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THE RAILROAD QUESTION

The Roadbeds Should be Owned by the Government.

THE PLAN OF SENATOR JONES

Says the Lines Should be Made Public to all Roads.

A Practical Solution of the Problem.

As is well known, Senator J. P. Jones of Nevada is an ardent advocate of the ownership of the railroads by the federal government, though he is not wholly in sympathy with the schemes for their actual operation by Uncle Sam. He has, however, formulated a plan of his own to which he will devote almost his entire energies during the coming session of congress, and the details of this plan, which have not before been made public, become of interest, therefore, to those who disagree with his views, as well as to those who are in sympathy with them.

"I believe that the people of the United States are ready to insist on the government assuming control of the railroads of the country," said Senator Jones to me the other day. "I am myself heartily in favor of it on general principles, but I do not approve of the plans thus far presented for bringing it about. Neither do I regard as wise the proposition to have the roads operated by the government, as that would be to place in the hands of a few men a dangerous political power that would be a menace to the public."

"How would you have the roads operated, if not by the government?" I asked. "By the people," replied Senator Jones. "My plan, which I worked out when the agitation for government ownership of the railroads was first advocated, is to have the government acquire the roads by purchase and foreclosure of the mortgages and to place them in the hands of a public trustee."

"In the early days out West, when a road was built through a section of the mountains the transporter of freight or passengers with his own vehicles could pass over the road by the payment of a certain fee. That is precisely the system I propose for freight and passenger traffic on the railroad after the lines are acquired by the government."

"The tolls," continued the senator, "should be fixed at so low a rate as to produce just enough revenue for the expenses of direction and the keeping of the roadbed, tracks, stations, and other property pertaining to the roads in a perfect state of repair and efficiency. Of course, there should be a sufficient surplus over operating expenses to maintain a fund for new bridges or stations on roads already built, and some provision might also be made for the construction of new lines."

"The railroad system of the entire country should be cut up into zones and divisions. The best qualified men should be employed by the government as managers and superintendents, at fixed salaries, and their tenure should be during good behavior. Promotion should be made in the order of merit and achievement only, and there should be special rewards in the way of promotions for those who have succeeded in avoiding accidents. The force required to keep the roads in order, to collect the tolls, and to dispatch the trains, would be comparatively small, as the greatest demand would be for engineers, firemen, brakemen, conductors, etc., and these men would not be in the government service at all."

"The train service, under this system, whether for passengers or freight, would be entirely in the hands of the people. The first-class engineer, a conductor, and a brakeman would be at liberty to run a train of their own over any line in the country, under the conditions laid down by the government. All they would have to do would be to arrange for running time with the proper authorities, and pay the tolls fixed by law."

"The project opens up boundless possibilities that are absolutely bewildering to a man with a grain of imagination, or capacity for seeing beyond the horizon of established custom. As no request to run a train for lawful purposes could be denied the farmers of a given locality, who are now shut out of the markets by high freight rates, could hire or buy a few cars and an engine and go themselves with their cattle or grain to the best market. The manufacturer could do the same thing while the pleasure seeker might visit every section of the continent with every luxury, for what it now costs him to go from New York to San Francisco."

"But would not the people who now own and control the cars and locomotives monopolize the traffic as at present?" "There would be no danger of that, first, because the skilled men would not run trains for others when they had the opportunity to conduct a more profitable business for themselves and, second, because the great organic change effected in the whole business of carrying freight and passengers would not appeal to those now in control, as the present system does. There would be absolutely no competition."

"When you come to think of it, what is really known by the men who own the railroads about the actual operation of the many thousands of miles of railroad which they nominally control? What can they know of the time schedules, the dispatching and running of trains, the

collection of freight and its delivery at its various destinations.

"All these departments are under the direct supervision of employes, who do the actual work of carrying on the business of the roads."

"If any plan is adopted, the common carriers of this country will be the men who actually do the work, and who would take a personal pride in making all classes of transportation as safe, as expeditious, as cheap and as comfortable as possible."

"It would be the duty of the government to maintain the integrity of the various roadbeds and bridges, regardless of the profits paid by any line; as there would be free and open competition, legislation would not be necessary to induce the adoption of decent and safe systems of lighting, heating, and brakes on trains; and there would be an end to the working of men beyond their endurance."

"I believe further, that free competition would bring about the introduction of sleeping cars on all night trains, so that passengers would be no longer obliged to sit or recline in cramped positions when they ought to be resting as comfortably as if they were at home. You see, the various carriers would vie with one another in giving the best possible accommodations day and night, to all their patrons, and those who would not give sleeping accommodations without extra charge could not secure night passengers."

"Dining cars would be conducted also in such a manner as to enable people of moderate means to have their meals at accustomed hours, without being obliged to pay prices that only the rich can afford, and many other advantages would be secured by the patrons of railroads from which they are now debarred."

Mr. Jones feels sure that by the plan he has matured for the purchase of the roads, no injustices will be done to those now holding stock in the lines, since it comprehends due compensation to all."

More than that, he believes it will insure returns to many who have invested in roads which are now unprofitable, and likely under present conditions to continue to be operated at a loss. He admits that what are commonly known as the "watered stock interests" may suffer some loss.

"It will take time, of course," he says, "to bring about the change I advocate. The first step will be the appointment of a commission to inquire into the whole subject, and report to congress as to the best method of procedure. I advocate the policy of making the service of directing the railroads under the government as distinguished as the army or the navy."

JAMES ARTHUR MACHIGNO.

Future of the Parties.

The peoples party has come out of this campaign in better shape than any other party in the contest. Thousands upon thousands of so-called democrats of the regularity stripe have voted for Bryan, or claimed to support him, yet, who are evidently glad of his defeat. These goldbugs and monopolists in disguise will, of course, at once go to work, and try to capture the machinery of the party. If they fail they will go to the republican party in the next contest. If they succeed, a very large element of the real men in the democratic party will surely join the peoples party. Besides, McKinley's barely won election could not have been secured, in spite of the tremendous efforts and money put forward by the republican party, had the patriotic rank and file of the republican party who are opposed to monopolies and trusts, and who are in favor of the free coinage of silver, not made up their minds to stay just one more time in the old party to which they have long belonged, and which they loved because the name of Lincoln is connected with its birth. This class of republicans will revolt against McKinley before 1900, as the patriotic rank and file of the democratic party have revolted against and repudiated Clevelandism. These men will naturally come to the peoples party, and thousands of them would have done so in this campaign had the fight against the gold standard been made under the peoples party banner. It is very hard for a republican, however strongly he may oppose the policy of the republican party, to fight under the democratic banner, however much he may favor what it claims to stand for. The hope of the country in the future is in the patriotic rank and file of the republican party. It is as certain as anything can be in politics that these men will line up solidly with the peoples party in 1900.

A Union Party.

The campaign of 1896 will long be remembered by those who took part in its stirring events. In future years we shall look back upon it as the Concord and Lexington of the industrial revolution—the struggle of an unorganized and undisciplined militia against compact and drilled legions of monopoly. The result is what might have been expected. The young leader of the militia, W. J. Bryan, has won a surprising victory even in defeat. His wisest enemies know this and are already preparing for the struggle in 1900. There is just a word to be said as to that struggle. If we go into it with rival organizations and divided commands we shall be beaten again as this year. There can be no more one-sided endorsements with any prospect of victory. The aim of every man who desires to see the people's cause win in 1900 should be to bring the anti monopoly forces, including republicans, democrats, populists and nationalists together in ONE GREAT UNION PARTY.—Chadron Signal-Record.

Mrs. Gosper is selling more cheap and medium priced hats than any other firm in Lincoln. She keeps also the higher grade and will make prices during the next thirty days.

RAILROAD GOVERNMENT

Their Entrance Into Politics Forces the Issue.

GOVERNMENT OWNERSHIP.

The Old Man of the Mountains Goes After Them.

A Record of Their Stealings.

Inasmuch as the railroads have concluded to own the government and enter the arena of American politics as active factors, the Silver Knight Watchman accepts of their challenge and enters the fight upon the side of the people. A few examples may be given of which the country abounds of their manner of doing business, which, if carried into politics successfully—will place them in the position of masters of the American people. One road which we know was built from the Missouri river to Denver, Colorado, 719 miles in length, at an aggregate cost for construction and equipment of \$11,000,000, making the total cost of that road \$7,909,000. As soon as the road was built and equipped, the gentlemen who built it issued bonds of \$15,000 a mile and also issued stock of \$15,000 per mile making the aggregate indebtedness \$21,570,000. This road was then turned over to the parent road of which the constructors were hired men, cleaning up for their ring the aggregate sum of \$13,661,000. This was accomplished in a little over one year's time.

The farmers of Nebraska are charged for the carrying of the freight and passengers on that road a sufficient sum, in addition to the running expenses to pay the interest on the \$15,000 per mile stock. In other words they are charged more than twice as much as is necessary to pay an honest interest on the cost of construction and running expenses.

This is only one instance of more than a hundred others known to us, where these fraudulent fortunes have been accumulated, and is one of the more fruitful services from which the millionaire railroad robbers have amassed their colossal fortunes.

A railroad running into Colorado has a coal mine. Their vein is about seventy-five feet in thickness. Immediately across the canyon from this vein is one owned by a private citizen, which has a surface thickness as shown on the face of the canyon of nearly three hundred feet. The gentleman owning this mammoth vein of coal concluded to mine and ship it into Kansas and Nebraska. He went to the railroad authorities and asked them how much his freight rate would be by the ton, in car-load and train-load lots; they informed him \$7.50 per ton. Seven dollars and fifty cents per ton was what the railroad was selling its coal for in Omaha, Kansas City and all intermediate points. Even Denver and Pueblo had to pay the same amount per ton. Their rate of freight amounted to the confiscation of the man who owned the better bed of coal.

This illustration of the Rocky mountain coal traffic is given simply as an example, for the railroads absolutely prohibit by their iniquitous freight system the enjoyment of the proceeds of his mine by any coal mine owner in any of the Rocky mountain states. This is also true of a gold mine or silver mine which runs low grade ore. They have the metal assayed and charge a sufficient amount of freight to take all of the profits, saving and excepting a bare subsistence to the mine owner.

When in the states of Kansas, Nebraska, the Dakotas, Iowa and Minnesota a crop is developed so that a reasonable estimate may be formed of its magnitude, the railroads send expert men throughout those states to ascertain how much freight they shall charge for the moving of that crop and yet leave the farmer a bare subsistence. We mention these particular western states, not because they are exceptions to the general rule, but we cannot give the particulars of all of the states in this article; but hereafter we will give particulars in the various states.

The extortions practiced by the railroads have on the one hand destroyed the value of farm realty, beggared the farmer and filled our land with an impoverished yeomanry; and on the other hand built up a class of railway millionaires who are absorbing largely all of the fruits and labor of honest industry. These gentlemen, not satisfied with wholesale robbery, have become so arrogant and insolent in their demands and practices that they now seek to assume control of the government. It shall be the pleasure of the Silver Knight Watchman to be one of the factors in this contest, and God permitting, we will be at the death.—Silver Knight.

Victory for the Peoples Party.

The peoples party in this past campaign has risen to a height of patriotism and devotion to the cause of good government which has won for it the admiration, respect and confidence of all good citizens. It has not only acted in a patriotic manner, but it has shown the very shrewdest kind of political management, because the future of the party depends upon how many accessions it can bring to its ranks. If it had not taken the patriotic stand in this campaign, that it did, it is clear that it never could have gained recruits from either the democratic or republican party, but now it stands in a commanding and enviable

position. Besides, it has accomplished no little in the shape of practical results in the present campaign. It has elected over twenty congressmen, five governors, and has partial control of the state government in a number of other states. In addition to this, it would have had the balance of power in the electoral college in the event of Bryan's election. Chairman Butler says that the party will proceed to push its organization vigorously and will keep up a constant and unceasing campaign for the next four years. He says that headquarters will be kept open in Washington, and that the national committee and state committees will keep in close touch, and face the plans of Mark Hanna and the gold men at every turn. He says that the peoples party will lead the fight in 1900 against the gold combine and the monopolists. In an interview he pointed out how the populists would manage to eliminate the tariff as an issue before the next campaign. He said that a number of states like Iowa were carried by the republicans this time not on the money question but on the tariff issue, and that with this question eliminated as a party issue that the gold combine and monopolists can be easily beaten in a square fight before the people on these issues.

Congressional Figures.

The accountants in the office of the secretary of state have nearly completed the work of tabulating the complete returns of the recent election and casting up the many long columns of figures. They show that the total vote cast in the state was 230,692, or nearly 16,000 more than were ever before cast in the history of the state. The combined votes on the electoral ticket in 1896 was about 201,000. In 1891 the combined vote for supreme court judge was 156,080. In 1890, the year of the Boyd-Richards-Powers contest, the total vote of 214,871, the largest ever cast up to the recent election. Two years ago when Holcomb was elected over Majors the total vote was 210,547, and last year on judges of the supreme court was 197,811.

These figures must be extremely humiliating to republicans, who used for all they were worth the vast facilities afforded by the corporations for swilling the vote of the state. Men were brought from every portion of the United States and some even from British Columbia, free of cost, to vote for McKinley and MacColl. Thousands of former Nebraskans were shipped in from neighboring states to don the yellow badges and aid in the mighty effort made to carry Mr. Bryan's state against him. Care was exercised to see that every man who was entitled to vote anywhere, and some who were not, were carried freely from wherever they might be located to the point where they could vote, if only they could be expected to vote the republican ticket. And yet in spite of all this great and expensive work the state went against republicanism by a majority that is not tainted with uncertainty.

The complete vote for governor this year is as follows: Holcomb, democrat and populist, 116,415; MacColl, republican, 94,723; Bibb, gold standard democrat, 3,557; Hawley, national, 930; Sadleir, socialist labor, 578; Warner, prohibition, 1,560. The bolting democrats will be entitled to place on the ticket, as their ticket received 1 1/2 per cent of the total vote.

The plurality for Holcomb over MacColl, shown by the above figures, is 21,692, and his majority over all is 15,067.

In 1890 Richards, the republican candidate for governor, received 68,878 votes; Boyd, democrat, 71,331; Powers, populist, 70,187; Paine, prohibition, 3,676. In 1894 Holcomb received 97,815 and Majors received 94,613. The fusion vote cast this year for Holcomb exceeds his vote of 1894 by 18,000. MacColl received only 110 votes more than Majors.

CONGRESSMEN-ELECT.

Official returns as tabulated by the secretary of state show that Congressman J. B. Strode of the First district was elected over J. H. Broady, demo-pop, by a plurality of 219. The vote is as follows: J. B. Strode, republican, 17,956; J. H. Broady, demo-pop, 17,187; H. E. George, national, 218; Charles E. Smith, prohibition, 429.

Congressman David Mercer of the Second district received a plurality of 1,575. The vote is as follows: D. H. Mercer, republican, 14,861; E. R. Duffie, demo-pop, 13,286; Charles Watts, prohibition, 202; G. W. Woodbey, national, 59.

Judge Maxwell defeated Ross Hammond, republican, in the Third district by 4,854. The vote is as follows: Samuel Maxwell, demo-pop, 23,487; Ross L. Hammond, republican, 18,633; C. M. Griffith, national, 254; David Brown, prohibition, 521.

Judge W. L. Stark, demo-pop, defeated Congressman Hainer in the Fourth district by 1,671. This is the way the vote stands: W. L. Stark, demo-pop, 20,515; E. J. Hainer, republican, 18,844; W. H. Dech, by petition, 114; R. E. Dunphy, democrat, 697; B. Spurlock, national and prohibition, 425.

Congressman Andrews, republican, was selected in the Fifth district by R. D. Sutherland by 2,711. The vote stands: R. D. Sutherland, demo-pop, 18,332; W. E. Andrews, republican, 15,621; J. S. Miller, national, 153; C. W. Preston, prohibition, 228; R. S. Proudft, democrat, 433.

Judge W. L. Greene won in the Sixth district by 4,854. The vote is as follows: W. L. Greene, demo-pop, 19,378; A. E. Cady, republican, 14,841; A. D. George, prohibition, 438; A. C. Sloan, national, 119.

The vote on the electoral ticket will not be canvassed until next Monday and the returns have not been opened.

See our special offer for semi-weekly during the legislative session described on the editorial page. It is your opportunity.

THE ROAD TO VICTORY

Patriotic Address of Marion Butler Chairman of the Populist National Committee.

THE WORK ACCOMPLISHED

The Nucleus of the Reform Movement in the Future—Silver Republicans Come to the Rescue.

Will Repudiate McKinleyism.

To the People of the United States.

In the remarkable campaign just closed the peoples party was the only party that supported solidly and unitedly the great and vital issues represented in the candidacy of Mr. Bryan. This was natural, for the peoples party came into existence to bring to the front and to press to victory the principles of Lincoln and Jefferson, already long discarded by the two old parties. The money power, feeling reasonably sure of its control and domination of the leaders and the controlling influences in the republican party, in 1893 gave its support to the candidacy of Grover Cleveland for the special purpose of having him, through the use of patronage and otherwise, to crush out the silver sentiment in the south and make the leaders in that party as completely subservient as those in the republican party. To accomplish this purpose four cabinet ministers were selected from the south, and an unusually large amount of patronage used on political leaders to the same end. It will be remembered that Mr. Cleveland demanded that the democratic senators and congressmen give a decisive vote in the interests of the gold standard before he would even give out the post-offices.

THE PEOPLES PARTY TO THE FRONT.

This deep-laid plan might have succeeded had not the peoples party at this juncture sprung into existence, exposed the plot, stood in the breach, and appealed to the patriotic hosts of both parties to check the scheme of the people despoilers and rally to the common defense. Thus the peoples party forced the democratic organization to repudiate Clevelandism and return to correct fundamental principles. Not only this, the peoples party then forced the republican party to cease hedging and straddling for the purpose of deceiving the people, and drove them to take a stand on one side or the other of the vital issues at stake. The issue now being squarely joined, it was evident that those influences in the democratic party which had dominated and debauched the party for a quarter of a century would be driven to the support of the party that took a position on the side of trusts, monopolies, and money gamblers. While, on the other hand, it is evident that even a larger per cent of the republican party favored the principles now squarely forced to the front, yet only a small per cent would in this campaign support them because they found them under the democratic banner.

WHAT CAUSED DEFEAT THIS YEAR.

Had it not been for the prejudice against the democratic name as well as a want of confidence in democratic promises, for which it must be frankly admitted past experience furnishes ample ground, a majority of the voters of the country, in spite of the tremendous and unparalleled forces put forward by the republican managers, would have cast their vote for financial reform and American independence. The peoples party with a high patriotism and an unselfish devotion to principle, greater than ever before exhibited by any other party, stepped outside of its organization to throw its two million votes solidly for Mr. Bryan. Had not more than this number of those who called themselves democrats in 1892 given their support to Mr. McKinley, the cause of the people and American principles would have triumphed this year. This class of democrats will surely support the party of monopolies and trusts in the future. Besides, there are numbers of so called democrats of the "regularity" stripe who have supported Mr. Bryan, though radically opposed to his principles. These men will try to take the machinery of the party back to the side of trusts and monopolies. If they fail, they, too, will go over to the republican party in the next fight. Their place in the ranks of the reform host must be taken by patriotic republicans. In fact Bryan would have been elected in this contest had even 25,000 more silver republicans come to the rescue.

McKINLEYISM MEANS FOUR MORE YEARS OF CLEVELANDISM.

The election of McKinley and the triumph of the gold standard does not express the desires and sentiments of the American people. The majority oppose the policy for which he stands, and will so vote whenever an opportunity is presented for a proper alignment. The remarkable and brilliant campaign of William J. Bryan would have aligned these forces and marched them to a triumphant victory if any candidate or leader in America could have done so under the democratic banner.

The administration of McKinley cannot bring prosperity to the American people. The mills cannot be kept open, idle labor given employment and general prosperity restored and maintained until the wealth producers receive fair returns for their labor, and are thus enabled to purchase.

The gold standard and monopoly rule, to a continuation of which Mr. McKinley

stands pledged, means four more years of falling prices, four more years of lock-outs and strikes, four more years of reduced wages and idle labor.

THE ROAD TO VICTORY IN 1900.

This will cause the patriotic rank and file of the republican party to condemn and repudiate McKinleyism, as the patriotic rank and file of the democratic party has condemned and repudiated Clevelandism. I cannot believe otherwise, for I have not less confidence in the patriotism of this class of republicans than the rank and file of the democratic party has already demonstrated. Therefore a large per cent, who, though not fooled by the specious pleas of "honest money" and promised prosperity, who would not in this campaign fight under the democratic banner, will surely join hands with the majority of the American voters outside of the old parties to overthrow a government of trusts and monopolies run in the interests of foreign capitalists. The peoples party has made this possible; in fact, inevitable. The position of the peoples party in this great contest has convinced every patriotic American that the party can be trusted to stand for the principles of good government and the interests of the people under any and all circumstances. Therefore, the peoples party will be the nucleus around which the patriotic hosts must and will gather to redeem a betrayed republic and to restore prosperity to an oppressed and outraged people.

MARION BUTLER.

Chairman Peoples Party National Executive Committee.

Our Candidate.

The management of the INDEPENDENT presents the name of Mr. T. H. Tibbles as the populist secretary of the Board of Transportation.

1. It would be a just recognition of the old Alliance and farmers who founded and built up the populist party. The farmers should have a representative on this board.

2. Mr. Tibbles is eminently well qualified to perform the duties of the office. He is a man of liberal education and wide experience and has made the subject of railroads a special study for many years.

3. For twenty years he has given freely of his time and means to help establish the cause which is now triumphant in this state. He has patiently endured the sneers and contempt of his inferiors, given up lucrative positions and with pen and voice fought for the cause year after year ever since the days of Peter Cooper and has never been a candidate nor asked for an appointment, and this paper asks it for him now, because he won't ask it for himself.

4. It is for the interest of the whole party that the office should go to Mr. Tibbles. The duties of the office are such that he can give a good deal of time to literary work without neglecting any duty incumbent upon him. During the next two years the party will need the work of his trenchant pen.

5. He came from a part of the state that has never had any recognition from the populist party and which must be recognized if harmony is to prevail.

6. He is one of our old citizens, having come to the state in 1873, and has, perhaps, a wider personal acquaintance with men of national reputation than any other man in the state. His writings, his lectures and speeches have brought him into familiar intercourse with the leaders in philanthropy, politics and literature, both in this country and in England. In the latter country he traveled and lectured for a year to the largest Audiences that any American ever had, save only Henry Ward Beecher. His fight against the old Indiana ring resulted in its overthrow and a saving to the people of millions. His whole life has been devoted to uplifting mankind without a thought of money making. He is the ideal populist, the very kind of a man the party wants. If he is appointed, he will do as he always has done for the last twenty years, that is, continue to work night and day and spend all his money for the populist cause. The old populists and farmers of the state ought to send in a petition a mile long asking for his appointment.

This paper asks for this one appointment because it is for the interests of the whole party that it should be made, and will ask for nothing else.

THE BUSINESS MANAGER.

Alliance Aid.

The Aid Degree of the Farmers Alliance will hold a meeting in Lincoln on December 11 and 12. All farmers who are interested in Mutual Life Insurance are requested to come and hear of the benefit to be derived therefrom.

J. Y. M. SWIGART,

Com.

CHICAGO ORGANIZING.

CHICAGO, Nov. 14.—The Union Labor Silver club has outlined a plan for distributing Chicago and organizing a similar club in each district. The belief is expressed that before many months these clubs will comprise 20,000 men or more, no one but a "man" man being eligible to membership. They will be non-partisan, outside of the silver issue, and will take no part in local politics, but will reserve their efforts for the congressional campaign two years hence.