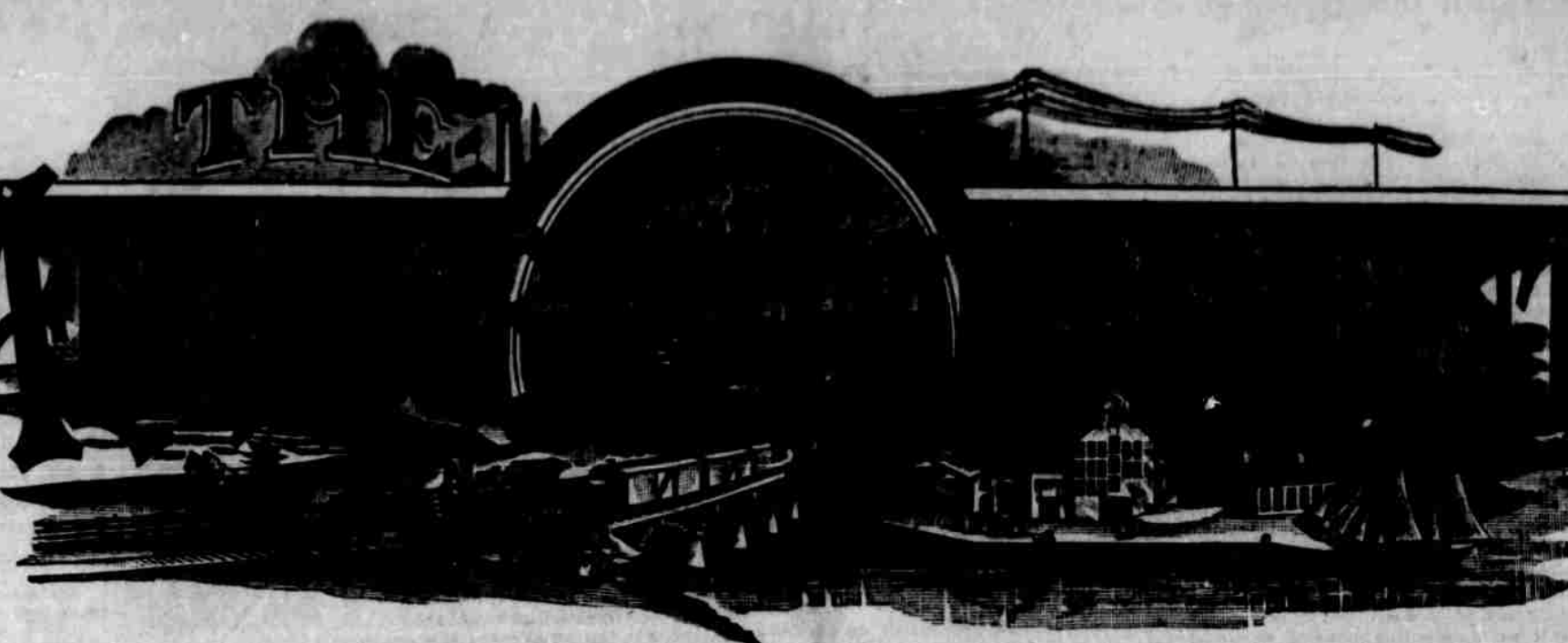


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The Alliance-Independent
is the best
Advertising medium
in the west. It is especially valuable as a means of reaching the farmers. Its circulation is as large in Nebraska as the circulation of all the "farm journals" combined.
Give THE ALLIANCE-DEPENDENT a trial if you want good results.

The Alliance-Independent
Advocates
The government ownership of railroads and telegraphs.
That freight rates in Nebraska be reduced to a level with those in force in Iowa.
The building by the national government of a great trunk line from North Dakota to the Gulf of Mexico.



THE FREIGHT RATE BILL

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 bill, now known as the house committee bill, which reduces present local freight rates a little over 20 per cent, has passed the house and is now going through the 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 ALLIANCE-DEPENDENT of last week.

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.

They handled their case very deftly. They even hoodwinked the chairman Mr. Porter, before their trick was discovered.

The vote by parties were as follows: For the bill—39 independent, 15 republicans and 9 democrats.

PROBABLE FATE OF THE BILL.
If the bill ever comes up in the senate, it may pass. It is almost certain that two democrats will vote for it and it is said that one republican will.

The Clark railroad bill which was introduced somewhat after the Newberry bill has been put to sleep by the senate. The anti-pass bill was killed in the senate.

OTHER RAILROAD MEASURES.
The Everett rate bill which was an exact copy of the republican substitute described in last week's ALLIANCE-DEPENDENT, has been killed in the senate.

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

PURE BRED POULTRY. White Plymouth Rock, White Game, Partridge, Cochins, Toulouse Geese, White Holland Turkeys, White Guineas, Pekin Ducks. Eggs in season. Prices low. W. A. BATES, JR., Fremont, Neb.

per cattle guards and causeways have both passed the house.

OTHER MATTERS.
A. J. Scott's bill providing that mortgaged land should be appraised in parcels and that no more should be sold than enough to pay the debt, the parcel on which the home stands being first sold, was recommended to pass the house, by a unanimous vote.

The republicans and democrats in the senate are raising the amount in the general appropriation bill. The independents have made a bitter fight, but the other two parties have combined against them.

The state institution at Beatrice is to be investigated. The committee to investigate the attempted senatorial bribery is not yet through with its work.

There is the suspicion of a rumor that Crouse is tired of being governor and intends to resign. In that case "Smooty Tom" would become governor.

Letter From an Old Timer.
WILFORD, Neb., Mar. 4, 1893. Editor ALLIANCE-DEPENDENT:

If you will send me a lot of sample copies of THE ALLIANCE-DEPENDENT, I will put them into the hands of parties that I hope to induce to subscribe for it.

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

Keep in the middle of the road and defy all opposition. Your brother in the work of reform. J. M. KING.

A Plutocratic Fuddle.
No less an authority than Harper's Weekly assures us that the Duke of Marlborough's America wife's dog is boarded at some point near Philadelphia at a cost of fifteen hundred dollars per annum.

OUR TRAVELLING REPRESENTATIVE. 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. Any assistance or courtesies extended him will be appreciated by the firm.

Ripans Tabules a-sist digestion: sweeten a sour stomach; cure liver troubles.

IOWA FREIGHT RATES

Facts Concerning the Establishment of the Hawkeye Maximum Tariff Charges.

BOTH CARRIER AND PATRON BENEFITED
Operation of the Law Has Been Profitable to Railroads and Shippers.

OPINIONS OF THE COMMISSIONERS
Considerations on Which the Famous Schedule Was Formulated.

COMPARED WITH THE NEBRASKA LINES
Classification of the Roads of the Two States Under the Iowa Law—Rates in Force Set Out Side by Side.

Now that railroad regulation is fairly before the legislature it may be interesting to review the history of Iowa railroad regulation and institute comparisons between Iowa 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.

Previous to the enactment of this law the railroads had given joint rates on shipments passing over two or more lines, but thereafter they maintained their right to charge the sur of the local tariffs on the several lines.

Since the conclusion of the legal contest the corporations have submitted to most of the rulings of the commission with a show of grace. They have abided by the schedule of rates and have accepted the modifications of the classification with little opposition.

When the Iowa law was under consideration in the legislature the capitol was overrun by a horde of railroad men of high and low degree, who professed all sorts of disaster. They asserted that the corporations would have to recoup themselves by raising the interstate rates and by decreasing the transportation service in Iowa.

It is 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 amount and one things which go to make up the cost of transportation. We assumed that rates made voluntarily by the roads were remunerative or the officials would not have made them.

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Their Prosperity Increased.

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.

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 railroads were decreasing, while their operating expenses were steadily increasing.

Improvements in the Service.
The railroads said they would be compelled to construct if the rates were reduced. As a matter of fact less than 150 miles were added to Iowa's lines during the three years ending June 30, 1891.

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 miraculous to compute rates and protect the stockholders of the railroads.

Arguments of the Lobbyists.
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The same time largely increased the tonnage and revenues of the roads. To enable Chicago to compete with Iowa business, interstate rates were reduced and prices cut, and the lively competition and reduced rates have resulted in lower prices to the consumer.

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THE COMING PARTY.

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.

These causes, the details of which we shall enter into from time to time, led the honest thinking people to desert the grand old party which bore this nation safely through its most perilous crisis—the 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 government, 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 recommend it to the suffrages of a liberty loving people. It has dark blot in its history, burned there by war and bloodshed; its advocates have ever been men of limited, bigoted ideas; its rank and file have principally been drawn from among the slums of humanity, from the ignorant, the dissolute and the depraved. Its banner has never been spread over the foe; it has ever advocated 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, monarchial 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 every year, the fact was becoming more and 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 echoed by the toiling 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; his 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 toiler 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 interest 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 way 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, "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 pure, honest men, and who desire such elected to the various offices at the coming spring election. Our aim is justice. Will you join us?

Year Ending	Tonnage	Gross Earnings	Net Earnings
June 30, 1887	13,909,207	\$7,879,770	\$4,576,728
June 30, 1888	13,476,067	\$7,394,300	\$4,098,473
June 30, 1889	13,722,454	\$7,148,370	\$4,101,419
June 30, 1890	13,729,411	\$7,148,370	\$4,101,419
June 30, 1891	20,101,543	\$9,102,740	\$4,465,114

NAME OF ROAD.	1889.	1891.
Albia & Centerville	\$ 10,850	19,233
Burlington, Cedar Rapids	2,487,281	4,810,478
Chicago, Iowa & Nebraska	29,024	41,861
Crooked Creek	24,429	18,427
Des Moines & North-west	40,710	78,797
Dubuque & Sioux City	1,750,487	3,537,595
Hamilton & Shenandoah	182,187	174,209
Iowa & Missouri	1,197,579	2,444,471
Iowa Northern	14,736	13,727
Mason City & Fort Dodge	13,773	112,281
Maquoket & Northern	36,885	80,811
North-western	81,003	110,918
Burlington & Western	50,011	78,454
Des Moines & Kansas City	29,286	78,797
Des Moines & North-west	143,226	215,771

Evidence of Beneficial Effects.
Thirteen out of fifteen lines showed a marked increase in traffic. The falling off on the two insignificant coal roads is attributed by the commission to exceptionally mild winter weather and strikes in the mines.

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.

Summings 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 greatest benefit from the Iowa law, I apprehend, lies in the fact that the railroad question has been taken out of politics. There was in Des Moines a firm manufacturer (Continued on Fifth Page.)