholly within the state, the parison being between 1891 and the last ye under the old system:

WAME OF COAD.	1000.	1001.	Per seat.
Albia & Centerville Burlington, Cedar Rapida	\$ 10,856	8 19,833	76.14
& Northern	2,687,261	8,810,478	
Crooked Creek	23,402		
Des Moines & Northern	80,718	129,503	165.20
Bubuque & Sloux City	1,750,467	2,587,365 174,920	64 . PE
lowa Central	1.167,879	1.844.4 4	15.81
Mason City & Fort Dodge	16,794	12,312	62.12
'Sloux City & Northern	95 385	337,511	
Burlington & Northwest'n		67,561	30.60
Burlington & Western	50.011 29,286	72.434 96.754	287 74
ties Moines & Northwest'n		215,272	46.88

890, and the business of its first year is given in the 888 column. † decrease. These are short, unimportant coal

### the last four were narrow guage roads. Evidence of Beneficial Effects.

Thirteen out of fifteen lines showed a narked increase in traffic. The falling off on the two insignificant coal roads is attrib-uted by the commission to exceptionally mild vinter weather and strikes in the mines ascertain the special rates given certain shippers in this state, but the law brought these gentlemen forward to testify freely on the secret manipulations. The statute pro-hibited discrimination. The shippers enjoying special privileges saw in that provision the menace of higher charges for them, and they came voluntarily before the com sion. They naturally wanted the low rates continued even if it was necessary to give competitors the benefit of them.

Competition Regulates It.

"Class B and class C roads are permitted to charge higher rates than those fixed in the schedule, but as a rule I think they do not take advantage of that privilege. The reason is simple enough. The state is such a network of railroads that junctions are numerous, and a line charging higher than the class A rates would lose the business. The weaker roads are consequently forced to meet the competition of stronger lines at common points. The B and C lines once asked the commission to permit them to use the B and C rates on shipments not affected by their competitors, but at the same time they wanted to continue the A rates on competitive business. The long and short haul clause in the law prevented that kind of an arrangement, and the lows commission, unlike the interstate commission, has no au-thority to suspend the operation of that pro-vision. As a result almost all the local vision. As a result almost all vision traffic is done on the rates fixed for class A now asking favors for themselves. They all want concessions for the strong roads.
"It is practically impossible for the com-

mission to figure with exactness the amount of the purely local traffic of Iowa, that which is subject only to the state laws. Ten years ago we estimated it at 18 to 20 per ent of the whole amount of Iowa traffic. I have just completed a computation for our forthcoming report and find it to be about 25 per cent. I have made a most careful and exhaustive calculation from the statistics in our possession, and I am confident that con-clusion is approximately correct.

# Summing Up its Effects.

"As to the effect of our system, I am not quite as enthusiastic as some of its friends. I think it has stimulated the jobbing interests of the state by giving the wholesalers distributing rates which enable them to compete with Chicago. Our jobbers were complaining continually under the old order of things, but they seem to be satisfied now, for we hear no more grievances from them. The Chicago jobbers, in the hope of retrev-ing some of this loss, forced the railroads to make concessions on interstate rates to secure the long haud. Some claim that the new system has led to the establishment of many new manufacturing enterprises and the extension of others, but I am not sanguine on that point.

"The greatest benefit from the Iowa law, I apprehend, lies in the fact that the rail-road question has been taken out of politics. "There was in Des Moines a firm manufac-

(Continued on Fifth Page.)

THE COMING PARTY.

NO. 40

There has been a great evolution in the politics of this country during the last few years. A sense of security, as regards success in national affairs, has led the republican party, the party that has controlled all the departments of the government, (with the exception of four years), since the civil war, into greater laxity as regards the honesty and purity of its motives, than it would have entertained had it had closer competition for governmental control. To repeat a saying that has been current for a number of years, it is not the party of Abraham Lincoln. It has wandered out into the highways and byways of political corruption; it has andered its political influence and offices to the powerful few, and left the detenseless many to starve on the husks which were gingeringly doled out to them.

These causes, the details of which we shall enter into from time to time, led the honest thinking people o desert the grand old party which bore this nation safely through its most perilous crisisthe late civil war. They tolerated, until forbearance ceased to be a virtue, the gradual and growing deviation from the true republican form of government, and cast their lot with the democratic party. in the wild hope of securing better govecument, and with the knowledge that they could be governed but little worse; and to this universal sentiment of wrong, the democratic party owes the inauguration of Grover Cleveland as president of the United States March 4, 1893.

The democratic party has but little to ecommend it to the suffrages of a liberty loving people. It has dark blots in its history, burned there by war and bloodshed; its advocates have ever been men of limited, bigoted ideas; its rank and file the slums of humanity, from the ignorant, the dissolute and the depraved. Its banner has ever been spread over the few; it has ever advecated principles foreign to the government under which we live, and has from its inception, denied that under the law, men were free and equal. For this reason, it remained in obscurity for over a quarter of a century, despite the sympathy of the "Solid South" of England and English capitalists, and of every tyrannical, monarchical form of government on the globe.

As far back as fifteen years since, some

far seeing minds apprehended the impending state of affairs. They saw that very year, the fact was becoming more ed more evident that it was becoming harder for a poor man to earn a living; that political and government patronage advanced others to a position of competence, while the great mass of toilers bowed their necks beneath the yoke, and sighed "for a Moses to lead them out from the land of bondage." For years have they lifted their grinning eyes to the blue skies above, while their quivering lips muttered, "How long, O Lord, how long." From the laborer in the city came the same cry; it was re echoed by the tolling farmer, who saw the mortgage eating up his substance and making it impossible for him to earn a living-even here in this, the richest garden spot on God's green earth; its reverberations were heard by the miner, and one by one they took up the cry, and as a result the people's party, the party of the totler and of the future, sprang into the race for the suffrage of our people.

THE CITIZEN stands before you today, gentlemen, as a representative of this new party. Its aim will be to keep in the middle of the road of pure national politics, its influence shall be used in the in terest of the toiling masses of humanity, that they may share in the blessings of life, and not bear all the burdens while others receive all the recompense. It will not be in any wry an advocate of anarchy, neither will it allow its prejudices to deny justice to those worthy of it. It will ally itself to no "ring" for the manipulation of local politics, and it will open its batteries upon some combinations that are being formed which will cause their originators to seek cover. Its motto will be, "a government of the people, for the people and by the people."

We ask the co-operation and assistance of all fair minded people, who desire to see the politics of this city controlled by oure, honest men, and who desire such elected to the various offices at the coming spring election. Our aim is justice. Will you join us?