

# The Independent.

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## RATES ON FURNITURE

The "Reasonable" Extortion Practiced on the Furniture Dealers and consumers

### LOCAL RATE IS TREMENDOUS

The Shrewdness of "Experts" in Rate Making—They are Simply Well Trained Pickpockets.

Editor Independent: In this letter we will speak only of car load rates on furniture from Chicago. A mixed car of furniture, fourth class, minimum weight, 20,000 pounds, to Galesburg, 163 miles, by way of C., B. & Q., or to Burlington, Ia., 206 miles, the freight is \$44. To Des Moines, 372 miles; Oskaloosa, 335 miles; Ottumwa, 280 miles, it is \$53. To Creston, 393 miles, fourth class, is 31 cents per 100 pounds, making the car \$63. To Red Oak, 443 miles, the fourth class rate is 32 cents, making the freight \$64. To Omaha, 500 miles, the special rate is 30 cents per 100 pounds, making the freight on our car \$60. To Lincoln, 550 miles, and a little less distance to Fremont, the rate to either point is \$68, although the through class rate would indicate \$73. To Columbus, 590 miles from Chicago, or ninety-four miles from Omaha, the through class rate would indicate \$106, but, by using the special 30 cent rate, Chicago to Omaha, and the local fourth class rate of 31 cents, as we are entitled to do, the freight is \$102. It would be interesting to know from the furniture dealers at Columbus which rate has been and is being collected of them. One hundred and two dollars on combinations of Omaha and local is the rate to Norfolk, fifty miles north of Columbus, but the short line and natural route west to Norfolk is via the C. & N. W., and Norfolk is entitled to much lower rates than she gets because the long haul of a competing (?) line makes the rate higher on the short haul than it should be in order that the spoils of competition (?) may be divided on a high rate basis. The furniture dealer at Norfolk has had some experience in trying to get shore line rates.

The freight on our car of furniture to Central City, 135 miles from Omaha, and 630 miles from Chicago, is \$116 on Omaha combination. The rate to Grand Island, 156 miles from Omaha, is \$120 from Chicago. In other words, the 500 mile haul, Chicago to Omaha, is \$60, and the 156 miles further haul, Omaha to Grand Island, is \$60 more, making \$120 total. If we figure the Grand Island rate on the through class rate basis from Chicago, the freight would be \$124.

To St. Paul, Neb., twenty-two miles from Grand Island, the rate is \$136, or \$76 for 176 mile portion of a 676 mile through haul, while the 500 mile portion is \$60. And they tell us ton per mile rates, as made by railway "experts," are reasonable. To Kearney, 200 miles from Omaha, the rate is 67 cents, made on the 30 cent special rate, Chicago to Omaha, 500 mile haul, and 37 cents, fourth class local for the 200 mile further haul to Kearney, total \$134. The through fourth class rate, Chicago to Kearney, is 69 cents, and if billed through on that rate the freight would be \$138, or \$4 overcharge, and more than likely that is the rate which Mr. Switz and every local dealer in the state has been mulched into paying. To Callaway, sixty-five miles up the Kearney branch, the car rate is \$158 from Chicago on the sum of local and through rate, but the fourth class rate through makes the car \$162, so in all probability Callaway dealers have been mulched into \$4 overcharge on all their car load business. To North Platte, 294 miles from Omaha, the Chicago freight on our car of furniture is 55 cents per 100 pounds plus 30 cents, or 85 cents through, making \$170 for the car. The class rate is 87 cents through, which means \$4 a car more if the class rate is collected than the dealer should pay, even though based on their extortionate local rate sheet. The writer is not advised

whether there is a furniture dealers' association in the state or not, but if there be one, their attorney should get busy and collect the thousands of dollars stolen from the furniture dealers over the amount of the rate to Omaha and local west of the Missouri river. The facts are: the railroad "expert" rate maker enables the roads to place their local agents in the position of a pickpocket and a thief for them, because of the agents not being able to figure the true rate to which the shipper is entitled. This is done in like manner as is the ignorant child of a thief taught and made the agent to steal. Let us make this plain. An agent, say at Kearney, who is honest and upright in intention and working for his road as faithful employes should work for their employer, gets a shipment billed through from Chicago and the classification sheet shows the goods fourth class and the through rate to be 69 cents per 100 pounds and the shipment weighs 20,000 pounds. He will naturally render and collect an expense bill to the shipper for \$138. But there is a special rate as at Omaha from Chicago on that commodity of 30 cents, or a total through rate of 67 cents per 100 which the agent does not know about, or, if he does know, he dare not mention to the dealer, and the dealer only knows the tariffs local to his town. The road pockets \$4 on that car and tells us none but an "expert" rate maker can make rates. Before we made efforts to regulate the rates, in explaining their greater charge for a short haul than for a longer one, they told us the longer the haul, the less they could make the rate, and on the ton per mile theory that stands to reason as being true. But we find they now make a 638 mile haul on which the first 500 miles is 30 cents per 100 pounds and the 138 miles balance of the haul is also 30 cents, making 60 cents per 100 pounds for what on the ton per mile haul with no reduction of rate would make a 33 cent rate through haul. The rate on our car of furniture on that basis would be \$76 to Grand Island, but we find it is \$120, and to Kearney in like manner the rate would be 42 cents per 100 pounds or \$84 for our car as against \$134. The tax which the roads put upon us west of the Missouri river would turn a Turkish tax collector in Armenia green with envy. We send men to represent us in the legislature and they are either ignorant or base enough to permit the corrupting element of railroading to apply anarchy to our business rights in this way.

The germ of life in the corn produces corn, as does the germ of other things produce its kind, and our railroad friends are producing a crop of anarchy, which, in their ignorance and greed, they know not of. The time is coming when they will cry out to such men as is the writer to save them from result of their crime, as does the murderer cry out to the policeman to save him from the mob.

A. J. GUSTIN. Kearney, Neb.

Speaking of the appropriations, Mr. Hemmenway says: "I am advised by those most competent to judge that the deficiency in the revenues of the government for the current fiscal year will not exceed \$18,000,000. This deficiency is brought about by unforeseen expenditures in two directions—namely, \$13,000,000 on account of new ships for the navy and also in the probable excess of \$5,000,000 or \$6,000,000 expenditures for the postal service over the postal receipts for 1905."

Mr. Livingston, after giving various expenditures, says: "Contrasting Mr. Cleveland's second administration as to appropriations with that of Mr. Roosevelt, we find that a strenuous government, dominated by the policy of a 'big stick,' costs under Mr. Roosevelt \$220,412,329 more for the army, \$258,184,157 more for the navy, \$19,477,563 more for fortifications, and for the three combined military purposes \$498,074,050 more than did the same objects under Mr. Cleveland's last four years of office, a sum large enough to erect a public building in every city and town in the country, with enough to spare to improve every harbor and waterway, necessary for the promotion of our commerce; or it would have been sufficient to construct 200,000 miles of perfect roadways throughout the land."

## REGULARITY RAPPED

The New York Journal Seems to Have turned Populist—Thinks Regularity not Essential

### PEOPLE DO NOT MAKE THE LAWS

What is Needed is the Initiative, the Referendum and the Imperative Mandate.

The New York Journal seems to have at last come to the conclusion that there is no question of "honor" involved in the demand that a man who attends a convention must be "regular" and submit to whatever that convention does. The Independent took that position from the first and is glad to see that the Journal has got around to it at last as will be seen upon reading the following editorial from that paper, besides endorsing the rest of the populist platform:

"Under our present system of government the power of originating laws and controlling public offices is in the people—that is, in theory; in practice it is not in the people."

"The executive committee, the secret conference, the political ring controls legislation and governmental policies."

"In deciding what shall be done in municipal affairs, state affairs and national affairs there is really no public deliberation, no public discussion, no public sentiment. The policy which controls is decided upon in some private conference, in a private room, behind closed doors."

"And after these bosses have agreed upon a program they go about creating public sentiment in favor of it and purchasing the votes necessary to support it. Newspapers and subsidized, leading politicians are approached, and the star chamber policy agreed on in secret by the bosses is foisted upon the people by the use of what Bismarck called the reptile fund."

"Thus it is that the great body of the American people, in whom the constitution of the country recognizes sovereign power, are reduced to helplessness."

"Roughly, they are divided into two great parties—republican and democratic. The individual democrat must indorse the star chamber methods and policies of his party or be villified by its newspapers and its leaders as a deserter and a traitor. The individual republican must swallow whatever dose his star chamber bosses prepare for him or be denounced by the editors and the leaders as a renegade or an apostate."

"Thus the party lash makes cowards of us all, and has subdued us to a political servitude that is shameful to ourselves and destructive of the best interests of our country."

"The great body of the people know nothing of the laws that are being passed until they are called on to obey them. They have no hand in building political platforms. They have no control over political nominations."

And when they put men in office by their submissive votes they have no control over the officer during his term of service.

"In the case of the federal judge we have an officer not appointed by the people, not in touch with the people, not controllable by the people, and yet exercising vast powers which he alone defines; which his selfish interests and ambition cause him constantly to enlarge; and neither the executive nor the legislative branch of the government seems disposed to assert itself, and, by checking the usurpations of the judicial department, preserve that balance between the three great branches of the government which was contemplated by our fathers and is necessary for the wellbeing of the republic."

"Neither of the two old political parties proposes any remedy for this alarming state of affairs. A new party should propose a remedy, one which has been tried in a civilized state, among Christian people, and found effective. It should give to the peo-

ple the right to initiate such laws as they think they need and to do this by petition. It should give them the right to veto such laws as they do not need, and this may be done by having all laws referred back to the voters for their discussion and ratification.

"If they do not approve the law, they vote against it and thus condemn it. That would be the end of it."

"A new party should give the people the right to instruct their officers and to compel those officers to represent the people."

"When such an officer refuses to do his duty and becomes a traitor to the people who elected him, then they should have the right at once to recall him, to cancel his commission and to choose another representative."

### Right You Are

The Yonkers Statesman gets off the following:

"I was reading in the newspaper of the great American desert?" asked the lady at the head of the table.

"Why, I believe the great American desert is prunes," replied the thin boarder, feelingly.

And they were four inches deep under the trees all over the desert wherever there was irrigation, left there to rot, because the railroads had made a "reasonable" rate that took more than the traffic would bear.

### Let Us Get Together

Editor Independent: The complaint is often made that reformers abuse old parties too freely. The right to expose corruption and injustice is, perhaps, the greatest bulwark of liberty, and the patriot is confronted with no sterner duty, perhaps, than to show the wrongs imposed upon the people.

If the people, being deceived, seem loth to receive a knowledge of actual grievances, then the more urgent becomes the duty to impress them with that knowledge. Constructive statesmanship is good in its place; but we first had to be made to detest the rule of George III; to detest the institution of slavery before setting up new orders of things. The destructive policy exhibited by the French Revolution and perhaps every revolution was first in order of time. After this comes the time for constructive statesmanship. Statesmen may theorize and build air castles in advance of a crisis, just as Russia conceived plans by which to suddenly conquer Japan, but policies must be shaped, to a great extent, by the demands of the hour. To impress the people with the dark, loathsome crimes committed against them even in their name, is to unite them in an irresistible demand for justice and liberty; but too much philosophy and state policy just now will divide us into populists, single taxers, prohibitionists, etc. Let us for the time, cast aside all minor questions and unite to dethrone iniquity in high places, and trust to common sense, common justice and common patriotism for a brighter future. No matter how long we may wait or how much we may theorize, we can at last do no better than to rely upon the whole people in the true spirit of democracy, which spirit is the soul of the Declaration of Independence, which the plutocrats so much hate.

No plan, no policy for good, can avail much till the people's friends get into power. God himself might give us a perfect law on tables of gold, and yet it would be worthless in the hands of its enemies. The all-important thing is to dethrone wrong and to place upon the throne the common justice, the common sense of the people; and when the people's will is enthroned a proper way will be found to accomplish our ends; but unless the will is in the throne no plan nor policy will be of much value to us. I have a theory which under certain conditions might be fruitful of much good, but it is idle to think of that theory being tested while our present bosses are in power.

My theory: Give each voter the right to vote each ticket on the Australian ballot. The republican, of course, will not vote the democratic ticket, and the democrat will not vote the republican ticket; but each will vote to kill the be at liberty to vote some reform party partizan has voted to kill the vote of some one on the opposite side he will