

AT THEIR OLD TRICKS

Commandant at Milford Soldiers' Home Begins to Discharge Old Veterans of Democratic and Populist Faith

Although it is doubtless true that a majority of the surviving veterans of the civil war are republicans, yet it is equally true that a great many of them have been staunch democrats during the last years, and it is great many others who joined in the alliance movement and became populists.

Under the fusion administrations every precaution was taken to conduct the soldiers' homes (at Milford and Grand Island) without partisan bias. Every republican veteran was accorded the same good care and treatment as were his democratic and populist comrades.

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estimate of the value. Holding the club of criminal prosecution over a man's head, however, does not seem the most effective. At present the honest man is discriminated against, because he will not perjure himself, no matter what the law may be; but the man who has no conscientious scruples against lying for profit will find some way to evade criminal laws.

Suppose we allow each man to list and value his own property and hold that such listing and valuation shall be deemed an offer to sell at the figure named, say for thirty days after it is made and filed, and that the first person who accepts the offer and deposits the necessary money in court shall be entitled to have the property at the valuation placed upon it—wouldn't that be an incentive for every man to list his property at its cash value, or a trifle more? In New Zealand this plan is followed substantially except that the state reserves the right to take any property at the figures placed upon it by the owner.

Under state insurance this principle could be applied to all property which can be insured, but it would exclude land.

When the Burlington Was Small

An interesting relic of the early days of the Burlington Route is in the form of an official time table for the road, dated May 11, 1874, which has recently come to light. The entire affair is but one sheet of very light paper. The inside pages contain the schedule.

At that time the Burlington in Nebraska comprised only 239 miles of road. There was a stretch of seventeen miles between Omaha and Omaha and 191 miles more on the main line between Omaha and Kearney. Then a branch line from Crete to Beatrice made thirty-one more. There were eight trains a day on the main line and two on the Crete branch. Plattsmouth was the location of headquarters in all departments.

In a little more than a quarter of a century the Burlington has grown from a little local line to the second longest railroad in America and it has not yet reached the limit. Today the Burlington's lines traverse eleven of the greatest states in the union, over 8,300 miles of track. These lines carry 65,000 men, over 1,600 freight cars, 1,200 passenger and 40,000 freight cars; operate 600 trains a day; and maintain stations at 1,200 towns and cities.—Advertisement in Nebraska papers.

This was the same year that the Burlington from Plattsmouth to Kearney was assessed at \$9,590 per mile. The Omaha & Southwestern at \$9,580, the A. & N. at \$8,985, and so on. The Omaha & Western at \$1,107.69 miles being assessed at an average of \$10,095.39 per mile. In this year of our Lord, 1902, that same Plattsmouth-Kearney line is assessed at \$10,580, even if it is part of the "second longest railroad in America." The O. & S. W. at \$6,500 with its magnificent depot at Omaha; and the A. & N. escapes by paying taxes on but \$4,600 per mile.

THE SIXTH DISTRICT

General Patrick H. Barry Nominated for Congress Out in the Big Sixth

After a session lasting until 2:30 Tuesday morning, the populist and democratic congressional conventions at Kearney named as their candidate Gen. P. H. Barry of Greeley.

The populist convention met at the court house and was called to order by Chairman Parsons of North Platte. J. M. Ellingsworth of Gothenburg was elected temporary chairman and Rod C. Smith of Kearney secretary. The temporary organization was later made permanent, committees on resolutions and conference were appointed, and the convention adjourned until 8 o'clock. The democrats organized by electing M. C. Harrington of North Platte chairman and John G. Maher of Chadron secretary.

TWENTY YEARS LATER

A Comparison of the Grand Assessment Rolls of 1875 and 1895—How the Railroads Escaped Just Taxation

The Independent expects to run a series of short articles making comparisons of the grand assessment rolls of various years. For the present, on the years 1875 and 1895 will be compared. In order to simplify matters, but four items will be given: Lands, lots, railroads, and all other personal property.

Table with 2 columns: Item and Value. Includes 1875 and 1895 data for lands, lots, railroads, and personal property.

Twenty years later the grand assessment roll shows this:

Table with 2 columns: Item and Value. Includes 1895 data for lands, lots, railroads, and personal property.

Our comparisons will be confined to lands and railroads, for the reason that comparison between the two is fairest, and because data bearing upon personal property and town lots would require a larger amount of statistical tables than would be convenient for the reader.

INCREASES.

Land in area, 18,479,503.81 acres, or 166.3 per cent. Railroads in mileage, 4,426.48 miles, or 396.6 per cent. Land assessed value, \$42,413,431.55, or 105.4 per cent. Railroads in assessed value, \$15,656,784.14, or 160.3 per cent. Valuation per acre decreased 83 cents, or 22.9 per cent. Valuation per mile decreased \$4,165.04, or 47.6 per cent.

It will be noted that the assessed valuation of lands decreased 83 cents per acre on the average, or 22.9 per cent. But the assessed value of railroads decreased in the same line \$4,165.04 per mile, or 47.6 per cent. If the railroads in 1895 had been assessed at the same per cent of decrease (22.9) as lands, their assessment would have been \$37,401,508.17, or at the rate of \$8,748.02 on the average—an increase of \$11,976,200.17 over the assessment as actually made.

Along with these calculations must be considered the fact that the actual value an acre of land on the average had increased in the same proportion as the actual value of a mile of railroad. It must be remembered that in 1875 all the taxable lands lay in what is now the richest portion of Nebraska; but that the taxable lands in 1895 covered part of every portion of the state, including lands which will never equal the value of eastern Nebraska lands in 1895, except the small percentage which may be irrigated. It must be conceded that even the meanest of branch lines in 1895 was better equipped, had better rails and roadbed, than many of the better lines in 1875; and there is not a particle of doubt that the increase in actual value per mile of line in the twenty years was proportionately greater than the increase in actual value per acre. Yet the assessed valuation of railroads per mile was decreased nearly 48 per cent in twenty years as against a decrease of nearly 23 per cent in the assessed valuation of lands—a manifest injustice to the land owners.

Railroad Taxation

The Omaha Bee and the Nebraska Independent seem to be practically alone in the fight with the railroads over the matter of assessments. The railroads are hiring space in the papers to prove their side of the question and even the Fairbury Journal, in its patent insides, gives up a little space to the use of the railroads. This is done, however, without our knowledge or consent. The railroad argument may be all right, but it does not appear so to us, at least that which we have thus far read. The principal question at issue seems to be the matter of the value of the franchise which the railroads have. The Omaha Bee contends that these franchises are the most valuable property which the railroad owns and is not assessed at all, while the railroads contend that the franchise has no assessable value. In this the railroads are wrong, and the Bee correct. The franchises should be assessed and in many places, similar valuable franchises are, if we rightly understand it.

We do not claim to be able to keep up with this matter, to search the records and make comparisons sufficient to discover the exact truth, but we do admire the courage of Edward Rosewater in attacking the railroads, while the rest of the newspapers keep still. Whether right or wrong, Rosewater is putting the railroads on record and furnishing the public with considerable valuable information pertaining to the matter of taxation.—Fairbury Journal.

Populist Platform

We reaffirm the Omaha, St. Louis, and Sioux Falls platforms. We pledge our party to enact a maximum freight rate law reducing the rates on live stock, hay, grain and mill products fifteen per cent, and prohibiting any increase in rates on other commodities.

We will reduce passenger rates to 2 1/2 cents per mile. Based upon present assessed valuation of all property we will increase the assessed valuation of the railroad property of this state from 26 millions to at least 40 millions of dollars.

The franchises of public service corporations are justly subject to taxation the same as tangible property and whatever property is worth for the purpose of sale and income it is also worth as a basis for taxation.

We will make it a crime for employers to discriminate against any employee on the basis of race or color. We favor liberal appropriations to the state university for education in agricultural and mechanical industry. We condemn in strongest terms the veto by the republican governor of appropriations for this purpose made by the last legislature.

While as a general principle we are opposed to the competition of convict labor with free labor, nevertheless, since there is no binding time manufactured in Nebraska and the binding time sold in the state is the product of the trust, we, therefore, favor the manufacture of binding twine by the convicts at our state penitentiary—the same to be sold to the farmers of the state at cost of production.

We condemn the pardon of Barley by the republican governor and favor the board of pardon in order that future executives may not abuse this privilege. The people's party gave to the state the best, safest and most economical government it ever enjoyed. If returned to power we pledge the people of Nebraska honesty, fidelity, firmness, economy, ability and progress in the administration of affairs by the people.

M. F. HARRINGTON. G. W. BERGE. L. J. QUINBY. R. D. SUTHERLAND. J. H. GROSVENOR. H. M. JULLIVAN. W. MURPHY.

Populist State Committee

- Adams, John S. Logan, Hastings. Antelope, R. H. Rice, Neligh. Boone, H. C. Keister, St. Edward. Box Butte, Ira Reed, Alliance. Boyd, Jos. Leatherman, Butte. Brown, C. W. Potter, Atkinson. Buffalo, Peter O'Brien, Kearney. Butler, Fred A. Allen, Daviess City. Cass, James Reynolds, Union. Cedar, John H. Felber, Hartington. Chase, Dr. Hoffmeister, Imperial. Cherry, A. M. Morrissey, Valentine. Cheyenne, Gus Wellner, Sidney. Clay, Theodore Griess, Clay Center. Colfax, J. A. Grimison, Schuyler. Cumming, C. L. Sleske, Wisner. Custer, C. H. Jeffords, Broken Bow. Dawes, Cor. I. L. Gorman, Crawford. Dawson, E. D. Johnson, Lexington. Dodge, R. D. Kelly, Fremont. Douglas, J. J. Points, Omaha. Dundy, M. M. Chase, Halgier. Fillmore, C. Smrha, Geneva. Franklin, John A. Parker, Franklin. Frontier, James H. Bayston, Stockville. Furnas, John T. McClure, Beaver City. Gage, H. T. Wilson, Beatrice. Garfield, Ed. M. Tamm, Kearney. Gosper, B. F. Downer, Arapahoe. Greeley, Patrick H. Barry, Greeley. Hall, Bayard H. Paine, Grand Island. Hamilton, F. M. Howard, Aurora. Harlan, W. J. Furse, Alma. Hayes, L. H. Lawton, Pallsdale. Hitchcock, A. L. Taylor, Trenton. Howard, C. B. Manuel, St. Paul. Jefferson, E. Garmony, Fairbury. Johnson, Grant Blausler, Tecumseh. Kearney, E. C. Dalley, Minden. Knox, Charles Crockett, Bloomfield. Lancaster, H. E. Dawes, Lincoln. Lincoln, A. F. Parsons, North Platte. Loup, R. S. Scofield, Taylor. Madison, C. S. Evans, Norfolk. Merrick, Thomas Farrell, Chapman. Nance, W. P. Hatten, Fullerton. Nemaha, E. B. Quackenbush, South Platte. Auburn. Nuckolls, C. G. Sowy, Neligh. Otoe, E. S. Whitaker, Syracuse. Pawnee, D. D. Davis, Pawnee City. Pierce, Hason Turner, Pierce. Phelps, A. J. Shafer, Holdrege. Platte, Clarence Gerrard, Columbus. Polk, C. C. Bennett, Stromsburg. Red Willow, R. A. Green, McCook. Richardson, E. Greenwood, Falls City. Saline, Fred Herd, Gretna. Sarpy, Charles Nownes, Papillion. Saunders, J. L. Coleman, Memphis. Seward, G. W. Fuller, Seward. Sheridan, H. F. Wasmund, Rushville. Sherman, H. M. Mathew, Loup City. Sioux, W. J. A. Raun, Harrison. Stanton, W. H. Woodruff, Stanton. Thurston, E. G. Kellener, Pender. Valley, J. A. Olin, Ord. Washington, C. B. Sprague, Blair. Wayne, H. C. Kellogg, Wayne. Webster, William Craybill, Red Cloud. Wheeler, J. N. Larson, Bartlett. York, Cliff Frank, York.

NEBRASKA DEMOCRATIC PLATFORM

We, the democrats of Nebraska in convention assembled, reaffirm our faith in the principles of the party as enunciated in the last national platform adopted at Kansas City, and we point to the vindication which that platform has received from the events of the last two years.

We call attention to the anti-trust plank in the republican national platform and point to the rapid growth of great trusts and monopolies since the election of 1900, and the utter failure of the republican party to suppress them, as an evidence of the insincerity of their professions or lack of ability to apply corrective remedies to this great public wrong.

The administration's failure to enforce the criminal law against these trusts proves the subservency of the republican party to corporate power. We charged the republican leaders with an intention to establish in the Philippines a permanent colonial system fashioned after the colonial systems of Europe, and that intention then denied is now fully apparent. We therefore cordially commend the substitute offered by the democrats of the house and senate to the administration measure on the Philippine question providing for the Philippines the same form of government now enjoyed by the Cubans.

We are opposed to the Fowler currency and banking bill pending in congress for the reasons it destroys independent banks and substitutes therefor the European branch bank system with the privilege given to such banks to issue currency based on assets and also because by making the silver dollar redeemable in gold it lessens the debt paying money of the country without reducing its indebtedness.

We pledge ourselves and the officials elected by our party to favor in every possible way the election of United States senators by direct vote of the people and we condemn the republican leaders of the senate for defeating for the fourth time this great reform so earnestly desired by the people. We demand that railroads and all other public franchised corporations, whether state or municipal, shall be taxed in proportion to the value of their property, both tangible and intangible, and in determining that value the rules of the supreme court should be adopted, namely, the sum of the debts represented by bonds and floating indebtedness should be added to the market value of their stocks.

We are in favor of a law reducing freight rates 15 per cent on cattle, horses, mules, hogs and sheep, and to lose.—J. M. Griggs, chairman democratic congressional committee. The message from Congressman Griggs shows how valuable a man Mr. Stark has become to the reform forces, and is a flattering testimonial. The Fourth Nebraska district could not find a better public servant.—Adams County Democrat.

Advertisement for The Favorite Schiller piano. Includes text: 'The Schiller Piano has always been the favorite with people wishing a really good piano at a moderate price. In short, it has not a single equal at the price. Their success along this line has inspired the company to attempt something higher. The new High Grade Schiller is the result. This, like the medium grade, is the best yet produced for the money. The price is necessarily some higher, but just as low in proportion to quality. Write for description and prices to the Ware room 1120 O Street LINCOLN, NEBR.'

Advertisement for Burlington Route. Includes text: 'Summer Excursions to Colorado, Utah and the Black Hills. DATES OF SALE: June 22 to 24, July 1 to 13, Aug. 12 to 24, Aug. 29 to Sept. 10, Sept. 1 to 14, Sept. 15 to 21, Sept. 22 to 30, Oct. 1 to 14, Oct. 15 to 21, Oct. 22 to 29, Oct. 30 to Nov. 15. Return limit on all above tickets, October 31, 1902. For further information and printed matter, apply to any of the following agents: CITY TICKET OFFICE, BURLINGTON DEPOT, Cor. 10th and O Sts., 7th St., Bet. P & Q, Telephone 235, Telephone 25.

Advertisement for One Gallon Wine Free. Includes text: 'ONE GALLON WINE FREE With every gallon finest 10-year-old "OLD TIMES WHISKEY" Both shipped in plain cases for \$3.15. We make this unparalleled offer to introduce quickly. Old Times Whiskey won first prize and gold medal at World's Fair and is guaranteed Ten Years Old and absolutely pure. Send orders direct to Eagle Lager & Bottling Co., Western Distributors, Kansas City, Mo.