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GOVERNMENT RAILROADS

The Experience of the German Empire.

BISMARCK FIRST PROPOSED IT.

The Populist Idea has Been Tried and Proved to be Good.

Government Must Never Surrender the Control of its Highways.

The railroad problem enters largely into the campaign. It is treated in both the democratic and populist platforms. It will be well for all voters as far as possible to inform themselves upon it. The following excellent article was written by Mr. Fred Hedde of Grand Island, Neb.

The propositions for an organization of the bankrupted Pacific railroads, the Union Pacific and Central Pacific, consists almost exclusively of plans for the re-establishment of private companies. The same corporations which wrecked these roads, or similar ones, are again to be favored by long extensions of time, and by immense new donations in the form of reductions of the debts owed by the old roads to the government. There is not the least reason for the demand that private companies which allowed their roads to be ruined and their directors to become multi-millionaires be rewarded with new favors and that the people of the United States should be subjected to the arbitrary rule of these private companies, which are damaging the material development and undermining the political liberties of these states. It is time that these roads are reorganized in such a way that they can run in the interest and for the benefit of the people who paid for them. This cannot be done by again turning over these roads to the tender mercies of private corporations.

Monopolists have said that governments are not able to administer the affairs of railroads. They try to make the people believe that the plan of government roads is a production of the imagination of socialistic and populist dreamers, while in reality the system of government administration is a stubborn fact and railroads of this character have been operated for decades with greatest financial success.

Prussia was the first country to introduce the government railroad system, to the extent of excluding nearly all private railroads, and its influence has induced a large number of other states to adopt the same system.

After the Prussian constitution of 1850 had closed the revolutionary period of 1848 to 1850, the Prussian government directed its attention to the material interests of the people and commenced the government construction of roads in those provinces which were neglected by the private companies. This was not for the purpose of making money, but to develop the agricultural, commercial and industrial interests of these sections. One of the main roads thus constructed by the government and run under governmental administration was the great eastern road, connecting Berlin and Koelnburg. This action of the government made all classes of the people familiar with the system of government roads and naturally led to the idea that all roads should be owned and managed by the government. No actual progress in converting the Prussian private roads into government roads was made however, until the new parliament of the young German empire appointed in 1873 a commission for the investigation of this railroad question. This commission, after a thorough investigation of all circumstances, decided in favor of the system of government roads and this system was recommended for adoption by the whole German empire.

In consequence, Bismarck proposed in 1876 a governmental railroad project for the empire, offering to sell the Prussian state railroads to the empire; but the other German states, especially the so-called "middle states," those of medium size, the kingdoms of Saxony, Bavaria and Wurtemberg opposed and defeated this plan, because they were jealous of the growing power of the empire and preferred to control their own railroads.

Not discouraged by Bismarck's failure in this matter the Prussian government began in 1879 the work of introducing the system of government roads. The acquisition of private roads by the government was accomplished by voluntary sale and purchase. In purchasing railroads from private companies the government acted with great liberality, giving near the face value of the shares in 3 1/2 percent interest-bearing bonds which had a higher market value than had the shares. This made the shareholders very willing to agree to the transaction. All the railroad officials were also taken care of, their rights being renewed and the most of them being appointed as officials in the state railroad service. The directors of the private roads, if they were entitled to certain percentages of the profits made by the roads, were indemnified. In this way the relative proportion between government and private roads was in the course of fourteen years thoroughly changed, and the mile of railroad were considerably augmented by the construction of new roads. On April 1, 1879, the day of the last statement before the law of 1879, there existed in Prussia.

Kilometers.	
Government railroads.....	5,255
Private railroads, managed by government.....	3,802
Private railroads, managed by private companies.....	9,430
Total.....	18,487
On April 1, 1896, Prussia had:	
Government roads and private roads managed by government.....	9,057
Private roads managed by private companies, not more than.....	1,718
Total.....	20,775

Government roads..... 5,255
Private roads managed by government..... 3,802
Private roads managed by private companies, not more than..... 1,718

Total..... 20,775
This shows clearly the progress of the system of government roads. April 1, 1893, the government roads had also 95,670 officials appointed for life and 191,679 other employees, besides those who keep the roads in repair. About one-third of all the employees are appointed for life and are considerably more independent than any of the officials of private roads. Prussia's example was followed by other German states. Germany had in 1874:

Kilometers.	
Government roads.....	10,812
Private roads managed by government.....	2,838
Private roads managed by private companies.....	11,737
Total.....	25,487
Germany had in 1894:	
Government roads.....	20,153
Private roads managed by government.....	671
Private roads managed by private companies.....	3,776
Total.....	44,500

The mileage is equal to about 26,000 English miles or three times as much government road as it had in 1874.

The Prussian finances, of course, were burdened with great debt for the purchase of the old and the construction of the new railroads, and some people who considered themselves wise predicted great financial difficulties. The following table of the income and expense of the Prussian government railroads from 1882-83 to 1894-95 is comprehensive, the figures given indicating million marks:

Year	Total Income	Total Expenses	Group of surplus	Net surplus
1882-83	432.1	266.1	166.0	166.0
1883-84	385.4	299.4	86.0	86.0
1884-85	582.4	461.0	121.4	121.4
1885-86	791.4	494.6	296.8	296.8
1886-87	825.9	544.4	281.5	281.5
1887-88	857.3	578.4	278.9	278.9
1888-89	921.3	607.4	313.9	313.9
1889-90	922.5	586.3	336.2	336.2
1890-91	938.7	600.4	338.3	338.3
1891-92	968.4	567.5	400.9	400.9

This table shows that the net surplus in the years mentioned amounts to 1,173,000,000 marks, and that the whole railroad debt can be paid off in thirty or forty years if the net surplus of the railroad income is used for paying the principal of the railroad debt. Even now the acquisition of the railroads by the government proves to be an excellent investment, and when the whole railroad debt shall be paid off the state will have from its railroads a clear income of from 350,000,000 to 4,000,000,000 marks, and perhaps by that time this net surplus may have been increased to such an amount that all direct taxes may be abolished.

In Prussia, and afterward in the whole of the German empire, uniform transportation rates for passengers and goods introduced. This equalizing of rates was of great advantage to the whole people, and especially to the commercial classes to which the arbitrary changes of rates are very disastrous. The rates on the Prussian government roads are lower than they formerly were on private roads, and as soon as the railroad debt is paid a great reduction of all transportation charges may be made. The established "normal rate" fixed by government statute, with the consent of the Prussian landtag, cannot be raised even by the government without the consent of the popular branch of the government. Reductions can be made and they sometimes are made for the benefit of certain goods which cannot stand the regular rate, but such reductions are not made before the matters are considered by popular railroad councils established by law.

Accidents on our private railroads are more frequent than in Germany. In 1888-9 there were 5,323 persons killed and 26,309 injured on United States railroads. For the same time in Germany there were 588 persons killed and 1,380 injured. In the United States one person was killed on railroads out of 1,525,319 travelers and in Germany one person was killed out of 11,111,111 passengers. In the United States one person was injured out of 220,025 travelers, while in Germany one person was injured out of 270,000 travelers.

Since Prussia introduced the system of government roads, seventeen years ago, this system has gained the admiration of other countries in nearly all parts of the world. Not only the other German governments but most of the European governments have adopted this system. It has also been successfully introduced in the British dependencies of India and Australia and may come back to England from these places. The Australian colonies, though under British protection, are actually republics and destroy that deceptive argument that government railroads are not fit for republican states. There has never been logical force in this assertion, because an addition to the weaker power of republican governments is not so dangerous as an addition to royal and imperial power. The establishment of government roads in place of the private monopolies would, on the contrary, be in our country a powerful protection of the people's liberty and independence, which are greatly endangered by our railroad monopolies. If for the next fifty years the power of these monopolies should grow at the same always-increasing rate at which it has been growing for the last thirty years, our state and national governments will be crushed out of existence and our so-called republic will be fully subject to a railroad aristocracy. For this reason alone we ought to abolish the private-monopoly system of railroads which already has destroyed our liberty to a great extent.

In clubs of ten or more campaign subscriptions 10c each. No commission allowed.

Forty vigorous Republicans of Central city and vicinity, not ready to swear allegiance to Queen Vic, have joined the democratic party. Gentlemen, we enjoy these trades.—Central City Democrat.

BISHOP NEWMAN'S SCREED.

A Faithful Old Methodist Makes a Reply.

Shall Bishops be Censured with Money Changers and Extortioners.

LINCOLN, Aug. 2, 1896.

EDITOR INDEPENDENT:—From the fact of our having been a member of the Methodist Episcopal church over fifty years and an official in the church more than four-fifths of that time we claim a right to speak for the church and to the churches as the spirit may prompt. We have just read Bishop Newman's pronouncement to the preachers of his bishopric and were grieved at the hall truths he uttered. No Catholic bishop in America has ever been half as political in his domination and yet we have the A. P. A.

The bishop is mistaken when he says "we are passing through a crisis, for we are passing out. When the devils went out of the man, it wrenched him worse than when they went in. The devils are being driven out by the common people. According to the Bishop's notion, to be for the gold standard and for McKinley is to be a patriot and a hero, but to be for silver as well as for gold and for Bryan was to be a partisan and demagogue. Bishop Newman has the reputation of being the most intense partisan of all the Methodist bishops. We have that opinion of him that if McKinley stood on a republican platform and that platform read for free silver still the bishop would be for McKinley.

It seems the bishop would place a premium upon the act when a millionaire steals from the poor taxpayer, but it is an awful crime for the poor man to demand the return of his stolen property. All the free silver men ask is to place coinage back where Washington and Lincoln left it. The sermon on the mount does not justify the taking of a bond or a mortgage, payable in dollars, and then going into congress and changing the dollar standard. No christian minister ought to sanction such a crime, no christian will. The bishop has no more right, nor half as much to class populists with anarchists communists and thieves than we have to class bishops with money changers, extortioners and robbers.

The bishop tells us that "the pulpit was a powerful agent in freeing the slaves." Not at first for I have heard Methodist preachers, high up in authority, preach that slavery was ordained of God. But when the common people rose in their might, as they are rising now, the preachers flopped. We pray for such a flop now. It does not esp the credit of our government to pay just as the bonds read. They read "payable in United States coin of the standard value of 1870." The silver dollar was coin then as much as the eagle. It is strange that the bishop should see "delusion" in the common people but not a whit among the millionaires. The word "cussedness" perhaps would better apply to them.

We would not have to coin the silver into dollars before we could have an increase of money. Silver certificates could be issued while the silver is yet in bullion, just as they have been. The bishop is awfully afraid of silver plutocrats but gold plutocrats do not move him a bit.

The farmer may have to pay double for what he buys if he gets double for what he sells, but he will not have to pay his debts in double dollars nor his taxes, neither will the government pay in big dollars but in small ones of 1870. If everything else doubles, the wages of common men will double, but where he will gain most will be in having more to do. It is no experiment, no new thing that we ask, it has been tried for hundreds of years and worked well.

H. W. HARDY.

WILL KILL BRYAN IF ELECTED.

So Says the Advance Agent of the Dispatch.

Will rule or ruin, is the motto of gold standard advocates. Let us organize to elect him and we will be organized to seat him and by the eternal we will be organized to protect him.

"We will kill W. J. Bryan if elected, we will beat you for vice-president and we will have the president after all," so said H. W. Russell agent for the St. Paul Dispatch, to W. G. Lutz, in the city of Chadron July 29th 1896.

No bolder declaration could have been made after the nomination of that grand old man Abraham Lincoln.

The slave power carried out their threat. Will the money power dare to carry out this damnable threat.

Never was there a time in the history of this government that we needed men and women with the courage of their convictions as now.

"Dare to do right though the heavens fall."

The pops have been accused of being anarchist. In fact everything but what would constitute a good American citizen. When in the history of populism has there ever been a press reporter, regardless of the size of the paper he represented, that would make such an anarchistic declaration?

It is to be presumed that H. W. Russell voiced the sentiment of the paper he represented, the St. Paul Dispatch. Has the St. Paul Dispatch turned anarchist? Get your dictionary and see what anarchism means, then analyze the above saying.

If any man would allow such a sheet to enter his house and remain there, he is not worthy of being called an American citizen, he should be classed as a suspicious character, a traitor to the country from which he gets his living. There is no doubt of the dark and damnable plot of the money power

against the great mass of the working people. It has been known by many for this long time. He further said that moneyed men of this country would not permit a man like Bryan with his principles to be president, that they would kill him, that they would withdraw their gold and make times worse. If this be true, should we lay down to this moneyed power? May God forgive that we should dare to vote our honest convictions! If the voice of the people say they want W. J. Bryan for president, I for one will help seat him.

Where are the old veterans of from 61 to 65; Your country calls you. You have another Lincoln to elect, and you may have another Lincoln to seat; Will you help to do it? Which side are you on?
I. N. HARBAUGH,
CHADRON, July 31, 1896.

State of Nebraska, ss.
Dawes County.
W. G. Lutz being duly sworn on oath depose and say that I am a resident citizen of Chadron, Nebraska, and the head of a family and am now engaged in business in said city, and that I had read to me in my presence and hearing the article written by I. N. Harbaugh of this city, entitled, to wit: "Will W. J. Bryan be elected," and that portion giving the declaration made by one H. W. Russell (whose name I did not then know) but I did know that an agent of the St. Paul Dispatch in my place of business on the day mentioned made use of the language therein mentioned, and even more, and further I say not.
W. G. LUTZ.
Subscribed in my presence and sworn before me this 31st day of July 1896.
I. N. HARBAUGH,
Notary Public.

SPURN ENGLISH REPUBLICANISM.

Three Members and Chairman of the Republican Central Committee Resign.

EDITOR INDEPENDENT:—Garfield county, this state, was the home of the first silver league ever organized in Nebraska, and from present indications it is likely to keep up its patriotic record.

Last week's "Eye," the fearless advocate of the people, edited by Randal Miller at Burwell, contained an article entitled "Good Bye, Old Party, Good Bye," which shows that the most influential members of the republican party in that county have repudiated the gold bug party and are working with the people for free silver and American homes.

Three members of the republican central committee, including their chairman and last year republican candidate for county attorney, and a member of the republican county central committee from Calamus precinct, is out for Bryan and free silver.

James Barr, an old soldier and a prominent republican, who has attended all state conventions of his party of recent years, went before the central committee last Saturday and informed them that he had no use for the English republican party, and would no longer act as committeeman from Rockford precinct.

Hon. Morgan Crane, once a member of the state legislature, for several years deputy internal revenue collector for this district, a man who never asked for anything from the republicans but what he got it, an old soldier, a fluent speaker, and thoroughly posted, has left the sinking ship and will help the cause of the common people, for free silver, by voice and vote.

Charles H. Jones, a veteran of the late war, a life-long republican, one of the ablest men in this part of the state, in an able letter to the members of the Garfield county republican central committee, resigned his position as chairman and will work for free silver and the cause of humanity. "Old Charley" is a man who commands the respect of all who know him. He is one of the bestest political fighters in the state. He accompanied his letter of resignation with a communication giving his (simple) reasons for this move, and sent a copy of same to the local republican paper, which refused to publish it. They dare not.

Rah for the people! Jon.

Bryan's home and family group photos for sale at the new tent, 14th & O St.

Bryan on Banks of Issue.

In his speech before the trans-Mississippi conference at St. Louis Mr. Bryan said:

"I believe you once had a man in this state who undertook at times the collecting of the fares on the railroads—came along some times and stopped the train and collected the fares. I suppose he thought he could do it better than the conductor could. And, my friends, I want to impress upon you the fact that the underlying purpose that actuated Jesse James is the same purpose that actuates the demand for a bank of issue. (Cheers and applause.) Now, when I say that, I do not mean to compare a banker to Jesse James. (Laughter.) What purpose actuated Jesse James? It was the desire for money. What is the purpose of the bank that desires to issue paper money? It is the desire for the profit that is all. It is the love of money. The love of money, we are told, is the root of all evil, and it is the duty of government to lessen the evil as much as it can. Jesse James sought money in violation of law; the bank of issue seeks money through the aid of friendly legislation."

Will Take the Stamp.

H. E. Taubeneck, ex-national chairman, has closed up affairs in St. Louis. He will take the stamp in Illinois at once.

INSOLENCE REBUKED.

A Great English Economist Utters a Warning.

LET THE OPPRESSORS HALT.

If War is the Only Excuse for an Increase of Money They can Have War.

Whole Groups of States Goaded to Desperation.

The following article from the pen of the great English economist, Morton Frewen recently appeared in the London Times:

Is it just, or even politic, that the English press should describe the prospective change of standard in America as "repudiation"? We are fastening a charge of dishonesty upon entire states, and after March next it is quite probable that our diplomatic relations may require to be conducted with the very statesmen who are being denounced here as rogues and socialists. And is there any clear justification for such language? What Mr. Bryan contemplates is at most a change of standard from gold to silver. Were the whig governments denounced in similar terms when in the early years of this country they replaced "honest money" in England by inconvertible paper? In our own time France also suspended specie payments. Germany substituted for silver a gold currency which ipso facto appreciated—a spoliation not of the creditor but of the debtor class. In India we ourselves altered the standard in 1893, when we demonetized silver.

And with what justice can the republican party which in the sixties suspended specie payments, in order to inflate the currency up to the hilt with greenbacks, now pretend to denounce the democratic platform of 1896? It will probably be replied that when England repudiated and when the northern states repudiated they had no alternative. But the only possible alternatives today in the United States are either silver or paper. The country is visibly bleeding to death; fifty-five millions sterling of debt have been contracted in two years during a time of profound peace, in order to maintain, if possible, a gold currency, and another gold loan is now seen to be inevitable before the year closes. Does any one suppose that the McKinley nostrum, high protection, is going to enable the greatest debtor nation on earth to pay her foreign debts without shipping gold, when her staple exports, wheat, cotton, copper and silver, are selling as today at half price?

The present depreciation of the currencies of nine-tenths of the world, in stimulating the exports of all those countries, has destroyed the balance of trade for America. A great rise in the price of silver would certainly reduce the gold premium in Asia, in Russia and South America, thereby restoring to the United States that balance of exports over imports without which she must continue to be insolvent. It is not a question of restoring her credit—her ability merely to borrow more; it is a question of restoring the price of what she sells in the European markets.

May I add, in conclusion, that to any student of American politics it is impossible to contemplate without dismay the attitude of our press, when considering that price catastrophe which has submerged the industries of our largest debtor, and which is goading to desperation whole groups of states to westward of the Alleghanies? The events of the next four months are destined to influence profoundly, for good or for evil, the future relations of England and the United States. The party of "honest money" is openly boasting that it will win the day by the most reckless and dishonest means. In the political jargon of America, the biggest "barrel" ever known will be so filled as to buy up democracy by the wholesale at the primaries. If the nation's will is to be thwarted in this way by the lavish employment of what the provincial American press always earmarks as "British gold," then no present settlement of the Venezuela question will long delay war. If nothing but the stress and strain of war is held by financial purists to justify a suspension of specie payment, we may rely on it that in the present temper of millions of American citizens a pretext for war will be discovered. A western democrat wrote to me recently, "We cannot shell the users out of wall street, but possibly we can bring British gunboats to do the work we cannot do!"

Can any man in his senses fail to notice in such a tone and temper as that displayed at Chicago, coming as it does from the heart of a nation not less law abiding than ourselves, the conditions of a desperate disease? I have known Mr. Bryan for some years; he is a young man of most attractive presence and brilliant qualities; he feels what young America feels and resents that the prosperity, the dignity and the credit of the United States have suffered with every act of Mr. Cleveland's administration. Indeed the entire American nation through four years of crisis, has been looking for a cause adequate to such widespread disaster. May they not be right? May it not be in the unprecedented cheapness of silver? Surely cheap silver for 800,000,000 in the east must cheapen men and women in the west; and we have seen that the collapse of the

prairie states since 1893 has gone hand in hand with the collapse of the silver exchange. Is it any wonder, then, that the west and south today read this as the lesson of our currency experiment in India, and that they have come to recognize in the carefully prepared failure of the Brussels monetary conference the profound policy of the "great creditor nation"?

MEXICO AND SILVER.

Effects of Free Coinage on the Neighboring Republic.

Discussion of the effect of free coinage of silver upon wages and upon the purchasing power of the dollar seems impossible without a reference to Mexico, probably because of her contiguity, and of the ease with which assertions, for or against the free coinage of silver, can be verified. As bearing upon this important subject we copy the following from a letter written by the manager of the Mexican Central Railway to a friend in Kansas City. From the position he occupies he should know whereof he speaks. He says: I would like to call your attention to these facts: That business failures in Mexico are almost unknown. We have no strikes such as are constantly disturbing commerce in the United States. Such a thing as Coxy's army is never dreamed of. There is work for every one who wants it at wages to enable them to supply all necessary wants. Our banks are paying from 14 to 17 per cent. dividends per annum. Manufacturing enterprises whose profits are known are paying from 10 to 20 per cent., and private concerns who do not publish the per cent. of their profits are known to be prosperous.

I think as a rule land owners here are of a more intelligent class than the farmers of the United States. As a rule the laborers are of less intelligence, except where Americans employ ignorant foreigners, in which case the Mexican laborer is of a better class and higher intelligence.

Passenger conductors are paid a salary of \$180 per month. Freight conductors are paid by the mile and their salaries run to \$200 per month. Engineers are also paid by the mile and are paid from \$175 to \$200 per month, in a few cases a little more. Firemen are paid about \$100 per month. The salaries of depot agents vary greatly ranging from \$50 to \$250 per month. Telegraph operators receive from \$40 to \$125 per month. Clerks in the general office receive from \$25 to \$250. The smaller salaries are paid to boys and the largest to the chief clerks. Division superintendents receive \$350 per month, division train masters \$175. Carpenters and joiners from \$1 to \$4 per day. Brick masons from \$1 to \$3 per day. Street car conductors \$1 and drivers 75 cents per day. The wages indicated above are given to both native and foreign artisans. The less experienced receiving the lowest figures, the largest amounts being paid to the skilled workmen.

Wheat is worth \$11 per 350 pounds (or \$1.85 per bushel). Cotton is 18 cents per pound; wool from \$6 to \$7 an arroba or 25 pounds, or 25 cents to 35 cents per pound. Hay is not used. In its stead we utilize green fodder mixed with wheat and barley straw. Corn \$1.80 per 100 pounds. The normal price of corn is about 1 cent per pound, but owing to droughts in various parts of the country the present price is unusually high.

White sugar, 12 cents per pound, native brown about 4 cents. Butter, 75 cents per pound, eggs 25 cents per dozen, bacon, imported, about 80 cents per pound, native, 30 cents, beefsteak, 18 cents per pound.

Beef cattle from about \$30 to \$35 per head. Beef cattle are not sold by the pound. Hogs, the price is regulated by the Kansas City price.

Horses, fine carriage horses, are worth about \$1,000 or \$900 to \$1,800. Common horses about \$150 per pair. Common mules from \$40 to \$60 per head.

Cows, imported milk cows, from \$150 to \$250. Good native milk cows from imported stock from \$60 to \$90, and ordinary range cows \$16.

Farm laborers receive from 35 cents to 45 cents per day and found. On the large haciendas (farms or ranches) of the country it is customary to give each laborer a small tract of land for his own use. No charge is made for this. Owing to the fact that land is held in large tracts, the owner can well afford to do this, as it enables him to secure his labor at a less figure and renders it certain that they will not leave the place. Owing to climatic conditions from \$6 to \$10 a year will supply all the wants of the ordinary farm laborer in the way of clothing, hats and shoes. As the food ration is largely made up of fruits and vegetables, and due to the fact that meats are detrimental to the health in this climate, the expense of living is greatly reduced.

Those who speak scornfully in relation to the condition of the Mexican laboring class do so in exemplification of their own gross ignorance. There is no country on the face of the earth where energy, ability and capital will produce as great results as in Mexico, and her prosperity is to a very great extent due to the fact that we are on the silver basis.

We Give Them Half.

Every Nebraska farmer who ships a bushel of corn to Chicago must pay the price of a bushel to the railroads. In other words, Nebraska farmers contribute one-half their grain crop annually to the railroads. No wonder the farmers ask a voice in regulation of freight rates. But hush, they call an editor an anarchist in Nebraska when he suggests that the railroads should allow the farmer to retain more than half his own crop of grain.—Pamphlet Times.