

THE GULF RAILROAD.

Commissioner Warwick Saunders Makes an Important Report.

THE BENEFITS TO BE DERIVED From a Small Reduction in Freight Rates Amount to Millions of Dollars.

Railroads Oppose the Plan.

Mr. Warwick Saunders who was appointed as commissioner from Nebraska to confer with like commissioners appointed by the states of Kansas and Texas and the territory of Oklahoma has submitted the following interesting and instructive report of the proceedings of the commission:

COLUMBUS, NEB., April 20, 1897.

His Excellency, Governor Silas A. Holoomb.

Owing to the necessity of waiting until the joint commission makes their report, and from the further fact that I wish to incorporate in my report to you some data, ordered but not yet received, I find it necessary to file at this time only a partial report. I hope to soon be able to follow it with one of a more comprehensive nature.

Pursuant to my commission, issued by your excellency, I proceeded to the city of Austin, Texas, and there participated in series of joint meetings with like commissioners from Kansas, Oklahoma and Texas, on the 15, 16 and 17 of the present month.

Necessarily the discussions were of an informal character. However, I hope they will lead to a better understanding of the work contemplated by the concurrent resolutions under which we were acting. While he was not a member of the commission, yet Governor Leedy of Kansas, was unanimously selected to preside over our meetings. His excellency evinced a decided interest in the objects of the commission, and his counsel was found to be exceedingly valuable.

The commission took advantage of the presence in Austin of the Inter-State Commerce Commission, to formally lay before them the following complaint:

AUSTIN, TEXAS, April 16, 1897.

To the Honorable, The Inter-State Commerce Commission.

It is respectfully represented to your honorable body that the states of Texas, Kansas, Nebraska and Oklahoma Territory, pursuant to joint resolutions adopted by the legislative bodies of these several states and territories, have appointed certain commissioners with instructions to severally and jointly devise ways and means to secure more equitable rates on transportation on north and south shipments of the products which they have to sell and the merchandise which they wish to buy.

It is further represented that the present exorbitant rates on north and south business practically prohibits the use of the short and cheaper haul to gulf ports. That an adjustment of freight rates so as to guarantee the same rates per ton per mile on north and south shipments as now obtained on east and west bound traffic (observing the rule regarding long and short hauls as laid down by your honorable body) would result in immense benefits to the people of the state and territory named, and would not be unfair to the public carriers.

Your attention is respectfully called to the fact that the natural trend of commerce of these states and territory is grossly diverted into channels which imposes unnecessary and ruinous burdens by reasons of the imposed long haul.

Your attention is further called to the fact that deep water harbor facilities for loading and unloading the great ocean-going vessels has been secured, and the only difficulty to overcome in order to be able to utilize the gulf ports and the short hauls thereto for outgoing and incoming business, is the unjust discrimination in railroad freight rates.

The producers of Kansas, Nebraska and Oklahoma, on account of being denied by the transportation companies the natural benefits which should accrue from their nearness to tide water and the markets of the world, are being impoverished and forced to a spirit of desperation.

Holding ourselves ready to be at your service, we would urge your honorable body to take cognizance of the grievous conditions briefly stated and earnestly urge that you endeavor to bring about such relief as is warranted by the circumstances.

Of which is respectfully submitted, course, regarding this matter, the Inter-State Commerce Commissioners were non-committal. The work should be pushed along this line.

A large number of railway officials, such as presidents, vice presidents, general managers, freight agents and attorneys, together with representatives of jobbing firms of Chicago, Kansas City, St. Louis, New Orleans, Galveston and other points, also representatives of the great live stock associations of the southwest manifested a keen interest in our deliberations, and on the evening of the 16th of the commission arranged for an open meeting in order that we might hear what the accredited representatives of those great and varied interests had to say concerning the objects of their mission.

The position of the commission was that the producers of the states they represented demanded a sweeping reduction in freight rates on north and south traffic, because at this time the rates are extortionate as compared to the present legitimate cost of hauling the same and as compared to rates on east and west lines of railways; that general intelligence of the transportation subject and the universal demand for fair play would soon force it if it is not otherwise provided a readjustment of our traffic relations to a keeping with common sense principles and natural advantages.

The spokesman for the railroad interests expressed great desire to procure all the north and south haul business possible, and insisted that they were sparing neither expense nor energy to accomplish

that result. They also asserted, with much satisfaction, that they had already diverted from the eastern to the southern lines of railroads all, if not quite all, the shipments of grain from extreme southern Nebraska, Kansas Oklahoma and Texas that was intended for export. But when pressed to prove their broad statements and charged with specific discrepancies and unreasonableness in freight charges, they were found to be unprepared to sustain their assertions, and their explanations of the inconsistencies and over charges—in which the north and south tariff sheets abound—seem to necessitate the relating of a series of traffic entanglements which mystified rather than clarified the commissioners' understanding of the situation.

This meeting resulted in the appointment of two sub-committees to continue the deliberations in a more direct and specific manner. Governor Leedy, the chairman, on the part of the commission, appointed Mr. Saunders, Commissioner of Nebraska, Senator King of Kansas, Councilman Garrison of Oklahoma, and Mr. Kemp of Texas. The railroad interests selected D. Miller of St. Louis, general traffic manager of the M. K. & T. system; J. C. Lincoln of St. Louis, assistant general freight agent of the M. P. system, and Paul Morton of Chicago, third vice president of the Santa Fe system. These two sub-committees met on the morning of the 17th. The railroad representatives contended that no action should be taken until after the Inter-State Commerce Commission has handed down a decision in what is known as the "Kansas case"—now pending before them. The representatives of the commission contended that the "Kansas case" did not cover our general complaint; that there were no indications when an opinion might be handed down, and the opinions of the Inter-State Commerce Commission were not binding and only advisory in effect.

The meeting was brief because the commissioners insisted upon immediate and substantial relief, and the railway representatives declared their inability to commit themselves at that time to any definite line of action other than that which they were already pursuing. The result of the conference between these sub-committees was verbally reported to a general meeting of the commission on the same day.

It was evident that the complainants must of necessity be the aggressors, persistent, vigorous, aggressive. Consequently a permanent organization was effected. Kansas was elected chairman; R. B. Forest of El Reno, Oklahoma, secretary; and an executive committee selected as follows: Warwick Saunders, Columbus, Nebraska; Senator L. P. King, Tanneyhill, Kansas; R. B. Forest, El Reno, Oklahoma; and James K. Walls, Brownville, Texas. Senator King was unanimously chosen chairman of the committee.

The duty of this committee is to issue addresses, arrange for meetings and conventions and have such other powers generally as is essential to the success of the movement for which the committee was created, until such time as a general convention of delegates from all the states and territories participating in the purposes shall be held and a more permanent organization effected.

It was decided that the permanent organization should be known as the "Gulf and Inter-State Transportation Committee. Meeting adjourned.

Chairman King will soon issue a call for a meeting of the executive committee at which time, I presume, a joint address will be prepared for the public, and a more concentrated and direct means for bringing about the result desired will be devised and adopted.

The latest authentic data which I have at this writing concerning Nebraska's surplus products is that covering the year of 1893 which was a less productive year than the average and much less than our 1896 crop.

The railway companies reported as having moved for that year:

Corn.....	88,775 car loads
Wheat.....	14,688 "
Oats.....	8,881 "
Cattle.....	32,432 "
Hogs.....	25,611 "

A total of 160,387 car loads of our principal products. In addition to this we had an additional surplus moved by the railroads of 50,121 car loads. These car loads were made up of horses, mules, sheep, mixed stock, provisions, mixed grain, rye, flax, hay, barley, flour, millet, dairy products, fruit, poultry, packing house products, sugar, beer, paint, etc.

And in addition to this grand total of 210,508 car load lots the freight handled in less than car load lots ran up into the mystifying millions of pounds. These figures relate only to the surplus outgoing products of the farms and factories of Nebraska, and not to any of the incoming lumber, coal, merchandise, etc., which our people have to buy.

Every dollar paid in freight transporting these surplus products which our people have for sale to produce, is a direct tax upon the producer, and at the present time this tax is greater than the local selling price of corn, our chief product.

The diversion of the traffic of Nebraska and the other trans-Mississippi states from the trans-continental lines to the north and south roads necessitates a revolution in inland and oceanic transportation that can be illly predicted at this time.

I need not state again that the farmers of Nebraska produce annually hundreds of thousands of car loads of surplus grain, live stock and miscellaneous produce. They receive from the local dealers Liverpool prices, less the freight charges to deliver the products. The farmer pays in advance the freight tax, whatever that may be. Hence it follows that he has a greater interest in the manner of hauling his produce after it is placed on the local market than he has in the cultivation and harvesting of his crops and the raising and feeding of his stock. Why? Simply because he has to foot the bills, and at the present time the charges for delivering his products to the consumer are greater than the first cost of growing and harvesting.

A number of years ago, when the western trans-Mississippi country was the "Great American Desert," the gulf ports undeveloped, and the center of population and the bulk of commerce within a few hundred miles of the north Atlantic seaboard, it was perfectly natural that all roads should lead to New York harbor; but the "Great American Desert" now furnishes over 95 per cent of the nation's hundreds of millions of exporting business, co-terminus over one-fourth of the entire importations from foreign lands and has magnificent gulf harbors from one-third to one-half the distance

nearer to our grain fields and cattler-pastures than are any of the Atlantic sea ports.

It is the natural right of these people that they should be allowed to profit by their close proximity to the gulf ports and it was for the purpose of enforcing this right that the legislatures of Texas, Oklahoma, Kansas and Nebraska passed concurrent resolutions authorizing the governors of these states to appoint special commissioners whose duty it would be to negotiate with the present north and south railroads looking to a fair adjustment of rates, and also to inquire into the propriety and feasibility of building a north and south railroad, which would be independent of private interest—absolutely divorced from entanglements with contrary systems—and to be constructed and operated by these several states as a rate-maker for the future.

This movement contemplates a sweeping revolution in the present unnatural inland and oceanic traffic. It is a huge undertaking, which is resisted by nearly all the powerful artificial influences known to commerce. While Nebraska, Kansas, Oklahoma and Texas have taken the initiative, yet the balance of the states known in agricultural and commercial affairs as the "Central Division" or trans-Mississippi states, are compelled by the very nature of circumstances to lead us their powerful co-operation. They are Iowa, Missouri, Arkansas, Louisiana, North Dakota, South Dakota, Montana, Wyoming, Colorado and New Mexico—comprising all the territory between the Mississippi river and the Rocky mountains.

I found the sentiment strongly in favor of the construction and operation of north and south railroads by the trans-Mississippi states. The advantages are so apparent and the benefits so colossal that all that is necessary to bring about the desired transportation facilities and reasonable reduction in rates, is a general and vigorous yet commonsense agitation of the subject.

The benefits to be derived by Nebraska will spring from an hundred sources and amount to fabulous sums annually. To briefly illustrate: Should a reduction of freight on our surplus grain be secured amounting to only three cents per bushel it would be, on a basis of 1893 figures, approximately as follows:

62,192,500 bu. corn.....	\$1,363,975.00
7,404,000 bu. wheat.....	222,120.00
8,881,000 bu. oats.....	266,430.00

Total saving.....\$2,852,525.00

To add to this two and one-third millions saved on wheat, corn and oats alone a corresponding reduction in the shipping out of our 648,640 head of surplus cattle, 1,536,660 surplus hogs, the fifty odd thousand car load lots of other products, and the hundreds of millions pounds of produce in less than car load lots, and which is not included in any other calculations, then it can be easily seen how even such a small reduction in freight rates runs up into the millions.

As it is the duty of the commissioners appointed by the several states to save to the producers these millions of dollars in excessive and altogether unreasonable freight rates, and considering the great difficulties to be overcome, and the further fact that this is the first official report on this subject to be made to Nebraska, I do not feel called upon to apologize for its great length.

Your obedient servant, WARWICK SAUNDERS, Commissioner for Nebraska.

CATARRH OF THE STOMACH.

A Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh has long been considered the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied sometimes with sour or very watery risings, a formation of gases, causing a pressure on the heart and lungs, and a difficult breathing; headaches, sickle appetite, nervousness and a general played out, nervous feeling.

There is often a foul taste in the mouth, coated tongue, and if the interior of the stomach could be seen it would show a slimy, inflamed condition.

The cure for this common and obstinate trouble is found in a treatment which causes the food to be readily and thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do, and when normal digestion is secured the catarrhal condition will have disappeared.

According to Dr. Harlanston the safest and best treatment is to use after each meal a tablet composed of Diphase, Aseptic Pepsin, a little Nux, Golden Seal and fruit acids; These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets and will follow their regular use after meals.

Mr. M. J. Booher, of 2710 Dearborn street, Chicago, Ill., writes: "Catarrh is a local condition resulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous discharge therefrom passing back into the throat, reaches the stomach and thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of the stomach without cure; but today I am the happiest of men, after using only one box of Stuart's Dyspepsia tablets. I cannot find appropriate words to express my good feeling. I have found flesh, appetite and sound health from their use."

Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, biliousness, sour stomach, heartburn and bloating after meals.

Send for little book mailed free on stomach troubles, by addressing Stuart Co., Marshall, Mich. The tablets can be found at all drug stores.

A Set of Brave Firemen.

The building of the fire department at Emporia, Kansas, was burned last week. The firemen were up stairs playing cards when the fire began. It burned quickly and it was all the men could do to save their engine, hose cart, boxes and ladders. It has caused considerable excitement about the city and the members of the fire department are taunted about the matter at every opportunity.

Read our story "A Pair of Players" to be found on page seven of this week's issue.

AN OPEN LETTER.

From the Herald, Sauk Centre, Minn.

The following communication was recently received by the manufacturers of Dr. Williams' Pink Pills for Pale People: "I was born in Germany and am thirty-seven years old. I live with my husband on a farm. For ten years I suffered with leucorrhea so that I was a burden to my friends and myself also. I had tried a great many doctors and different kinds of medicines without securing any benefit. My condition had become so deplorable that I had almost given up hope of recovery, when one day I saw in the Sauk Centre Herald an advertisement of Dr. Williams' Pink Pills, and as a drowning person catches at a straw, so I grasped this chance and purchased from Hanson & Emerson a box of Pink Pills. I commenced taking them in March, 1896, and after taking one box I felt so much improved that I bought more.

"After taking them for a time I found to my surprise that I was entirely cured. Ever since then I have been as strong and well as I ever was, and am able to do the arduous duties which fall to the farmer's wife without feeling the least fatigue or inconvenience.

"I hope this will be the means of placing your wonderful pills in the hands of some sister sufferer, who may rejoice with me. I am satisfied that no woman need suffer as I did, when such an efficient remedy is so close at hand."

(Signed) MRS. H. STERNBERG.

Subscribed before me this 10th day of December, 1896.

Charles F. Hendry, notary public, Minnesota.

Dr. Williams' Pink Pills contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are also a specific for troubles peculiar to females, such as suppressions, irregularities, and all forms of weakness. They build up the blood and restore the glow of health to pale and hollow cheeks. In men they effect a radical cure in all cases arising from mental worry, overwork or excess of whatever nature. Pink Pills are sold in boxes (never in loose bulk) at 50 cents a box or six boxes for \$2.50, and may be had of all druggists, or direct by mail from Dr. Williams' Medicine Company, Schenectady, N. Y.

About Trusts.

The following is taken from the Tobacco Worker. It gives some indication of the enormous profits of the great trusts of this country. Concerning the fees paid to attorneys for organizing these rubber institutions it says:

Mr. Flint and his various assistants received the tidy sum of \$600,000 for the organization and promotion of the rubber trust as fees, etc.

The sugar trust, it is reported, paid to Mr. John R. Das Passos for services rendered as one of the chief promoters, the princely sum of \$700,000.

Mr. Henry Heintz, another promoter, is now suing for the payment of 1 per cent on \$15,000,000 for his share in the organizing of the American sugar refining company.

Joseph H. Choate, of the firm of Everts, Choate & Beaman, "lawyers," was the joyful recipient of \$250,000 as his share in the work of organizing and promoting the tobacco trust. The chewers of Battle Ax, and those who smoke and chew any of their goods may expect to help pay the piper, if they continue to use the products of this trust and help them to get what they are working for—a monopoly of the manufacture of tobacco and cigarettes. They have not spent all this money without expecting at some future time, when they fore all independent companies to join them, to make all they have spent, and many times more, all back again. Nobody will pay the bill but the working man, who, by the way, is just now helping the trust to make the lash it will later scourge them with, by buying their scabby, unfair products.

The law firm who organized the tobacco trust also organized the leather trust, for which they doubtless received a handsome sum in return.

The notorious financier, J. Pierpont Morgan, organized and successfully launched a number of trusts, quite notable among them being the great coal trust. For his trouble he has added to his already large pile more than a million dollars.

Another quite notable trust or combination formed by this financial giant is that of the railroads. It is further stated that for a sitting on the deliberation and propagation of some trust scheme, his knowledge of the formation of trusts and combines, will command far up in the hundreds of thousands as a fee.

The great standard oil trust promoter, John D. Rockefeller, it is estimated has realized as profits \$50,000,000 directly or indirectly, out of the promotion of his trust.

There are many others who could be mentioned who have made fortunes by organizing trusts in various industries, for instance, Lawyer Samuel Untermyer received \$250,000 a few years ago for organizing the brewery syndicate for the English capitalists. He organized many other trusts, for which he received sums ranging from \$25,000 to \$100,000.

The snail and door trust paid Mr. George M. Raine \$250,000 for raising this industry to the dignity of a trust. The Cordage trust for the honor of having conferred upon them the title of trust, paid the piper to the tune of \$500,000.

We will ask our readers to look over with care Dr. Shepard's advertisement which appears in every issue of this paper. Thousands have taken this treatment and have been cured of long standing chronic diseases which would hardly have yielded to any other less perfect method. This includes all medicines, so it might be called a treatment for rich and poor alike. Dr. Shepard requires his distant patients to make a report of progress every week thus keeping the doctor in close touch with his patients. Consultation blanks sent free to all who wish them. Address Dr. C. N. Shepard, 311, 312 & 313 New York Life Building, Omaha.

It is reported that "Cyclone" Davis of Texas, is soon to remove to Parkersburg, W. Va. Mr. Davis deprecates the extreme action of the radical elements in the people's party. It is also rumored that Thomas A. Proctor of New Jersey, author of "A Canker's Dream" and other reform books, will soon start a shoe factory at the same place.



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FIRST-CLASS

20 Twenty individuals and estates own nearly 18 per cent of the real estate in the city of New York, with perhaps 150 others this score owns 50 per cent and the remaining half of the metropolis of the western hemisphere is in the hands of a few 2,000,000 persons who live here and pay rent.

The figures upon which the New York Herald bases this statement have been compiled with infinite care from tax receipts and other reliable sources of information, the table printed herewith being subsequently submitted for revision to real estate experts having intimate knowledge of the great estates. If any fault can be found with the estimates it is that they are too low—by 25 per cent in most of the cases cited—but this is erring on the right side.

The assessed valuation for real estate in this city for 1897 will be in the neighborhood of \$2,000,000,000—the figures have not yet been revised—and of this sum \$352,000,000, or 17.6 per cent is represented by the holdings of a score of owners distributed in this way:

William Waldorf Astor.....	\$110,000,000
John Jacob Astor.....	70,000,000
Rob't and Ogden Goelt.....	35,000,000
Amos R. Enos.....	25,000,000
Arnold-Constable estates.....	12,000,000
Elbridge T. and Louise M. Gerry.....	10,000,000
Jacob Wendel.....	8,000,000
Alfred Corundly Clark estate.....	8,000,000
James McCreeery.....	7,000,000
Wm Rhineland estate.....	7,000,000
Langdon estate.....	6,000,000
George Ebbel.....	6,000,000
D O Mills.....	6,000,000
Solomon Loeb.....	6,000,000
Stokes estate.....	5,000,000
Furness estate.....	5,000,000
Roosevelt estate.....	5,000,000
Mathew Wilks.....	5,000,000
D Willis James.....	5,000,000

Total, twenty holders.....\$352,000,000

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Cheap Rates to Tennessee Centennial and Exposition At Nashville, Tenn., May 1st to Oct. 30.

Beginning May 4th, and each Tuesday thereafter, the Missouri Pacific will sell tickets from Lincoln to Nashville and return at \$25.15, good twenty days from date of sale. The Kansas and Nebraska limited leaving Lincoln at 2:30 p. m. makes better time by from two to five hours each way than any other line. We can prove it.

Further information, maps, etc., at city ticket office, 1201 O street.

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