

which our fathers founded the government. Figs are not gathered from thistles, nor are happy results to be obtained from unjust laws. If ever this republic is to be again blessed with general prosperity it must go back to the system which once made it prosperous; and to do that the creed of Populism must find place upon the statute book.

**AFTER QUANTRELL'S MEN**

A demand for the trial of a man on a charge for murder forty-two years after the murder has been committed is an oddity, but something of that sort is just now agitating certain people in Kansas and Missouri. The Chicago Tribune thus explains the case:

August 21, 1863, when 300 or 400 guerrillas, led by the notorious Missouri Bushwhacker and cutthroat, Quantrell, looted and burned the town of Lawrence, Kas. The people of Lawrence were unarmed, the mayor, for purposes of safety, having caused all the weapons in town to be locked up. Nevertheless, no quarter was shown to men or boys, and 150—some accounts say 183—were left dead when the raiders rode away. Some of Quantrell's party were recognized and indictments were returned by a Kansas grand jury against forty-three for murder. In the state of things existing then and for years afterward it was impossible to make any arrests. Several years ago the survivors of Quantrell's band began to hold annual reunions at their old rendezvous, Independence, Mo. At the last reunion one aged "border ruffian" expressed in highly emphatic language the wish that the whole of Lawrence had been wiped out. Persons who were in Lawrence at the time of the raid, and the widows and orphans of many who were killed, are still living in Kansas. They were enraged by this talk. The indictments returned forty-two years ago have been dug up, and Governor Hoch says that, if asked to, he will request Governor Folk of Missouri to deliver the accused to the Kansas authorities. Such a request would put Governor Folk in an embarrassing position. While the people of Kansas regard the venerable former guerrillas as murderers, in the border counties of Missouri they are looked upon by a large part of the population as heroes, and if the Missouri executive attempted to deliver any of them into the hands of the angry Kansans he would wreck his popularity. It is not likely that any of the men would be convicted if tried. Practically their crimes are outlawed. But they are not anxious to go back to Kansas and face a jury. If they are extradited, tried, and convicted, it will be due to their bragging of their crimes. The bloodthirsty guerrillas of Quantrell's band should have kept their mouths shut after the war was over.

**RAILWAYS PLANNING A COUP**

In the Columbus Telegram Edgar Howard indicates what, in his opinion, is the scheme of the Nebraska railways in relation to lower freight and passenger rates:

What the Nebraska railroads most fear is agitation in favor of lower freight and passenger rates. In the rural districts there is a growing demand for a specific and certain reduction of such rates. That demand will be given voice in the republican state convention. There will be in that convention certain free men—free from the railroad collar. These men will try to have their convention declare in favor of reducing passenger fares to two cents per mile, also in favor of a maximum freight law. Then the professional pass-distributors of the Harrison stripe will champion an anti-pass platform vigorously, all the while trying to smother every plank dealing with a reduction of freight and passenger rates. Having adopted an anti-pass platform the railroad manipulators will call upon the republicans of the state to rally round the old flag and come up to the aid of the party which has the courage to bid defiance to railroad rulers. There will be no defiance about it. It will be simply a carrying out of the railroad program. It will be well for Nebraskans who are opposed to railroad rule to keep an eye on the Harrisons. All of them are not confined to the republican party. We have some of them in democratic circles. They will try to work the same game in the democratic convention. In that convention will be delegates who will demand a platform which will declare specifically for a reduction of passenger fares and freight

rates. The democratic railroad politicians—men who have heretofore scoffed at the country delegates who favored an anti-pass plank in the platforms—will this year be loudest in advocacy of such a plank, hoping thereby to satisfy the demand of the country delegates for a strong declaration in favor of reduced passenger and freight charges. The real friends of the movement for railroad regulation should be on guard against the machinations of the cunning railroad politicians. Advocates of railroad regulation in the various counties should demand that both republican and democratic county conventions instruct their state delegates to favor a platform which will specifically declare for passenger fares at two cents per mile, and freight rates at a fair maximum. Of course they should also favor an anti-pass plank. Let no friend of railroad regulation underestimate the power of the railroad hand in Nebraska politics. The railroads always employ the ablest servants they can find. W. H. Harrison is one of the strong men in Nebraska. He will be aided in the work of pulling the wool over the eyes of the country delegates by many others of almost equal ability. The country delegates should go to both the state conventions prepared to see the railroad manipulators shed tears while championing an anti-pass platform, but they should also go there prepared to see those same watery-eyed patriots doing all in their power to keep the conventions from plain speaking regarding freight and passenger rates.

**FREE PASS BRIBERY**

At Mason City, Ia., Governor La Follette gave his views on the pass question and incidentally paid his respects to the hired statesmen of congress:

With increase in shipments rates should go down. But railroads are absolutely running the congress of the United States. Attempts to pass a bit of legislation that is fair and honest, but which will reduce the net income of the railroads and see what you will run up against. United States senators traveling here and there and everywhere on passes. Lobbyists in hamlet, village, town and city with passes in their pockets. Lobbyists who run caucuses and fix up slates for you to vote. Managers of railroads class men as safe and unsafe. They know a safe man in the common city caucus and they fight sending an honest man as a delegate to even a county convention. It is organized corruption of politics in both parties that we raise our voice against. But recently, while in Missouri, on the platform I counseled the republicans to stand by Governor Folk. I meant it. And at the same time I pointed them across the boundaries of the state, over into Illinois, where the nation has a true and conscientious man, and asked them to counsel with their friends there to stand by Deenen. Men, help purify politics in the great parties engaged in this struggle. When that is done go back to your party if you want to. Let principles rule and not party.

The Chicago Public describes the change which has come over public sentiment in the last few years with reference to the pass system:

Opposition to railroad pass bribery has become so prevalent that it is difficult to realize today how heartily the press of two years ago laughed at Congressman Robert Baker for refusing one of these bribes. "It will be a cause of wonder to the future historian," observes the Chicago Tribune of the 21st, "that a self-respecting people should have allowed this pass evil to persist year after year and decade after decade, when its corrupting purpose and effect were recognized and admitted." A more insidious species of bribery was never invented. If an official takes the bribe, a channel of corrupt communication is thereby opened, which may or may not be utilized, as circumstances dictate; if he refuses this overture quietly, he is "spotted" by corporation tools as probably unapproachable and certainly not friendly, and secretly he is suppressed. The only way in which the pass bribery system could have been exposed and broken up was that which Congressman Baker adopted. By making as notorious as possible his refusal to accept a pass which most congressmen did accept, and the others refused quietly, he called public attention the country over to the abuse; and when public attention was centered upon it its doom was sealed. The public official—legislator, administrator or

judge—who now accepts a railroad pass, places himself under a just suspicion of holding corrupt confidential relations with railroad corporations.

**THE RAILWAY QUESTION**

The terrible increase in the number of railway casualties and the criminal and heartless indifference of the railway managers, is far from edifying to the American people. The Chicago Tribune points out where the fault lies:

Time and the enormous growth of railway traffic have changed all this. There are now trains which average sixty miles an hour over runs hundreds of miles long and which occasionally make spurts of speed greatly exceeding this. On tracks where, thirty years ago, there ran a half dozen trains, there now run dozens of them, and the engineer, before he enters his cab, is handed a great bundle of train orders, not one of which he can overlook or forget without imperiling valuable property and hundreds of lives. Instead of having regular periods of rest, as formerly, he is frequently required, during seasons of heavy traffic, to work extra time, and sometimes he is at the throttle incessantly for from eighteen to twenty-four hours. The speed he must make, the mental strain he is always under when making a run, and the mental and physical exhaustion from which he suffers—these, the "old timer" declares, are the true causes of a great majority of the mistakes engineers make. They are not careless or reckless, but, like other men, they sometimes forget. Trains probably will continue to be run faster and faster. Traffic will grow heavier. Engineers cannot be depended upon to become less forgetful or able to stand a greater strain. Wrecks may, nevertheless, be rendered less frequent and terrible. Air brakes, double tracks, and the block system, if generally adopted, would prevent many—probably a majority—of wrecks. The engineer's hand and mind would be less fallible if railway managers recognized the fact that he is a human being, not a part of his locomotive, and that there are limits to his endurance. Thousands of people are injured and killed in wrecks in the United States every year, not because there are no known means of preventing them, but because the railways do not adopt means that are well known.

The Pittsburg Kansan advocates a "flat rate" of \$1 per passenger and \$1 per ton of freight as a desirable method on the railways of the country. For the year ending June 30, 1905, the gross earnings of all the roads were \$1,975,174,019, and the operating expenses \$1,338,896,253. The roads carried 715,419,622 passengers and hauled 1,309,899,165 tons of freight. The Kansan says:

Suppose that all the railroads belonged, say to John D. Rockefeller, or John P. Morgan, or even to Uncle Sam, and were operated as a unit, it is clear that a flat rate of \$1 per passenger, and \$1 per ton of freight would have yielded a bigger gross revenue than the multitude of classifications and rates actually used did. Let us call each passenger a dollar and each ton a dollar, and here is what we have:

Passengers .....	\$ 715,419,622
Freight .....	1,309,899,165
Total .....	2,025,318,847
Actual receipts .....	1,972,174,019
Excess on flat rate.....	50,144,828

If we deduct the actual operating expenses from the supposed flat rate the balance in its favor would be \$686,412,594 instead of 663,277,776, a gain of \$50,134,828. But that is not all. Each of the 4,104 railways has a full corps of shoulder-strapped, kid-gloved and silk-stockinged presidents, vice presidents and officers to be salaried and pensioned to the limit, which Rockefeller, or Morgan, or Hill, or Uncle Sam would dispense with and thus increase the profits and the efficiency of the service. The reader must decide whom he would prefer to see owning the railway systems of the country as a unit, Rockefeller, Morgan, Hill, or Uncle Sam, but he must concede that any one of them as owner would be an infinite improvement on the present heterogeneous and expensive system. A flat rate for passengers and freight, as we have for letters, but without the outrageous and abominable franking system that prevails in the post office, would reduce the rates of transportation and travel and doubtless increase the revenues.