

The Farmers' Alliance.

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"In the beauty of the lilies
Christ was born across the sea,
With a glory in his bosom
That transfigures you and me.
As he strove to make men holy
Let us strive to make them free,
Since God is marching on."
—Julia Ward Howe.

"Laurel crowns cleave to deserts,
And power to him who power exerts."

"A ruddy drop of manly blood
The surging sea outweighs."
—Emerson.

"He who cannot reason is a fool,
He who will not reason is a coward,
He who dares not reason is a slave."

TO CORRESPONDENTS.

Address all business communications to Alliance Publishing Co.
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Articles written on both sides of the paper cannot be used. Very long communications as a rule cannot be used.

TO OUR CORRESPONDENTS.

We wish to say to our correspondents that the fact that their articles do not appear in our columns is not evidence that they are rejected. Our space for letters is limited to about one page per week. We receive enough each week to entirely fill our paper. A large bundle of letters is now before us which we have not even been able to examine, saying nothing about printing. In time it will be looked over, and such of it as is timely and valuable be inserted. Meanwhile much of it goes out of date. We are glad to receive short well-written articles, and will use all we can.

O. P. MASON, THEN AND NOW.

We invite attention to two letters from O. P. Mason, written in the fall of 1887, when he was one of the secretaries of the board of transportation, and addressed to the managers of the U. P. and B. & M. railroad companies. It will be seen that there is a very radical difference between Mr. Mason's position on the rate question at that time and the present. Then he was greatly in favor of a reduction of rates. He showed then that the local rates in Nebraska were not only enormously high *per se*, but that they were out of all proportion to the rates in force in Iowa and Minnesota. He asserted that there was then no freight rate in this state that was justifiable compared with the rates of other states. He denounced the rates then in force as "highway robbery." He said the Nebraska rates "could not be defended," and compared their effects upon the industries of this state to "the gaping bleeding wounds of the assassin's knife."

Since that date there has been no material reduction in rates in this state. In fact, the average of rates are fully as high as they were then. What is Mr. Mason doing now? He is arraying every known argument he can invoke—he is bringing his great ability in the use of English words into play—to prevent the passage of the very laws which in 1887 he warned Mr. Holdrege might come "with the remembrance of wrongs unredressed and appeals for right and justice unanswered." In pursuit of this end he outrages the laws of hospitality and social life by advocating partisan views at a social banquet and attacking a private citizen in his absence.

It may be thought that Mr. Mason is inconsistent in this matter, but that is not true. A place was obtained for him as a secretary of the board of transportation to enable him to serve the Lincoln board of trade in its efforts to prevent discrimination against this city, and when he wrote those able and truthful letters he was earning a handsome fee from that board. At the present time he is the retained attorney of the railroad, and is earning another handsome fee in advocating directly the opposite doctrine. In other men this would be inconsistency, but it comports exactly with the principles of O. P. Mason.

That he really believes what he wrote in 1887 is probably true, as the facts and arguments he then presented are unanswerable, while his arguments at the present time are weak and futile. But of what importance is it what such a man believes? His great ability, instead of adding lustre to his character, has served to tarnish it. The talent which can be indifferently used to serve one's country or to destroy it becomes a mark of reproach. The man, known to be able, who can go from one extreme to the other in his advocacy of measures, without any change of facts or conditions, loses his influence and the respect of his fellow men at one and the same instant. In all of Mr. Mason's actions only one motive is discernible—that of self interest. This motive carries him safely through every possible change and contradiction of conduct without the momentary imputation or color of a virtue. While it may have occasionally betrayed him into a good action, the net has been so proof of either wisdom or honor. There is no doubt that the Alliance could secure his advocacy of a maximum rate bill by a sufficiently large fee, but the miracle of making an honest man out of such absolutely neutral material, would only last until the

roads could make up another purse. Without honesty, reputation or character, the censure of posterity can have no terrors for him. But there is a debt due to those who come after us, and it is the historian's duty to punish, though he cannot correct. We have somewhat carefully observed his course for some years, and in that time it has comprehended everything that an honest man should avoid. An advocate without principle and a hypocrite without deceiving, we hand him down as a negative instruction to his successors forever.

THE OMAHA STOCK YARDS.

The *Bee*, true to its latterday monopoly instincts has an article in its issue of the 28th, headed "a stab at home industry," in which it supports the stock yards monopoly at Omaha, and opposes the proposition for open yards in which competitors shall be free. The yards are controlled by a close corporation intended to give the big four practical control of the live stock interests. This monopoly not only desires to control the trade, but by its rules dictates what shall be done with the commissions earned by the buyers at the yards. The American Live Stock Association divides its commissions with its customers. Its customers are the Alliance men of this state. In opposing the bill to regulate this matter the *Bee* is squarely antagonizing the Alliance of this state, which is a stock holder in the A. L. S. A. The Alliance only asks fair play, "equal rights before the law," and that it intends to have. The bill now pending in relation to this matter should be passed without delay. It contains no unjust restrictions, and strikes down no home industries. It strikes solely at the pernicious restrictions of a pernicious combine.

WHAT DO THE WOMEN SAY?

There are two bills before the Legislature that need an airing. They are Senate file No. 74 and 75, and relate to the widow's share in her husband's estate. They propose to change the present law that gives the widow one-half of her husband's property and restore the old law giving her the use of one third in all cases. We believe the widow's interest in the property has sometimes been an impediment in the way of the mortgagee taking it, and so this bill proposes to limit her interest as much as possible. We wish the women would make a protest and make themselves heard about this scheme. Will they allow this outrage on their rights to pass unrebuked? We do not believe the men in our legislature will pass it. Indeed we believe it has been proposed to amend it by allowing the widow half of the property in case there are no children and the property does not exceed \$20,000; but it is a shame to propose such a retrogressive step. Just think of it, wives and mothers! View the widow shorn of the love that protected her, of the strong right arm on which she leaned, weighed down with her sorrow, and tell us what you think of this sympathy of the legislator who proposes to step in and add to her burden by robbing her of her property. Yes, robbing is the word, for usually she has done her full share to make it, and it is hers as much as it is her husband's by every law of right dealing. There are exceptions to this rule, and there might be law to cover these exceptions; but, as a rule, the joint earnings of a married pair should remain the indivisible possession of the one who is left alone when death separates them. Children's interests are just as safe in a mother's care as in a father's. Women today are learning business, and they should on that account be granted fuller rights in the property instead of less.

We say protect the wives in their rights of property. Woman has been an unpaid laborer through all the years of the past, but it is not in accord with the usual course of our legislation in these days to be taking steps back towards the dark ages of her slavery and degradation; and we hope and trust that no such law as this will be permitted to pass by the honorable men who compose our legislature.

S. F. No. 74 is a very cunningly drawn bill. It looks exactly as though it was drawn by a man who wanted to cheat his wife. Sec. 3 provides an easy means by which a husband may alienate real estate without his wife's consent or signature to a deed. Sec. 4 provides a means by which a husband can mortgage an estate without a wife's consent, and the mortgage hold good against the wife's dower.

Sec. 4 destroys the wife's dower right in property mortgaged for purchase money as against the mortgagee. And so on and so fourth.

THE PENITENTIARY CONTRACT.

We notice an item in the *York Press* in relation to the above business. It says that Mr. Stewart and his committee are doing their full duty in the investigation, and winds up by saying that, "If full justice is not done it will not be the fault of J. B. Stewart."

Now, as we understand it, no attempt whatever has been made towards an investigation and the fault lies wholly with Mr. Stewart—unless perchance Mr. Mosher is to blame for it. We have some very damaging facts in this matter, and unless a thorough investigation and report is made, we shall give them to the public with our accustomed liberality.

THE STATE UNIVERSITY.

Every little while something occurs to show that there is still a good deal of misapprehension, with occasionally not a little of misstatement regarding the Nebraska State university. In many cases these are doubtless due to ignorance of the facts, while in others they are apparently inspired by prejudice. There are periodic attempts to create the feeling that the university is an expensive luxury, and figures are given to prove the assertion. Let us now see what are the facts. In twenty-two years the university has erected eight buildings, viz.: Four halls for class rooms and laboratories, a boiler house, a farm house, a farm barn, and an experimental building. The first hall was built without expense to the state, from the proceeds of the sale of lands, and the last named above was built out of government funds \$120,000, certainly not a great sum for twenty-two years. The average annual expense of the university, aside from buildings, has been about \$40,000 per year since its opening. Of course it was much less than this in the early days, when the students were few, while now it is about double this sum. This sum has not only paid salaries and current expenses for fuel, repairs, etc., but it has supplied books, chemicals, specimens, and apparatus of all kinds, and for all departments, from agriculture and mechanics to literature and the classics. That the money has been carefully spent the libraries, laboratories, and museums bear unquestionable witness. A part of this, moreover, has been borne from funds which came from the government, so that the people of the state were not taxed to that extent.

The university tax of 1/4 of a mill on each dollar of valuation has been spoken of as an "extraordinary tax," but is it so when we reflect that it is for the purpose of affording free education to any boy or girl in the state? By law tuition is free, thus enabling many a poor man's son to obtain a thorough education. Is it an "extraordinary tax" for the man who has a property valuation of \$1,000 to pay 37 cents for the benefit of the young people of this commonwealth? The son of a rich man can go to Harvard, Yale, Columbia, or Princeton, and pay the \$150 to \$200 per year demanded by these institutions for tuition, but the boy from the poor man's home cannot do this, and it is only in rare cases that the farmer's son or daughter can provide for such expenditures. The free State university is his only hope. That the young people of this class do largely take advantage of these opportunities is shown by the statistics recently collected by a committee of the alumni. It appears that fully 55 per cent of the young men and women are children of farmers and others who gain a living by manual labor. Forty-two per cent of the young women, and 48 per cent of the young men are the children of farmers. And here just a word about the preparatory department which some criticize, and would at once cut off. To do so would sever the bond connecting the country school with the university. As it is now, the boy from the farm may enter any department of the university through the preparatory department. To cut it off would in many cases seriously interfere with hopes for obtaining a higher education.

In another way the university has shown careful management of its resources. Fifteen or sixteen years ago it bought a tract of land near the city, for a college farm, which is still used for experimental purposes. The original cost was about \$20,000, and the additional expenses since will not bring it up to more than \$25,000. This fine tract has so increased in value that for years it has been eagerly sought after by speculators. The university has positively refused to part with any portion of it, feeling that it would eventually add from half a million to a million dollars to the endowment, besides leaving a tract sufficient for experimental purposes. By care in guarding this property, the university will in time become as wealthy as the older institutions of the east.

Three thousand young people, at the lowest estimate, have already received more or less instruction in the university. Some of these have studied for but a few months, while others have spent six or seven years. Last year forty received degrees upon the completion of courses of study. These young people go out to all parts of the state, and thus carry the leaven of education and culture to its remotest borders.

The article in a late number of the *Bee* entitled, "An Expensive Luxury," condemning the university from almost every standpoint, seems to us to be very unreasonable. If the university was located at Omaha probably there would be "nineteen students from Omaha" in its classes. Spite against Lincoln seems to have inspired the article. The State university is not a Lincoln institution; it is a state institution, and every member of the legislature, as well as every citizen of the state, should desire to see it go forward in the career of usefulness it has so promisingly entered.

One by one the roses fall—and one by one the normal school bills are relegated to the realms of obscurity.

A MULTIPLICITY OF CONFERENCES.

At the meeting of the Southern Alliance at Ocala, some parties joined in calling a conference to form a national party. This did not suit the Washington junta, and they succeeded first in postponing it, and then in belittling it to a committee meeting at Washington, under the immediate eye and management of Macune and Terrell. This committee meeting amounted to nothing. It was not representative in its character, and attracted little or no attention. Less than a dozen persons attended it. A new call is now issued for a conference to be held at Cincinnati, May 19th. The paternity of this call is unknown. We regret to know that names were appended to it without authority by their owners. Mr. Powers did not authorize the use of his name. Mr. Beecher, of N. Y., writes us that his name was forged to it. How many names were thus used it is impossible to determine, and we do not care. We have little hope of good results from these conferences. Too many separate and distinct hobby riders go to them, each determined to sacrifice every body's hobby but his own. The plan proposed by the National Alliance at Omaha, to organize the units and ignore the societies, is the one that gives promise of the greatest success. It proposes six planks upon which a great many people agree. It proposes a practicable and easy plan for assembling a national nominating convention in 1892. It uses all reform organizations to carry forward the work, but gives none of them representation or control. A convention assembled in pursuance of that plan would be pre-eminently a people's convention, and might do a grand work. Schemes and plans and candidates may be "set up" by organized societies and committees; but under this plan to organize the units they could not. We care nothing for men, parties or societies. We want to see a people's independent national convention in 1892, that will nominate a people's ticket, without any fusion or combination with any party whatever. Such a ticket will sweep the country. "Organize the units."

A CITIZENS' REFORM TICKET.

That the city government of Lincoln needs a thorough overhauling and renovation any man with the least penetration must know. Individual property owners work the council for the improvement of their property—street railways and electric light companies seem to own the city—rumors of jobs are in the air, and the fingers of thieves are in the people's pockets. A political ring controls the offices, and thus perpetuates the rule of corruption. Only in one way can this be accomplished? Only in one way. A citizen's ticket, made up of good honest business men who have the confidence of their fellow citizens, must be placed in nomination, and the voters must support it, without any regard to party ties. This is the only way. Divide as usual on party lines—march up like sheep as usual and vote for a party name—and a few of the political bums will make their sharp trades, and the corrupt element will retain power. It doesn't make a particle of difference in our city government whether a man is a democrat, a republican or an independent. The only questions that concern the people are is he capable, is he honest.

If the people of Lincoln have not had enough of a boodle city government, let them just stay by the old party arrangements, and the dance will go on. If they have had enough, let a number of reputable citizens join in a call for a citizens reform ticket, to run upon a platform of purity and honesty, and they can get rid of the boodle gang, and in no other way.

WHAT IS ROBBERY?

In a late article about farm mortgages the *Bee* unwittingly gives us its idea of what constitutes robbery and plunder. It says, referring to the average rate of interest paid by the farmers of the south and west:

"Ten per cent is the maximum rate, both in the west and in the south, and it ranges upward until in some cases it touches 40. It is a humiliating reflection upon our financial methods that men are compelled to pay more than 10 per cent for money secured on property as substantial as anything that can be offered. A safe investment bearing interest at 10 per cent is as good employment as capital is justified in asking or labor is attempting to provide. Everything above that figure is robbery, secured in a spirit of plunder by the exercise of might against right. It is entirely just that the lawmaking power should be directed in all its force against the continuance of such criminal methods of banking."

The eastern loaner and the western borrower are indispensable to each other. Neither asks more than the other is willing to grant. The evil of the present mortgage system resides in the third party or middle man, who takes his pound of flesh out of both parties and thrives equally well on their fortune and misfortune. He is the man that the lawmaker ought to be gunning for.

(The italics are ours.) There are some very interesting admissions in the above extract, and they are directly opposed to the tenor of the *Bee's* teachings on the money question for several years past. First, the current banker's political economy, which the *Bee* has been advocating, teaches that capital employs labor. The *Bee* in the above, squarely admits that labor employs capital. The *Bee* has strenuously opposed any laws interfering with

the subject of interest. In the above it says "the lawmaking power should be directed in all its force against" excessive interest—exactly the doctrine we have been teaching.

We have also repeatedly stated that it was not the eastern capitalists who were asking or receiving high rates, or were putting a financial boycott on this state, and threatening to withdraw their funds if financial legislation was attempted. The *Bee* now says the same thing—viz: that it is the third party, the middle man, "who takes his pound of flesh out of both parties, and thrives equally well on their fortune and misfortune. He is the man the lawmaker ought to be gunning for."

Is the above a mere *lapsus linguae* on the part of the *Bee*, or is it getting ready to imitate its democratic congenitor the *World-Herald*, and put up at its editorial head, "Independent in politics?"

THE ONLY WAY OUT.

We need a constitutional convention in this state. The present constitution is entirely inadequate to our necessities. Good enough, perhaps for a state of 100,000 population, it is a straight jacket for a state of 1,200,000. It is being evaded and violated every day, and will of necessity continue to be so more and more, as the state grows in population and wealth. We have numerous executive officers which the constitution prohibits, and we need more; we need an elective board of railroad commissioners. Under the present constitution we cannot have a board that is satisfactory to the people. In many other particulars the constitution needs remodeling. The system of amendments now in vogue is clumsy and unsatisfactory, and multiplies issues and complicates elections every two years. Let us have a constitutional convention, and fix an organic law that will not need amending for at least one decade. It will take at least three years to get the work of such a convention in force; so we hope the legislature will provide for one without delay.

LOOK OUT FOR A JOB.

H. R. No. 303 is a speculator's job. Some speculators of this locality desire to have an appropriation from the state to aid them in improving a park; and have got up a scheme for draining Salt Creek on the pretext of improving the drainage of some state institutions. Possibly there may be some merit in the proposed scheme, but the state does not need at this time to put its finger into any private enterprises. The fine Italian hand of Mr. Hathaway may be seen in this matter. It is said that a purse of \$5,000 has been raised to put the job through. Look out.

THE CHEMICAL LABORATORY BILL.

We hope the bill introduced by Mr. Shrader appropriating \$30,000 for a laboratory building on the agricultural farm will pass. The Hatch bill which passed congress in 1886, appropriates \$15,000 annually for the use of states erecting such laboratories on their agricultural farms. By expending \$30,000 for such a building we will secure the expenditure of that amount in the state within two years, and \$15,000 per year annually thereafter. This is a move to directly promote the live stock interests of this state, and it is eminently proper that a farmer legislature should inaugurate it.

ANOTHER BOGUS ALLIANCE SCARE.

Our telegraphic dispatches herald the formation of a gigantic grain and live stock trust, and attribute the same to the Alliance. The Alliance is not in it. Only fools who are utterly ignorant of economic laws, or knaves who are working fools for money, propose such a trust. The disastrous failure of Macune's similar scheme in Texas ought to make all Alliance men wary about taking stock in any such concern. But these statements mostly have their origin in the imaginations of associated press agents.

COSTS OF THE CONTEST.

Independents cannot afford to vote for any steal in the matter of costs for the contest. The parties to the contest should have actual expenses necessarily incurred, and nothing more. In computing these expenses compensation for services of attorneys, stenographers, etc., should be placed at just the figure private parties would have got the same labor for, and not a cent more. We want no kind of a swindle in this matter. The Independents cannot afford to make any record that will not bear the fullest scrutiny.

CAPTAIN REAL.

Captain Real of Fillmore county was a welcome caller at our office last Tuesday. The captain is a veteran of the war, and one of the best citizens of his county, as well as a high minded independent spirited gentleman—an Irishman who makes the very best of American citizens. We trust his genial presence will often shed light in our path.

EDITORIAL UNFAIRNESS.

Our *then* opinion, of Hastings, criticises a communication which appeared in a late number of THE ALLIANCE, leaving its readers to infer that it was an editorial article. We had not supposed that our brother Lynde was prone to such unfairness. □

O. P. MASON ON FREIGHT RATES.

FREIGHTS OPPRESSIVE AND EXTORTIONATE, AS COMPARED WITH IOWA AND MINN.

WHAT MR. O. P. MASON REALLY THINKS WHEN NOT PAID BY A CORPORATION TO THINK OTHERWISE.

Letter to the Union Pacific Railroad Company.

LINCOLN, Neb., July 23, 1887.

Mr. T. J. Potter Vice-President; Mr. T. L. Kimball, General Traffic Manager, U. P. Railroad Company.

GENTLEMEN:—I herewith transmit to you for consideration a comparative statement of rates of freight charges in Iowa and Minnesota, with the rate charged on the Union Pacific railway for a distance of 300 miles west of Omaha. It will be noted that your rate on first class freight for all distances over 40 miles is much higher than in Minnesota or on the Burlington and Missouri River railroad in Nebraska, and as the distance increases your freight rate increases very much faster than in Iowa and Minnesota, or on the Burlington and Missouri River railroad in Nebraska for 300 miles west of Lincoln or from Omaha; and your fourth class rate is still more apparent. The rate charged on fourth class in some instances is very nearly three-fifths of the rate charged on first class, and the rate on fourth class should be 50 per cent of the first class rate, if you follow the rule of most western states. And when your first class rate is more than double that of Iowa, and when you go beyond 280 miles, nearly double that of Minnesota, it makes a very oppressive and extortionable freight tariff which the people of this state are required to pay, when compared with Iowa and Minnesota. And it is believed that the balance of traffic for 300 miles west from Omaha will compare very favorably with the average volume of traffic in Iowa and Minnesota on the whole system of roads in those states, so that it is not believed by me that the volume of traffic furnishes any rational or reasonable pretext for your exorbitant and oppressive charge.

In fixing rates, it is believed that the charge made by the Burlington and Missouri River railroad in Nebraska on first class freight is high enough, and that your first class rate on freight is oppressive and high. One dollar and twenty-four cents per hundred pounds for a 300 mile haul on your main line west from Omaha is oppressive and extortionate when compared with Iowa and Minnesota.

You are respectfully requested to reduce your rate so that the same shall in some measure correspond with the rates in Iowa and Minnesota. The people in this state have suffered long and patiently a very high rate for the transportation of freight by rail. Patience and endurance may not always last, and it might be well to relieve them in some measure of the burden they now carry. Yours truly,

O. P. MASON.

Secy. Board of Transportation.
LETTER TO THE GENERAL MANAGER OF THE B. & M. RAILROAD COMPANY.
LINCOLN, Neb. Sept. 2, 1887.

Mr. G. W. Holdrege, General Manager B. & M. in Nebraska.

DEAR SIR:—Considerable delay was caused in answering that part of your communication to the Board of Transportation of the 6th of Aug. in which you say that "careful examination of the tariffs of the lines west of St. Paul will convince you that Minnesota pays higher rates than Nebraska," by the difficulty of securing the tariffs from the Chicago and Northwestern into Minnesota and Dakota Territory; but I have at this late day succeeded in obtaining these tariffs as well as the Dakota local distance tariffs. This latter tariff is the same as that of Minnesota, and very much lower than that of Nebraska, and I hereby transmit to you, and submit for your consideration, a tabulated statement of rates to points in Dakota territory and Minnesota west from St. Paul, from Chicago to those points named in the table, and the rate of tariff to points in Nebraska equally distant from Chicago with those named in Dakota Territory and Minnesota, and find the Nebraska rates uniformly higher.

You will not fail to observe that Minnesota and Dakota Territory pay less freight per mile than is paid in Nebraska. The only product of importance shipped to Chicago from points west of St. Paul in Minnesota and Dakota is wheat, and the rate charged upon wheat from points west of St. Paul in Minnesota and Dakota is from 25 to 40 per cent less than rates charged and paid in Nebraska for a like distance.

The rates quoted in the table herewith submitted cover every variety of freight, all classes and kinds of merchandise, all articles used in or for manufacturing purposes, agricultural implements, wagons and vehicles of every kind, household goods, furniture, salt, lime, cement, coal and all products consumed