

The Nebraska Independent

Lincoln, Nebraska.

LIBERTY BUILDING. 1328 O STREET

Entered according to Act of Congress of March 3, 1879, at the Postoffice at Lincoln, Nebraska, as second-class mail matter.

PUBLISHED EVERY THURSDAY.
SIXTEENTH YEAR

\$1.00 PER YEAR

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The Nebraska Independent,
Lincoln, Neb.

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The four great generals of the Japanese army are all no account and ought to be chloroformed according to Dr. Osler.

Mr. Ager served him right. If a man will take an annual for himself and trip passes for his family and then won't vote the way the railroads order, he ought to be pilloried. He is a very ungrateful wretch.

One of the most pathetic things in all the history of this state has been the piteous appeals of the members of this republican legislature for somebody to save them from the railroad lobby.

A German engineer is building a railroad to Mecca for the use of the pilgrims. He gets the rails from the American Steel trust and they are laid down at Beirut, \$6 a ton cheaper than they can be bought in America. When is Teddy going to "bust" the steel trust?

The plutocratic grafters and "corporation cormorants" have two schemes neither of which has ever proved an entire failure. One is to "investigate" and the other is to declare it unconstitutional. When one won't work, the other always will.

This Garfield business is becoming simply ridiculous. When ordered to investigate the Standard Oil operations in Kansas, he went to New York and spent some days with the Standard Oil attorneys. Then he went south on a fishing trip saying that he wanted to get good rested before he tackled the Standard Oil in Kansas.

Bishop Berkeley's poem being translated into Japanese, they pondered for a while on the words: "Westward the course of empire takes its way," then the little cherry blossom worshippers shouldered their knapsacks and started after the setting sun. At last accounts they had got as far as Tie Pass. None of them showed any intention of stopping there. How much further their empire will take its way, nobody knows.

The people on the Pacific coast who are so frightened about Japanese immigration, should possess their souls in peace. That "westward the course of empire takes its way" and immigration also, has been a law for ten thousand years. The great movements of population have always been toward the west ever since history began to be written. Now that the Japanese have full sway in that undeveloped region of Corea, there is not much danger that they will prefer to cross 5,000 miles of sea to come eastward.

Union Pacific Frauds

Every one who has made the slightest investigation of the subject knows that Abraham Lincoln, in spite of the tremendous pressure brought upon him, insisted that the terminus of the Union Pacific road should be on the east side of the Missouri river, so that bridge over that stream should be a part of the road on which tolls could not be exacted any more than over any other bridge on the road. While Council Bluffs was fixed as the terminus, the scoundrels who built the road and whose successors have followed the same policies to this day have made the bridge a toll bridge, as though it was not a part of the road. Mr. Edward Rosewater had personal knowledge of the whole matter, for he was there when the swindling was done, gave in the Bee the other day a short account of the transaction which is reproduced for the benefit of the younger generation and those who have made Nebraska their home since that time. Mr. Rosewater says:

City Treasurer Hennings is to be commended for calling the attention of the city council to the refusal of the Union Pacific Railroad company to pay city taxes on the west half of its Missouri river bridge, and it is to be hoped the council will not stultify itself by allowing the treasurer's report to remain within the pigeonhole. The Union Pacific bridge was originally erected by authority of a special act of congress, and the structure was capitalized for \$2,500,000, for which amount 8 per cent interest gold bearing bonds were issued, guaranteed by the Union Pacific company. The bridge, like the main line, was constructed by the Credit Mobilier at a cost of about \$1,200,000, and the remaining \$1,300,000 was absorbed by the construction ring, less \$225,000 paid to Andrew Carnegie as commission for negotiating the bonds.

For more than fifteen years after its completion bridge tolls were exacted at the rate of \$10 per carload and 50 cents for every passenger transported, and a net revenue of from \$300,000 to \$500,000 a year above operating expenses, taxes and interest on bonds was at the disposal of the bridge company for distribution to stockholders or for deposit in the sinking fund. After the bridge had paid for itself several times over it was reconstructed at an expense of about \$600,000, but the structure still continues to be operated under the original charter as a toll bridge, although it has always been a link in the main line of the Union Pacific, whose legal terminus, as fixed by the United States supreme court, is in the state of Iowa.

It is a matter of record that Douglas county issued \$250,000 in bonds bearing 10 per cent interest as a donation to aid in the construction of this bridge, and within the thirty-four years since its completion the taxpayers of Omaha have paid over half a million dollars in taxes to meet the interest on the bonds originally issued, and still have five-sixths of the original subscription to pay.

It is a matter of record also that by the manipulation of the Union Pacific tax agents and lawyers the assessment of the bridge had been reduced from year to year, until the assessment of the west half had dwindled down to \$150,000—a mere bagatelle compared with its value based on earning capacity.

It is a matter of record also that the Union Pacific bridge has been and is still taxed separately in the county of Pottawattamie, Iowa, and in the town of Council Bluffs, although the earnings of the bridge have been merged with the earnings of the main line.

Under these circumstances, the refusal of the Union Pacific company to pay a city tax on its Missouri river bridge above the mere value of mileage will scarcely be justified in the eyes of fair-minded people.

A Worthless Daily Press

If we had an independent daily press that was uncontrolled by the trusts and millionaires it would furnish the information that everybody is so anxious to get. If there were any opposition press at all, it would tell the public what the beef trust was doing, what the railroads were getting from the government for carrying the mails, what combinations existed to enforce the people to pay exorbitant prices for coal, salt and a hundred other things. It would print photographic copies of bills of sale of American goods sold in

foreign countries showing beyond contradiction that the foreigner was preferred over the American by the very manufacturers whom we have taxed ourselves for fifty years to sustain.

A New York daily spent last year \$1,000 on the reporting of one divorce case, that is, that was simply the salary and expenses of the reporter and photographer assigned to that single case. It made a sensation for several weeks, and many papers were sold, but if the manager had spent that much money getting the facts about the coal trust it would have made a greater sensation and even more papers would have been sold.

The daily press is wholly owned and managed by one set of interests. In supporting democrats and republicans, it supports in all cases the same thing. There is no opposition press. It is all on one side of the question. Lately there has been a small effort in opposition, but it has not come from the daily press. It has come from the monthly magazines and the enormous circulation that some of them have attained shows what a field there would be for a genuine opposition press.

What a fight such a paper could put up! It could send its Washington correspondents and get the contracts made with the railroads and favored steamships for carrying the mails. The publication of some of these contracts would produce a greater sensation than any divorce case, however nasty the testimony might be. It could get the facts about the paper trust and show up its extortions. It could assign a reporter to the packing houses and give the exact selling price of steers and follow the meat to the retail market and show that it was sold there regardless of the price of live stock at the cattle yards. It could follow a carload of dressed beef over the private industrial roads, out to the various cities and tell just what was the rake-off given to the directors of the roads and the owners of the beef shipped. It could send a reporter down to Morton's salt mines, and print the rebate given to the Morton brothers.

An opposition press would be doing those sort of things all the time and every day in the year. But there is no opposition press. The people are denied all knowledge of these things except what they pick up here and there or arrive at by intuition. There is a great and unlimited field for that kind of journalism, but it takes piles of money to run a great daily paper and the banks won't let a man have the money for any such purpose. If a paper really got to publishing the facts about the trusts and tariff grafters, it might also say something about the bank graft and that would never do.

Any man can easily imagine what an uproar there would be in New York city if what are called the "opposition" or democratic papers there would assign a reporter or two to write up the banks, show just what their deposits were and the actual amount of cash that they had on hand. The reporters might drop into some of the banks that supply money for betting on the stock exchange and ask for the cashier's slip for several days in succession and then publish what they had found out. The newspaper men of the United States are keen to do such work as that. They would throw heart and soul into it if they had a chance. But there is no daily that wants such work done. There is not one of them that would print such matter if it was offered to them free. They are all of one kind. While some of them label themselves democratic and others republican, there is no antagonism at all between them. There is no such thing as an opposition press in this country.

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