

# The Nebraska Independent.

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## WHEAT FOR ARID REGION

A Bulletin Just Issued by the Agricultural Department Declares Macaroni Wheat Will Grow all Over the Dry Plains

Macaroni wheat has been grown for several years in Dakota where it was first introduced by immigrants from Russia. The agricultural department has been making experiments with it and now issues a bulletin declaring that it can be established in all the semi-arid regions from Texas to Canada, and in regions where all attempts at farming have been a failure for want of rainfall. The bulletin says:

"During the past twenty years much interest has been awakened in the subject of crops adapted to semi-arid districts, and great results have been obtained in this line. The successful establishment of Kafir corn, Turkestan alfalfa, and awnless broom grass has already been worth many times the cost of the work, and now there is an opportunity to establish in these districts another crop, that is, macaroni wheat, which is quite as important as those mentioned, and which may be profitably grown in the plains region of the United States far beyond the hundredth meridian.

"Macaroni wheats differ radically from the ordinary bread wheats, and in the field look more like barley than wheat. The heads are flat, compressed, and bearded, the beard often being yellow, but sometimes black; and the grains are large, hard, yellowish white, and clear, or, in wheat of the best quality, sometimes translucent. There are also occasionally velvet chaff varieties. In Europe they are known simply as hard wheats, or durum wheats. The grain is much harder than that of the hardest bread wheats, and in the best varieties contains an unusual amount of nitrogen and a correspondingly small amount of starch. The quantity and quality of the gluten make them exceedingly valuable for making macaroni. They are extremely resistant to drought and resist the attacks of the leaf rust and smut to an unusual degree. On the other hand, they will not withstand hard winters, and are usually grown as spring wheats. This fact, however, is not a strong objection to them, however, for they will behave very differently from the ordinary spring wheats grown in Kansas and Nebraska. South of the thirty-fifth parallel they may be sown in late autumn. In the case of macaroni wheat, however, it is not only true that they can be grown in dry districts, but they must be grown there in order to produce the best quality of grain, and up to a minimum of about ten inches annual rainfall, the drier the better, provided the soil is of the right texture. The wheat that up to the present time the owners have failed to cap the pipe, and the flow is consequently unrestrained.

This fortunate discovery has given a new and unexpected value to the land and revolutionized the prospects of that desolate region. If the water belt is found to underlie the whole desert it will doubtless become one of the most productive agricultural districts in the state. All that the soil in that section needs to make it produce crops of any kind is moisture. Wherever the soil could be irrigated it has yielded generously. But the available water supply has been so scant that it has been impossible to cultivate more than a few small areas scattered widely apart along the edge of the great barren waste.

"A careful study, made by the writer, of the conditions in east and south Russia show that in both soil and climate they are remarkably similar to those of our Great Plains region. The special climatic features of the Russian region which are requisite for the production of good macaroni wheats, and which are also characteristic of our own Great Plains, are as follows: (1) A very low annual rainfall (not exceeding 10 inches in east Russia); (2) the occurrence of a very large proportion of that rainfall in the summer months; (3) the absence of the rainfall, which occurs in the form of quick thunder-storms, with few days of mist or fog (4) corresponding to the low atmospheric humidity and large number of days of sunshine; (5) great extremes of temperature, but especially about the middle of the summer. In the Russian region, however, as a result of the growing of macaroni varieties, the present actual wheat area is characterized by greater extremes of climate than the actual wheat area of the Great Plains. For example, the normal yearly rainfall of the Great Plains is about 15 inches, whereas in the region where wheat growing is at present practically non-existent, because of the lack of drought-resistant varieties, is nearly three inches greater than that for the entire semi-arid Volga region, which is one of the principal wheat raising areas of the world. The finest macaroni wheat that is known deteriorates when raised in a humid climate. It is spring wheat, although there are varieties that may be sown in the fall. There is a market for all that can be raised.

## INDIANA POPULISM

The Silver Republicans Will Probably Drop Their Organization and Join With the Populists

The following private letter to the editor of The Independent from the eminent lawyer and economist of Indiana is printed because it contains matter of general interest to all workers in the reform field. No man of good judgment longer denies that Bryan was beaten in the last campaign by the vilest treachery ever known in politics. The letter is as follows:

"Dear Sir: I have been shown a letter from you to Mr. Hanna of this state that gives me great satisfaction. There can be not the slightest doubt that the Hills-Cleveland element will control the organization of the democratic party in this state as they have controlled it in Ohio. You know better than most men outside of our state about the situation here. I tried in the early part of 1900 to make myself believe that the democratic organization in Indiana would, because of a

## THE POOR PAY THE TAXES

The Most Inhuman Government That the World Has Ever Known—The Rich Swear Off Their Taxes but the Poor are Made to Pay

There must be some measures taken to make the rich pay their share of taxes or this government cannot long endure. The thing has got to such a stage that it is no longer bearable. It is not the corporations alone that escape, but as soon as a man has become a millionaire, he is let off with the merest bagatelle. They might as well pay no taxes at all as the amount that some of them hand over.

As an instance of tax inequalities as they may be seen in New York, Russell Sage, who is generally believed to be worth \$50,000,000 in personal property—stocks, bonds, etc.—is assessed at only \$1,000,000, and yet he swore off \$500,000 of the amount to \$400,000, New York assessment was cut down to \$100,000. Ex-Governor Levi P. Morton and President Seth Lowe were each assessed for \$500,000 and each swore off the whole amount. The majority of the rich Tammany officials swore off their assessments altogether, while the rest had theirs cut down to nominal sums.

Most of the supreme justices and other members of the bench have sworn off their obligations and so on through the whole list of personal property owners, including J. Pierpont Morgan, who had his assessment reduced from \$1,000,000 to \$400,000, New York's supposedly best citizens who refuse to do their duty and deliberately commit perjury.

As to the "swearing off" process by New York's chronic "tax dodgers," the loss does not fall upon the city, but upon real estate holders and the poor, whose property is necessarily increased in valuation so the tax levy increased to make up the deficiency in the city budgets of over \$97,000,000.

Here is the formal oath which each person who makes an application for a reduction of personal assessment must sign before the deputy tax commissioner:

"I, . . . . . do solemnly swear that the foregoing statements made by me touching the amount and value of my personal property on the second Monday in January, 19. . . are true, and that the amount of debts owing by me and to be deducted from the amount of my personal property last year, and that there is not included in such amount any debt contracted for or incurred in the purchase of non-taxable property or securities owned by or held for my benefit, nor for or on account of any liability assumed, guaranteed, endorsed or otherwise, nor for the purpose of evading taxation."

Besides the \$3,787,970,873 of taxable real and personal property in New York, the assessments on much of which must either be reduced or canceled altogether, there is non-taxable property valued at \$772,000,000, increased to \$20,000,000 last year. This vast sum includes federal property worth \$50,000,000, state property worth \$4,000,000, city property worth \$350,000,000 and church property valued at about \$90,000,000.

## ABSOLUTE POWER

A Place Where Judges do Not Interpret Laws by the Constitution For They are Enacted by the President

The curious form of government prevailing in the Philippines is brought home to American understanding by the information that the oath of office of the newly appointed judges does not include the customary declaration that they will support the constitution of the United States. The commission which has been framing the government omitted the usual language because of the supreme court decision which held that the uniformity of duties clause of the constitution does not extend to the newly acquired insular possessions. Yet the opinions of the justices of the supreme court were far from declaring that the constitution does not extend to the islands. Nearly all of them, in fact, expressly said that the constitution does so extensively though five of them managed to reason out that congress has the power to impose duties on imports from the islands.

Another curious fact is that every enactment of the Philippine commission has an enacting clause as follows: "By the authority of the president of the United States, he is enacted by the United States Philippine commission that—"

The above quoted form is based upon the act of congress which equipped the president with power to govern the islands. Yet it should be a shock to every American who loves constitutional forms of his country to learn that in some of its possessions the judges are not sworn to construe the laws according to the constitution and that the laws themselves are enacted "by the authority of the president."

An organization who loves autocratic form or farther from the American idea would be difficult to imagine. Through his commission and his judges the president has larger personal power in the Philippines than the sultan or the czar have in Turkey and Russia.—Denver News.

## THE AMERICAN RAILROADS

They Own Enough Track to Encircle the World Ten Times and Employ a Million of Men to Support the Republic

The reports of the interstate commerce commission on the operations of railroads are somewhat belated, but when they arrive they contain a great deal of valuable information. The advance sheets of the report for the year ending June 30, 1900, have just been given out, and while the report for the year ending June 30, 1901, would be considerably more valuable in estimating the condition of the roads at present, yet it is a fair presumption that the gains shown for the year ending June 30, 1900, have continued during the year since that date.

The average revenue per passenger per mile during the year to June 30, 1900, was 2.003 cents, compared with 1.925 cents in the year previous. The revenue from freight per ton per mile was 0.729 cents, compared with 0.724 of a cent in the year preceding. The gross earnings from the operation of roads covering 132,556 miles were \$1,474,044,814, being \$173,434.66 more than for the preceding fiscal year. The operating expenses were \$951,428,511, being an increase of \$104,722.12. Gross earnings from operations per mile of line were \$7.722, compared with \$7.005 in the year previous. The net earnings or amount remaining after deducting operating expenses, was \$525,616,303, an increase of \$88,975,184, which was \$2,729 per mile of line, compared with \$2,435 in the year previous. After deducting fixed charges, etc., and adding income from other sources than operation, the amount available for dividends was \$227,260,447, of which \$139,602,514 was paid in dividends and \$87,657,933 was held as surplus. The surplus for the previous year was \$53,064,377.

The capital stock of the roads, not including bonded debt, was \$5,845,579,593. The amount available for dividends, therefore, was nearly 4 per cent upon the capital, and the dividends actually disbursed were a little less than 2 1/2 per cent on the whole capital. As a matter of fact, however, no dividends at all were paid on \$1,750,000,000 of capital stock, and the dividends actually declared averaged 5.23 per cent on all stock on which some dividend was paid. Roundly speaking, one-half of the capital stock of American roads paid 5 per cent dividend.

The total debt of the roads, including bonded debt, was \$5,645,455,367, and current liabilities \$584,787,870. Only 5.44 per cent of the funded debt paid no interest, and 3.61 per cent of the miscellaneous obligations. The total taxes paid by the roads amounted to \$48,332,273, or about \$59 per mile of line. The capitalization, including both stock and bonds, amounted to \$61,490 per mile of line. The taxation, therefore, was a little over four-tenths of 1 per cent of the capitalization.

The number of passengers carried was 576,865,230, an increase of 53,683,722 compared with the previous year. The number of passengers carried one mile was 16,039,007,217, being an increase of 1,447,079,604, or about 10 per cent.

The number of tons of freight was 1,101,630,238, an increase of 141,916,655 over the previous year. The number of tons carried one mile was 411,592,157,270, an increase of 17,931,900,117 over the previous year, or about 4 1/2 per cent.

The railroads, therefore, collected higher rates per mile for both freight and passengers, and carried nearly 15 per cent more freight and about 10 per cent more passengers than during the preceding year.

The fifty-two railroads in the hands of receivers on July 30, 1900, had a mileage of only 4,178 miles, or less than 100 miles to the road. The roads had in service 37,663 locomotives, or 960 more than in the previous year. They had 1,459,838 cars of all classes, an increase of 74,922. More passengers and more freight were carried for each car in service than during the preceding year.

The number of persons employed by the railroads on June 30, 1900, was 1,017,553, or 329 per 100 miles of line. There was an increase of 88,729, or 34 per 100 miles, compared with June 30, 1899. Of the employees 42,837 were engineers, 44,130 firemen, 29,957 conductors, 74,274 other trainmen and 60,739 switchmen, flagmen and watchmen. During the year wages and salaries amounted to \$577,264,841, which was \$131,756,580 more than was paid five years before. In the fiscal year 1895, compensation paid employees represented 60 per cent of the operating expenses and 39 per cent of the gross earnings. Placing the number of adult males employed by the roads at one out of every twenty adult males in the United States is employed by the railroads.

The absolute mileage of railroads in the country was 259,788.07, made up of 133,345.78 miles of single track, 12,418.48 miles of second track, 1,094.48 miles of third track, 829.29 miles of fourth track, and 52,367.04 miles of yard track and sidings.

While the report does not go into the character of the capitalization of the roads, it is not too much to say that the revenues would pay more than a fair interest on an honest capitalization of every mile of track in the United States. The report for the year to June 30, 1901, will show this even more clearly. Earnings have continued to increase faster than operating expenses. Still another year will be required to determine the effect of the recent consolidations upon rates and expenses. The presumption is that the rate per mile for passengers and freight will be increased, and that the increase in expenses will be moderate,

## THE POOR PAY THE TAXES

The Most Inhuman Government That the World Has Ever Known—The Rich Swear Off Their Taxes but the Poor are Made to Pay

Phillip of the Texas staid on his bridge until part of it was shot away. And when it fell over Evans had the largest story to tell—a story he would not like to see now because of its gross inaccuracy. And pray, who was the coward?

Mr. Graham, describing the events that led up to battle, says: "The happenings of the twenty-four hours preceding the battle will go far, I think, to demonstrate that Sampson was reprehensible for deliberately weakening the line of battle and deserting the line himself when he knew that for the first time in several weeks, or since the establishment of the blockade, extremely suspicious movements were going on in the harbor. That Sampson himself recognized this is evident from the fact that he sent the Vixen around to the different ships of the squadron to announce to them that he considered the movements inside to be suspicious, and that he desired a close watch kept."

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## THE AMERICAN RAILROADS

They Own Enough Track to Encircle the World Ten Times and Employ a Million of Men to Support the Republic

The reports of the interstate commerce commission on the operations of railroads are somewhat belated, but when they arrive they contain a great deal of valuable information. The advance sheets of the report for the year ending June 30, 1900, have just been given out, and while the report for the year ending June 30, 1901, would be considerably more valuable in estimating the condition of the roads at present, yet it is a fair presumption that the gains shown for the year ending June 30, 1900, have continued during the year since that date.

The average revenue per passenger per mile during the year to June 30, 1900, was 2.003 cents, compared with 1.925 cents in the year previous. The revenue from freight per ton per mile was 0.729 cents, compared with 0.724 of a cent in the year preceding. The gross earnings from the operation of roads covering 132,556 miles were \$1,474,044,814, being \$173,434.66 more than for the preceding fiscal year. The operating expenses were \$951,428,511, being an increase of \$104,722.12. Gross earnings from operations per mile of line were \$7.722, compared with \$7.005 in the year previous. The net earnings or amount remaining after deducting operating expenses, was \$525,616,303, an increase of \$88,975,184, which was \$2,729 per mile of line, compared with \$2,435 in the year previous. After deducting fixed charges, etc., and adding income from other sources than operation, the amount available for dividends was \$227,260,447, of which \$139,602,514 was paid in dividends and \$87,657,933 was held as surplus. The surplus for the previous year was \$53,064,377.

The capital stock of the roads, not including bonded debt, was \$5,845,579,593. The amount available for dividends, therefore, was nearly 4 per cent upon the capital, and the dividends actually disbursed were a little less than 2 1/2 per cent on the whole capital. As a matter of fact, however, no dividends at all were paid on \$1,750,000,000 of capital stock, and the dividends actually declared averaged 5.23 per cent on all stock on which some dividend was paid. Roundly speaking, one-half of the capital stock of American roads paid 5 per cent dividend.

The total debt of the roads, including bonded debt, was \$5,645,455,367, and current liabilities \$584,78