

TO HELP

E. J. Winn, a machinist in the employ of the Sedgwick machine works, at Poughkeepsie, N. Y., had a narrow escape, but saved himself by his own efforts. He told the story to a reporter as follows:

"I had been working here for eleven years," he said, "without even 3 week's time to spend in rest. It was all right till a year ago when I began to lose flesh and to experience a severe pain in the right side. My appetite was fair, but I could eat only the plainest of food and not heartily of that. My weight was reduced to 118 pounds.

"Besides the pain which was very sharp at times, I could not stoop over without being dizzy when I stood erect again, and my blood was thin and watery. I employed physicians who said I was suffering from indigestion. I did not obtain any material relief and. as a friend suggested that I should try Dr. Williams' Pink Pills for Pale People, I did sc.

"The result is very evident. I noficed a little improvement by the time the first box had been taken. I perristed, and continued till four boxes had been taken. This was about a classification went into effect on the year ago. I have had no return of the 25th day of January, 1900, had to pay done that you would have proved that trouble; I am back at my normal weight of 132 pounds and am feeling well and strong. If anything I can say about the remedy will do any good to others who are afflicted as I was. I am glad to say it, for there is no doubt that Dr. Williams' Pink Pills for Pale People cured me.'

Mr. Winn lives at No. 325 Church street, Poushkeepsie, N. Y., and is willing to substantiate his above state- the result of it was that they who ment. The pills which cured him are not a patent medicine, but a prescription used for many years by an eminent practitioner who produced the most wonderful results with them, cur ing all kinds of weakness arising from a watery condition of the blood or shattered nerves, two fruitful causes of almost every ill to which flesh is it is the purpose to collect tribute from heir. 'Dr. Williams' Pink Pills for the people by these increased railroad Pale People are sold by all druggists, rates and at the same time conceal or direct from Dr. Williams Medicine the truth from the people as to the they issued 4 per cent certificates and Co., Schenectady, N. Y., fifty cents per lox: six boxes for two dollars and a half. Send for free booklet of medical advice.

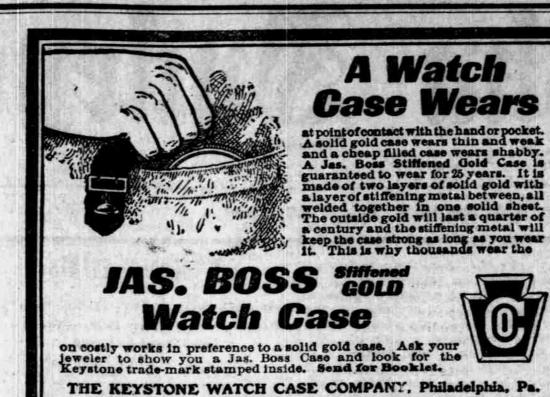
to in a moment, by which they had immensely increased the value of their roads was not known to the state board that made the assessment two years ago. I think I have given a fair consideration to this question for several years, but I am frank to say that this order was personally unknown to me, close track as I aimed to keep of these matters. When the assessment was made two years ago and that thing which has given value to these railroads, that thing which was the

entering wedge of the mergers which have since taken place, was a common agreement made in the city of Chicago under which they placed all territory running from Chicago northwest of St. Louis and then down the Mississippi to the gulf and taking all the territory west of those lines throughout the United States and putting them into a division and issuing a rate sheet known as Classification No. 29, binding upon every railroad

operating within that territory. What was this general classification or this order 29? It provided as the report of the interstate commerce that a reduction of 31 per cent on seventeen articles of commerce should be provided for and increased 47 per cent on two hundred and forty articles in common use that constituted the

bulk of the commerce of this country. The average increase in the two hundred and fifty-seven articles was more than 40 per cent so as a result of it a man paid \$100 freight before that says that the cost of carrying freight corporation. The result of that was and then they would have put you at that they could pay larger dividends;

the result of that was they could pay better interest on their bonds and larger dividends on their stock; and got up some new plan, some criterion by means of which they could double if necessary the amount of the stocks that were outstanding so as to pay dividends on twice the amount and the rate of dividends would look only half as high. That is the thing that has been at the bottom of the mergers. rate of interest they were actually then they got the stock. Now if I



companies are worth \$1,000,000 less a little further, you ought to have taken the "balance afloat" column there and you ought to have deducted that from the balance and if you had company by the very same principle did not increase a dollar, it simply you used, that the three railroad comadded to the profits of the railroad panies were worth less than nothing

the Union Pacific railroad and increased your salary! Now let us look at these figures that are here to mystify us. I am not here to charge Mr. Baldwin with trying to misrepresent to the court, but I am ought to expose the man who did it by misrepresenting and in trying to get an unjust judgment here. I might point out some things he takes into consideration, for example: When they took this Northern Pacific stock the road fairly represented. I do not and give my note for a thousand doiknow whether counsel would call that iars I am neither richer nor poorer

commission now in evidence shows fact of the matter is, your figures on upon the earnings I am taking it as here show that these three railroad under some trackage arrangement with the Omaha road 74.94 miles from Norbonds; you had better go a little fur- of the entire 1,020 miles in Nebraska ther, let me get this table from which | for the year ending June 30, 1901, acit was taken. You ought to have gone | cording to the report filed with this board itself was \$4,800,000-I will give the figures accurately, \$4,807,288.37. cratic headquarters at the Colonial That will pay 4 per cent interest upon the La Normandie. There the busy \$140 in place of paying \$100. But as the Union Pacific railroad, the Oregon \$700,000 surplus every year. If we literature pro and con on all the pothe interstate commerce commission Short Line and the Oregon Navigation | capitalize it right down on a 4 per litical problems of the day, each vieing cent basis it shows that the Union with the other to catch the wilv voter Pacific railroad is worth \$118,000 a in their political drag net. The demomile, and I believe that is a fair basis crats are sending out documents to the head of the railroad tax bureau of its tangible property, but it includes attack on the trusts. They prove that the intangible as well, it includes its for six years the country has been uncontract for operating over this Oma- | der republican rule-that their power

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THE NEBRASKA INDEPENDENT

ha road, it includes the revenues it has been strong enough at any time gets for the use of its bridge from the in that period to crush any and every Milwaukee and Rock Island roads and criminal trust from the face of the for the other roads that cross over earth, but with a republican congress here to point out that these figures are that highway; it includes its mail loath to do anything, nothing can be deceiving, and that if Mr. Baldwin is contracts and its express contracts. done to disturb their peaceful-yet unnot responsible for their making he And when you take the value of the lawful encroachments. The intent is tangible property and when you take the chief factor in fighting the trusts. the value of the intangible contract, The existing Sherman anti-trust law when you take the value of the fran- and the interstate commerce provichise under which they levy tolls and sions would destroy every trust in the collect tribute not only now, but in United States if the attorney general perpetuity, when you take all these would only make war on them. There ed publicity of their methods, was things together you have got the value are enough provisions on the statute turned down by the republican party of the road and the only fair way by books to drive every trust out of the in the senate last February. paying upon the amount of money that buy today a thousand dollars of stock which you can measure is the value of business if the attorney general would the stock plus the bonds. Now then, upon the showing, and I nothing has been done. So that when- amendment which covered exactly know it cannot be contradicted, that ever a republican campaign orator or is not only their own showing filed stump-speaker asks you for your vote. with the board, but it is from Poor's promising that the trusts will be party vote." stock figures differently; he figures if Manual as well, and it is the market curbed if the republican party is re-I buy one thousand dollars' worth of reports in evidence as well how then is turned to power, just ask him why the to perform the duties prescribed by this Union Pacific railroad? Is it Sherman anti-trust law is not en- this section, true and accurate reports paying a fair share of the taxation in forced? Ask him why that during Nebraska? Why, that main line that the seven years of republican rule not the Southern Pacific stock, which is was but a bankrupt road in the hands a single action has been brought an asset in the hands of the company, of a receiver a few years ago, it is against them by the United States aunot assessed for one single dollar, thorities? Ask them that if the presnot one single dollar more today than ent laws are not satisfactory, why the at that time, when it is now the best three past republican congresses have paying property west of the Missouri not framed laws looking to their abolriver. It is the greatest earning road ition? Ask them that if Teddy is so of the trans-continental lines, and strenuously opposed to them that with yet, it is not assessed for one single a republican congress on his hands, he dollar more this year than it was did not compel them to pass regulawhen it was a bankrupt concern. Take tions that would lead to abolition of this road which I say we can safely the trusts? Ask them that if Tedy has been fully paid up; the surplus, say is worth \$100,000 a mile and really is not in league with the trusts, which upon the ordinary rate for in- why they refused to bring suit when vestment today is worth \$118,000 a the American anti-trust league mile, the average assessment in Ne- through their attorney, Former Attorbraska is just something over \$6,000 ney General Frank S. Monnet, offered mile, the Union Pacific railroad in to furnish them with enough evidence therefor, the rebates, if any, allowed Nebraska, the main line and all branch to sink any of these combinations? lines combined, are assessed this year | They have persistently refused to do | the prices charged to dealers in the for less than 6 per cent of the amount anything to curb the trusts. They of money for which you can sell it for have had time enough to drive every cash tomorrow on the market. Who one from the land, why have they not panies, or individuals engaged in STREET says that any other taxpayer in this done it? Why? state has been favored in this way? The American anti-trust league has products for the maintenance of uni-In the city of Lincoln here property written a scorching letter to the presiis assessed at 100 per cent for mu- dent at Oyster Bay asking why the at- or with reference to the wages of lanicipal purposes. The professional torney general has not brought suit in bor, and all arrangements with transman, the merchant, the laborer, the response to their pleadings. The east- portation companies for specially admechanic in the city of Lincoln pays ern dailies are printing the letter in vantageous freight rates. a tax sixteen times as high as the full and the letter is so strong that I Union Pacific railroad. Why, the State think it well to include parts of it in Journal building down here pays as my correspondence. much tax, almost, as the entire Bur-The bonded debt of the Union Pa- lington railroad. The Lindell hotel .r at Pittsburg and his discussion of the ditional details as said director may cific in that way is \$99,500,000, the the Lincoln hotel pay more taxes than subject of trusts, the committee say: but doesn't include the \$445,000 in in Lincoln combined, and yet they in person, a cord of incriminating evi- ness and the methods applied in its On Sale at Rigg's Pharmacy, 12th and road properties been met constantly your treasury. The total mileage is talk that they have done justice in dence against the Eastern Railroad as- management. A failure by the presiwith objections? Why, the two things 2,967 miles. Now these bonds of theirs this case, that they have not com- sociation, at the White house, in dent, manager, or chief officer of any or the three things upon which we are worth a premium. The preferred mitted fraud in this case, that they Washington, December 21, 1901, which manufacturing corporation to make can rest this case with absolute safety stock, on the proof, is a little below have tried to do right in this case as you personally assured us would be the reports herein provided for, or any above all others as showing that an par, it fluctuates; the common stock is best they knew how. If we take it on by you called to the attention of the increase should be made are the inter- at a premium, but in my figures I a one-sixth basis and say it is only attorney general. On your recomstate commerce reports, Poor's Man- have taken the bonds and both stocks worth \$100,000 a mile, then the Union mendation, communicated to us April which he does make, shall for every ual and the market quotations on these at par. I know that is conservative. Pacific railroad should be assessed, 5, 1902, through your secretary, we, stocks; things, a majority of which, I know that it is fair to the Union both the main line and the branches, on May 21, called at the office of the not less than \$1,000, or more than were resisted at the outset here, and 1 Pacific railroad-it is more than fair, at about \$17,000 a mile; it should he attorney general, and found him ab- \$5,000, or imprisonment for not less later, we were informed by the secrehignest in the state, ought to have two combined, under the rules laid line and branch line, in Nebraska, tary of Mr. Knox that the attorney onment. General had stated that he 'would not respondents here? I want to say if it since the great decision of Judge Mil- one mile, but on every mile of that take up the case,' even though we had director of the census shall be permamatter to him by your direction. "This was an open defiance of your published annually. house.' to the conclusion some of your subor- on the subject. The secretary then ing to furnish this court with the true prove it is worth more than \$100,000 the Omaha terminals and all combined from you full knowledge of the most value of the railroad property, their a mile in Nebraska. I do not need to is worth only \$30,000 a mile, but the reprehensible action and inaction of sential in determining how to deal captious objections to the offered evi- go outside of its own report to prove road can be sold on the market for Attorney General Knox, which has be- with the great industrial combinations dence are proof that they have acted it is worth more than \$100,000 a mile \$100,000 a mile. The franchise, the come so culpable and notorious that an is knowledge of the facts-publicity Iraudulently in this matter, show that in Nebraska. The Union Pacific bonds, right to take tolls or tributes which eminent jurist and member of congress In the interest of the public, the govthey have been in collusion with the on the testimony here, are 4 per cent. amount to \$70,000 a mile in the value (Mr. Wooten, of Texas) deliberately, ernment should have the right to in- REASON-Nicely balanced mechanical

"THE DESERTED VILLAGE"

Goldsmith's Picture a True One of Was ington Since Adjournment of Con-

and the second second second

gress-Mr. Bride off for Europe Washington, D. C., July 14, 1902 .ton reminds one of Goldsmith's "Deserted Village" since the exit of both congress and the president. All the leaders in official life have decamped since Old Sol has begun his annual attack on this seat of the nation's business. In fact there are scarce a dozen men of prominence in the city. True, at both democratic and republican congressional campaign headquarters there are a few leaders of the antag-

onistic political parties, but each day fair, and that the "brazen assurance" sees a change of faces for no one yearns to spend a summer in Washington. There were not half a dozen members of both houses of congress in Washington a week after congress adjourned so hasty was their departure.

And so when there are few of the robberies of the trusts is to come from big men here, of course there is little which you base your whole argument 947 miles of its own and it is operating done or considered by those remaining. anti-trust law does not come with good I have never seen a week more devoid of anything important during my than the stock without one dollar of folk to Sioux City. The net earnings whole stay in Washington. After the is to execute the laws now on the statsession there is usually a period of ute books. quiet, but this time it approaches soli-

> tude. The only symptoms of life remaining can be seen around the demo-Its net earnings per mile are \$4,711. hotel and at the republican camp at will, or you must stand convicted as \$100,000 a mile and leave more than clerks are flooding the country with | ward known violators of the law. because that includes not only all of prove the hypocrisy of the president's that we are entitled to plain and

only bring suit against them. But bill, it may be recalled, I offered an

equally reprehensible with his, and will be even more severely condemned by the people of the United States." Continuing, this open letter says: "An honest enforcement of the law is now prevented by the collusion existing between the attorney general and the criminal trusts. If Mr. Knox (Special Correspondence.)-Washing- is permitted longer to prostitute the department of justice to such base uses, the people will hold you respon- ADIEU FOR A sible, for it is within your power, Mr. President, to retire him to merited disgrace and fill his place with an attorney general who will 'enforce the laws equally to the rich and to the poor, without fear, favor or hope of reward.'" The letter states that the suit against the beef trust was a vote-getting af-

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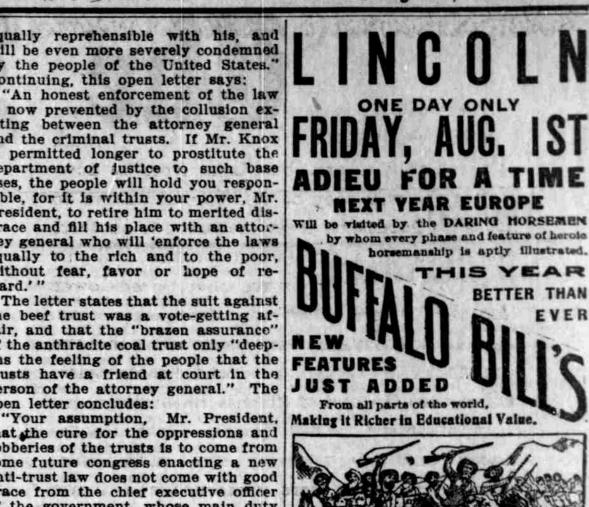
of the anthracite coal trust only "deep- NEW ens the feeling of the people that the FEATURES trusts have a friend at court in the person of the attorney general." The JUST ADDED open letter concludes:

that the cure for the oppressions and some future congress enacting a new grace from the chief executive officer of the government, whose main duty

"But three courses are open to you -either you must compel your attorney general to act; you must remove him from office and appoint one who indorsing his corrupt complaisance to-"The menace to the people's rights and to the safety of the republic from the gigantic and lawless power of the trusts fully warrants us in using plain language in this letter, and we feel COWprompt action on your part."

Senator Fred T. Dubois was at democratic headquarters on Saturday and was asked for an expression concerning President Roosevelt's late Pittsburg speech, especially that feature of it relating to trusts.

"That is a closed incident," said the Idaho senator. "The very thing the president asked for in his message and said in his speech that he intended to enforce so far as the trusts were concerned, which comprehend-"During the discussion of the census



July 17, 1902





assessed at \$10,095 a mile; and in reto sav. sponse to the question asked by coun-Now when the assessment of two sel for the Burlington company I will years ago was made the state board tell him what would have occurred in did not know a single thing about this comparing this property with other immense increase in rates which mean property in the state this year if the an increase in the value of the railsame ratio had been maintained that road property. It was not until their was maintained in 1874. If the same annual reports were published in the ratio had been maintained between the following year-a year later-that lands, both improved and unimproved. anybody, unless it be these gentlemen this year as was maintained between whom manipulated from the inside, or the railroads and the improved and some shipper who happened to have unimproved lands of Nebraska in 1874. paid the increased rate, knew about the assessment of the railroad corporait. These are the only people who tions would have been over \$36,000,000 would know it, it was not known to -more than \$10,000,000 more than it the public generally or to the public is. And that assessment is not fair to officials until after they had issued the people of this state because it goes their annual statement in the followupon the assumption that lands in ing year and until after the interstate Cheyenne, lands in Sioux, and in Duncommerce commission had published dy counties are worth as much per its report which gave this informaacre as they are worth in the eastern tion to the public. And as soon as part of this state, because we all know that was shown that they had colthat in 1874 the assessed lands were lected these increased tolls and that practically confined to the eastern onethey had thereby immensely increased third of the state of Nebraska. So that the value of all railroad property in upon that showing alone, and assumthe country, then the very next year, ing that lands clear out in the arid rethat is, last year, it was the duty of rion where they don't raise a crop one this board to increase the assessment year in five are just as valuable as Neof these railroad corporations so that maha. Otoe and Richardson counties; their assessment would correspond even if we take that as the basis these with the increase in the actual value respondents here have ecompted from of their property which they, themtration at least ten million dollars selves, brought about, as the interof property that ought to have gone state commerce commission say, by upon the assessment roll. Ah, but they their own order. say that this assessment is similar .o Did this board make any effort to what it was in prior years, I am here find out what it was that was causing to say that I believe that all the prior this immense increase in railway volassessments in Nebraska were too low. ues? Has this board in this case shown all of them, upon rai'way property. any desire to give this court informa-I am here to say that the accordents tion as to what these properties are of two years ago were too low, and I fairly worth? Haven't we on the vital am here to point out to your honors points here which affected these railso clearly that no man can doubt it that there is no comparison between these assessments and the assessments of the present year. In 1894, 1895, 1896 and 1897 the Union Pacific railroad was in the hands of a receiver-had been run down, it was a bankrupt concern. its franchise had gone and had no value at all. By the fall of 1897 the main line of the Union Pacific, not the franchises, not the feeders that gave value to the property, but the main line, got out of the hands of the receiver; but by the time the assessment of 1898 was made there was no report of its net earnings under the new conditions; there was no opportunity to compare their earnings when they would get all their franchises together because the franchises were still in the hands of a receiver. There the captious objection of these gentlewas no report made to the interstate men who are not here serving the comcommerce commission or the publishmonwealth, but serving these corporaer of Poor's Manual where you could tions who are swindling the balance get information as to the value of this of the people of this state in the matproperty, hence there was no possible ter of taxation. Their conduct in that way by which any man could get at respect, their failure to inform themthe actual value or fair value of the Union Pacific railroad in 1898. The stock of the Union Pacific railroad had not paid a dividend for several years. All the common stock and all the preferred stock, all of it, are paying dividends, that has sent that common stock to par and above it, sending it to a premium.

Now, then; as to 1200 there was a

moonlight on a shovel," that is for when the day closes. But Brother the interstate commerce commission

Baldwin by his figures here even after they have paid off and retired the stock today and give my note for it I am two thousand dollars poorer tonight. In addition to that he takes and he treats it as a liability. Why. bless you, Brother Baldwin, if you can get hold of a million dollars of that stock it would be a million dollars of your assets and not of your liabilities!

But I want to get at this Union Pacific and get at it right. The Union Pacific railroad according to Poor's Railroad Manual, according to the interstate commerce commission, and according to their own report-I am talking of the Union Pacific, not these affiliated lines which are operated under their own charters-the total mileage of the Union Pacific is 2,967 miles; that covers the entire line from Council Bluffs here to Ogden, Utah, and includes the branch lines in Nebraska, Kansas, Colorado and wherever else they may be. I want to get the value of this road and I intend to keep it apart from these other two roads that are run under their own franchises and I intend to keep it clear from the Northern Pacific deal that they had when they cornered the stock in Wall street, I want to get the value of this road standing out by itself; its main

line and its branches and then I want to show what it is worth per mile. bonds \$194,602,300, that is the float, all the railroads, terminals, and all, vant to ask this court if this is not but I have taken them at par; and assessed about three times as high information which this tribunal, the these stocks and this bonded debt, the as it is for every single mile, main from the servants of the state, the down by every court that I know of This great crime is not committed on was not for the light we have thrown ler in the Illinois tax cases in the road in this state. But there is anupon this transaction if you would Second United States, the rule is that other argument that ought to urge have been able to tell the value of any the value of the stock plus the bond- morally strong here, and that is that: railroad in the state of Nebraska? ed debt measures the value of the en- I have said this road is worth at east We brought it here. We put it in over tire railroad property, franchise and \$100,000 per mile. The undisputed tesall combined. Taking this funded timony before you shows that its propdebt and taking this stock and divid- erty in Nebraska, including its termiing it by 2.967 we find that the Union | nals in Omaha, can be reproduced for Pacific railroad from Council Bluffs to \$30,000 a mile, that is their statement Ogden, including all the branch lines in the brief, that is the brief they in Kansas, Nebraska, Colorado and submitted in the federal court in the Wyoming is worth \$99,124 a mile, prac- penalty case in 1899. The tangible selves of the value, their conduct in tically \$100,000 a mile. But I do not property, the physical property of the this trial in failing to furnish or try- need to stop even at these figures to Union Pacific road in Nebraska with

what the president now asks for and which was promptly killed by a strict

To enable the director of the census shall be made to him annually by all corporations engaged in manufacturing, which reports shall state in detail the nature of the business or different lines of business, if there be more than one conducted by such corporation; the number of factories or establishments owned or controlled by it, the precise character of the business conducted at each factory or establishment, and the gross receipts of such business; the amount of the capital stock, and the proportion which the operating expenses, wages, taxes both national and state, together with detailed statements as to the quantity of its product or products sold for export, the prices per unit obtained upon products sold for export, and United States; any and all agreements with other corporations, commanufacturing the same or similar CAVALCADE form prices, the limiting of production

Such reports shall be verified by the president, manager, or chief officer of the corporation, who, upon the demand Referring to the president's speech of the director, shall furnish such addeem necessary to apprise him fully "We presented to you, Mr. President, of the nature and extent of the busiintentionally false statements concerning any matters set forth in a report such offense be punished by a fine of sent. At the White house, an hour than one month nor more than one year, or by both such fine and impris-

All information thus obtained by the informed him that we presented the nently filed in his office in convenient and accessible form, be classified, and

orders by a subordinate official, the A colloquy between Mr. Dubois and toleration of which by you we do not Mr. Quarles, the latter in charge of understand; for, on May 27, we had this permanent census bill, also ap- Typewriting robbed of fatigue written you fully as to the facts in pears in the Record of that date. Mr. the case, and when unable to see you Dubois said he trusted the senator delivered the letter with our own from Wisconsin would accept the hands to your messenger at the White | amendment and requested the secretary to read what President Roosevelt. "Such action on your part forces us | said in his message to this congress

dinates and advisers are keeping back | read as follows: "Treatment of Trusts .-- The first es-

Century

railroad companies, and omitted, as I It is very safe to say that in a safe of this road of a \$100,000 a mile for and after full investigation of all the spect and examine the workings of the construction.

