

FROM LINCOLN.

SNOWED IN.

The Temperance Question, &c., &c.

LINCOLN, Monday, Feb. 14th.

Ye Editor went up to Lincoln last Thursday, as happy as a virtuous editor should be, expecting to return on Friday after a very short visit with the Solons.

We found Legislation moving slowly, its wheels clogged with memorials, resolutions and multiplicity of bills; nevertheless, they were hard at work. Whatever may be the sort of comings of this Legislature one thing, no man can deny, it is one of the most industrious early and late working bodies ever assembled; and this draws attention to the subject, does the number of bills introduced, which of course cause and create the labor of the people, really advance the interests of the people, and for what purpose is all this hubbub, noise and excitement every two years.

The less a country is governed the better off its people, and if the members of that wonderful "constitutional convention" that set some years ago had provided that state officers should serve four years instead of two, and Legislature set only every four years except at the call of the Governor in emergency, just exactly that much expense would have been saved to the state, and an immense amount of time, brain labor and wear and tear of body and mind would have been husbanded to be used when absolutely needed by the state.

If the Senate had been made a continuous body, or even both houses were elected one-half at a time, leaving a portion of old members of each sitting, the state would then receive the benefit of their experience and knowledge of what had been done. This measure would no doubt have been endorsed by the best thought of the people.

At least many of the old sound conscientiously economical members of this body feel so, among which is our Cass County friend, Hon. Jas. Hall.

By the way James is making quite a reputation for plain speaking; that is to say, a hoe is a hoe with James, and a spade nothing else but a spade.

The other day, in Committee on the requirements of the new reform school at Kearney, the member from Buffalo made an estimate of farming tools needed, and so had the board of public lands, &c. In this estimate was included "one good sulky riding plow, \$65." "Jim" came up with his feet as galvanic shock—"what's that, a sulky riding plow for those boys out there, no you don't with my consent, — if you do. Why — me, my boys home have to walk after the plow all day, and sow grain broad east yet hand, and carry a heavy sack, and if you get these fellows to turn up on a sulky plow, all the farmer's boys in the neighborhood will be wanting to go to the reform school to live, and steal water melons enough to get sent there. No sir! as long as more than one-half the farmer boys of Nebraska have to plow afoot, I guess the reform school can't hold it for a year or two, yet, anyway."

It is needless to add that no sulky plow appears in the estimates.

I said I meant to come home Friday. It is a good thing I didn't, for if I had I couldn't have told you this little romance of a sulky plow, and besides I couldn't come if I wanted to.

Friday last was a stormy day, a bad day, one of the luckiest days of all the days we ever saw in Feb. Nebraska.

And Saturday "seen that" and went one, you several times better, or worse, as you construe language.

Well, at noon, Friday we were informed that the train from Omaha and Plattsmouth was late, would be here about three o'clock, and then it would turn right round, and go home again and take us with it; but 3 p. m. came and 4 and 5 and even 6 and no train from the east, nor any sign of one going home.

Meanwhile the gale increased every minute, and the weather, the probable loss of stock, and the prospects of getting home became the universal topic of conversation.

All trains from Lincoln were abandoned. The eastern train was snowed bound six miles from Lincoln, and its passengers left in the coaches all night, the particulars of which will be found elsewhere.

Saturday loomed up no better; about 2 p. m. that day, the train or rather the passengers on Friday's train from the east were pulled into Lincoln with three engines, on the lagging and express car, and the announcement made "no trains out until Monday."

TEMPERANCE.

This delay however, gave me the chance to attend the House Friday and Saturday, and hear the debate on the Temperance amendment. The House, door and galleries, were packed both days.

You all know about the substance of this prohibitory amendment, it has been published in the HERALD. Mr. Ramsom of Ohio offered an amendment to this amendment, on Thursday, in terms providing that distillers and others whose property would be damaged by this change in the law should be reimbursed by the state should the Constitutional Amendment pass the Legislature and the people.

On this he made a very good argument for the amendment, and most ably, but his side of the question, and the protection of the Nebraska City Distillery being the objective point of this move, the Oteo delegation stand with him, we believe, Judge Kaley, of Red Cloud pulled on Friday and made a most sensible and well chosen argument in defense of the original amendment.

Saturday afternoon, Frane, of Cumington, undertook to present the whiskey bill, but failed, failed in the estimation of even his friends and the opponents of Prohibition, to make a single point, only succeeding in wasting Saturday afternoon and preventing a vote on the matter, which was "probably his only object."

To be fair, I should state that Holman, of Dakota replied briefly to Mr. Kaley, in a forcible presentation of the anti-prohibition side; but Frane would have a favorable effect Holman might have produced.

So the question at this writing lies in the hands of the Legislature.

TOUZALIN'S TONGUE.

Kimball's Kolloquy.

VINING'S VERSION.

On and Of Railroad Matters.

Tuesday a week ago the railroad managers and others interested on either side of the railroad question were invited to appear before the Senate and discuss the questions in it. It was a long and tedious affair, and the delay in mails prevented our being able to give a synopsis of the "talk before."

Mr. Kimball and Mr. Vining, on behalf of the U. P. made energetic protest against unjust legislation, at this time, against railroad interests in the State, bringing facts and figures to back their side of the case.

Mr. Touzalin, however, of the B. & M. has since elaborated his remarks and published them in the Omaha Republican of the 13th from which we copy a small portion that our readers may get the ideas of both plaintiff and defendant in this case which may be stated as "The Interests of the People of Nebraska as the Interests of the Railroad Companies therein."

It would be useful to reproduce the whole article as it contains much information on railroad matters in general, and would be of use to any or opponent of restrictive Railroad legislation. Mr. Touzalin is a ready and forcible talker, his mind is packed with facts and figures, and we may rest assured that but few items of railroad news are being passed, and his acute intellect and long habit of observation, but we can only present a very few points:

"LOCAL MANUFACTURERS RESPONSIBLE." It is only proper that the railroad representatives should be heard on the subject, for if extortionate rates, unjust discrimination and evasion of taxation are being practiced, these local railroad managers are personally responsible for them, and not the intangible soulless corporations, who are so frequently and furiously abused. To the hands of the railroad managers is committed full discretionary power to correct error, if any exists, and from them is expected and required by the companies they serve that fair and honest government of the properties, without which no corporate success can never be achieved.

THE CONSTRUCTION SAYS: "And the legislature may from time to time pass laws establishing reasonable maximum rates of charges for transportation of passengers and freight on the different railroads of this State, and the liability of railroad corporations as common carriers shall never be limited."

It will be seen from the above that the only power that the legislature has in reference to fixing rates for a railroad is to pass laws establishing reasonable maximum rates of charges. If, therefore, it is demonstrated that the railroads in the State of Nebraska are to-day charging rates for the transportation of freight and passengers which are less than reasonable rates we will be forced to the conclusion that it is wise to let well enough alone. Second, if it can be shown that the railroads are not committing unjust discrimination in their rates, and that the contrary is being done, such discriminations as are wise and necessary for the best interests of Nebraska, and that on these discriminations Nebraska's best interests are dependent, then also the conclusion must be reached, that it is expedient to let well enough alone.

CONCLUSION AS TO RATES. And it is claimed that the above figures and facts have demonstrated first, that the B. & M. corporation is charging rates upon 13 per cent. of its business, consisting of its local traffic, only 70 per cent. of its business, consisting of its through traffic, it has been charging only one-half or one-third of what was a reasonable rate before it was fixed.

It is only within the last four years that any road in the state has paid any dividend, large or small, upon its stock, and with the possible exception of the Union Pacific railroad, not a road has paid its owners an average of 5 per cent. upon their investment from the inception of the enterprise to the present day.

The rumors which are raised that such and such a one has better rates than another, and that he has power and privileges above and beyond his neighbor who is an equal shipper, are seldom founded on the truth.

Frequently such rumors are raised by interested demagogues and signing persons, and sometimes the shipper, about whom such things are said, himself encourages the belief that he has special rates, special privileges and enlarged powers in reference to discounts and rebates.

Speaking for the B. & M. we defy any man to point to any arrangement made with any firm or individual which is not given to his business competitors on similar circumstances to any other firm or individual in the state.

ON TAXATION. An examination of the state auditor's report for 1880 shows that the average value of horses in the state is \$28.13. It is established that the known dispensation of Providence, the high price, "full blooded" animals are high of railroads and are regularly getting in the way of the best lives; the average paid by this road being \$13.71. The average of cattle (calves not counted) is \$9.84. (Average paid for "full blooded" animals is \$12.00.) Mules \$34.63; sheep \$12.23; hogs (the little fellows never count) \$1.21. Our carriages must have reasonable compensation for their "deacon's one horse shay" for their average worth is \$19.02. Our time pieces are badly in need of repairs for their average value is but \$7.11. All patents on sewing machines must have expired for they are worth but \$5.74 apiece. The grass-hoppers must again have struck us, for the average value of our farms are worth but \$4.67 per acre, and our unimproved lands but \$2.80 per acre.

LOOK OUT FOR BREAKERS AHEAD. The day may come when states east of us, guided by anti-monopolists so called, will endeavor to establish such laws within their states as will stop this just discrimination between through and local business, and thus cut off western states from a market. For a market for our far western products can only be obtained by the lowest minimum charges for through business.

Now is this presumption far fetched, or is it a partial attempt has already been made, and successfully made, by levying a tax upon the moneys earned on this through business passing from

OUR TEMPERANCE COLUMN.

FOUNDRY AND MACHINE SHOPS!

JOHN WAYMAN.

REPAIRS OF STEAM ENGINES, BOILERS, Saws and Grind Mills.

GAS AND STEAM FITTINGS.

NEW HARDWARE STORE.

J. S. DUKE.

SHELF HARDWARE.

WHEEL-BARRROWS.

STREIGHT & MILLER.

WHEEL-BARRROWS.

THE MARKETS.

GRAIN AND PRODUCE.

NEW YORK MARKETS.

CHICAGO MARKETS.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 1, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 1, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 1, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 1, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 1, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

WHEAT, No. 2, 1881.

CORN, 1881.

RYE, 1881.

BARLEY, 1881.

THE TEMPERANCE COLUMN.

FOUNDRY AND MACHINE SHOPS!

JOHN WAYMAN.

REPAIRS OF STEAM ENGINES, BOILERS, Saws and Grind Mills.

GAS AND STEAM FITTINGS.

NEW HARDWARE STORE.

J. S. DUKE.

SHELF HARDWARE.

WHEEL-BARRROWS.

STREIGHT & MILLER.

WHEEL-BARRROWS.

HOME TREATMENT.

A certain cure for Nervous Debility, Seminal Weakness, Impotence, etc.

PLATTSMOUTH MILLS.

NEW LIVERY, FEED & SALE STABLE.

Or an Old Stable in new hands entirely.

NEW BRICK YARD.

NEW BRICK YARD.