

The McCook Tribune.

VOLUME VII.

McCOOK, RED WILLOW COUNTY, NEBRASKA, FRIDAY EVENING, JULY 27, 1888.

NUMBER 9.

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The McCook Tribune.

FRIDAY EVENING, JULY 27, 1888.

A FARMER'S PROTEST.

To the Editor of The State Journal.
TUCUMSEH, Neb., July 13, 1888.—As you, perhaps, are aware, I wrote two letters from this place early in the spring, treating mostly of the railroad subject. My identity was so closely questioned and the letters created such remarks as induced me to retire from the public gaze. But believing that some plain talk at this time will have a tendency to promote the best interests of the people of the state, I again venture to write you a letter. As you will probably remember I stated in my former letters that in consequence of the railway agitation and the unfriendly attitude assumed by our people and some of our officers would result in no new railways being built in Nebraska this year. That prediction has proven true. Instead of having from nine to ten million of dollars expended in building railways, as was the case last year and as would have been the case this year, there has not been a dollar expended in railway construction, except in one individual case where contracts were existing from the completion of the line. And this attitude of unkindness, if persisted in, will absolutely prohibit the further construction of railways in our state.

Some of our eastern counties, notably Lancaster county, as stated by Mr. Raymond in his talk before the railway commissioners on the 15th of last month, have all the railways they want. Further facilities for transportation are not desired. This is true, perhaps, of Lancaster county; but if we go fifty miles west from there, and on to the western border further railways are necessary for the proper building up of the state. And in some localities the farmer has to haul his grain and his supplies all kinds from thirty to fifty miles in wagons.

In speaking of this meeting held at Lincoln before the railway commissioners, you will remember that it was a meeting called at the instance of the board itself. Those having complaints from all portions of the state were requested to meet there and there and present their charges against any and all railways which might have been offending.

So much importance was attached to this meeting that it was held in the hall of the house of representatives, anticipating a very large crowd. The day having arrived the board opened its session. Representatives were there from Hastings, Fremont and Beatrice, Nebraska City, Omaha, Lincoln and a number of the smaller cities in the state; and without exception each and every one who came to the meeting expressed to the board of transportation that they had no complaints; and stated that they believed that the railway service was as fairly run as it could be—that their service was good, and charges reasonable. And no one present there had a complaint to make against any railway in the state. Notwithstanding the meeting had been heralded abroad by the officials, and published by nearly every paper in the state there was no one who had any complaint to make whatever.

Mr. Kimball, manager of the Union Pacific railway, stated to the board of transportation that his road could not run with lower rates in Nebraska. He went so far as to say that the Republican Valley railway—being over two hundred miles long—had actually lost during the first three months of this year, \$75,000. That is, that it had cost the Union Pacific Railway company \$75,000 more money to run this road during the three months they had received—not retaining one cent for interest on the capital, for paying dividends to the stockholders, or anything of that character.

He stated further that all the branch lines that the Union Pacific had in the state of Nebraska were losing money because the rates were so low.

Mr. Holdrege of the Burlington road said that from the time the Burlington system crossed the Missouri river to the present time that there had been expended in railway construction one dollar and fifty cents for every dollar that the Iron Mountain had expended in the state. He stated further that the interest derived, or profits made from the road's earnings, over and above operating expenses, was not to exceed 7 per cent, on the money actually spent for railway construction.

He stated further that said system, under rates then existing, the earnings would be less than the cost. Mr. Holdrege further said: "As far as the effect is concerned upon construction, you are all aware of the fact that all railroad building has stopped. There are one or two items that have not been called to our attention. The Burlington has about two hundred miles of road graded, and expected to lay the track there next year or this. They have 150 miles of steel rails and ties in this state, but they do not expend the money necessary to take the steel and put it upon the embankment. They seemed to consider the question whether it will pay better to relinquish the right of way and lose the money paid out and sell the iron and timber than to build any more road in Nebraska. It has been stated that additional railroads are not wanted in this state. I think there must be some misunderstanding about this question. I think that the gentleman who referred to the town of Lincoln, did not care to have more roads in that town. I believe that he would agree with me that he would like to see the branches that reach out into this state extended, and it is desirable for Lincoln as well as the rest of the state that railroad building should go on."

Mr. Ragan of the Grand Island railway, running to Marysville Kas., with branches, stated that this road was earning less than one per cent, on the money actually expended for its construction.

Mr. Hawley, representing the Northwestern road, or the Vanderbilt system, stated that the reduction of rates further in the state would destroy its railways; and that they could not run and give proper service at any lower rates. Now, I ask Mr. Editor, and through you the people of Nebraska, whether from the uniform testimony of the railway officials, and the testimony of the people who are patronizing the railways if there is any reason for reduction of rates?

Notwithstanding these facts a set of politicians, composing the directors of the board of transportation, have gone blindly on reducing the railway rates in the state of Nebraska, until they have got them to a point that makes it absolutely impossible to run the roads in the state and pay expenses.

It is not time, I ask, that the people shall be heard against the crippling of our railway service, and that this great wrong to our state shall not be permitted to go on for the purpose of forwarding and promoting the political interests of some "small bore" politicians who hang around the capital of the state?

After reading the speeches carefully on all sides of that subject as published in The Journal and Republican and then learning the result or conclusion of the state board of transportation, I cannot help but stigmatize the decision as an outrage which we, the people, should be heard in denouncing.

It seems to be a very popular idea with some to denounce railways, and to denounce all who are in the employ of railways—even those men have gone from the noblest walks of life, and have always lived with a determination that their lives, like Caesar's wife, should

be above suspicion. No matter how irreproachable the lives of men may have been, when they go into the employ of railways these anti-monopoly politicians, so called, at once stigmatize them and try to brand them as men of dishonor, for whom no denunciation is too great and no penalties too severe.

This railway agitation means paralysis to our advancement, poverty to a large portion of our western country, and ruin to our present railways.

It would seem to me that in view of the fact that railways are almost as essential to our well being and comfort as the air we breathe, and that without them it would be impossible to inhabit the great wild prairies of Nebraska, that common sense should dictate a friendly spirit, friendly treatment and fair play towards them.

If we should stop and reason we certainly must consider the fact that money invested in railway construction is entitled to reasonable returns, the same as money invested in any of the other avenues of trade or business. Where is the money lender that would loan his money in Nebraska for 6 per cent interest? Where is the money lender who would voluntarily loan his money at a loss?

Men who construct railways are shrewd, keen officials who put their money into railways for the purpose of obtaining revenue from it, and who would treat them in such a way that revenue becomes impossible, the inevitable result is no more railway construction, poor service on the part of existing roads, and a deterioration of all the great interests that depend for their success upon an efficient railway service.

It seems to me that these patent facts, so plain that he who runs may see them, should be enough to enlighten even the "small bore" politicians whose principal "capital stock in trade" is vituperation against railways.

Nebraska, naturally one of the fairest, and most beautiful states, with a soil so rich that the sunshine and rain makes it burst forth in luxuriance; with a climate so pure, so healthy, so fine, and so abundant in resources, is deserving of better treatment than is being doled out to us by our would-be rulers.

There has been more damage done this year to the material interests of the state by this senseless, wicked agitation, than can be repaired in a hundred years.

In conclusion, Mr. Editor, permit me to say a word to our wise men of Tecumseh who have sought so strenuously to learn of my identity, to cease their searchings, but to consider what I say, and if my reasons are good, to adopt them. But do not try to force me into a notoriety which a man of my age and avocation would shrink from.

ONLY A FARMER.

BANKSVILLE AND VICINITY.

Miss Jennie Lincoln has been spending some time with a friend in Indianola.

We have never seen any second to our nomination of G. L. Laws as candidate for the office of governor. Wherefor is it?

It is rumored that Miss Carrie Brown and Mr. L. Duckworth of Cedar Bluffs were married on Sunday, the 22nd inst. May their shadows never grow less.

Fishing in the clear and limpid (?) Beaver is now the order of the day and night. One has the satisfaction of knowing that, if the fish don't bite, the mosquitoes and buffalo gnats will.

A meeting will be held at Banksville school house, for the purpose of organizing a republican club, on Saturday evening. The club in Grover precinct meets, Friday evening, the 27th.

Mr. S. Dodge stated, in his little speech on Saturday night, that there was no difference whatever between the democratic and republican parties. Oh, ye gods! Are all members of U. L. P. (ultra-largiloquent party) as intelligent? God forbid!

Last week, we stated that Miss Jennie Lincoln and her sister, Mrs. Frost, (not Frost), had dispatched a raccoon, but we learned from Miss Jennie that we were misinformed. It seems that Mrs. Marshall was the executioner, but Miss Jennie was in at the death and the only reason she did not take part in it, was the fact that Mrs. Marshall outran her.

We suggest to Messrs. Clyde and Kingsley of the second nine of McCook, that they read the fourth rule of the official B. B. Guide for '88 and then hire some one to kick them a while. They, apparently, took for a B. B. tenderfoot, in the game on last Saturday. Just come around and we will give you pointers on the game, that we did not have the opportunity of doing while jimping the "walk away."

A republican club was organized at the Dodge school house on last Saturday night. The gentlemen who promised to put in an appearance, the meeting was addressed by Messrs. Ellis, Relf and Benjamin, in the interests of the republicans and S. Dodge scored several points for the republican party, while delivering an U. L. P. speech. One important event, was the withdrawal, in a speech, of a member of the U. L. P., and his subsequent association with the republican club.

The thought often comes to us, did we, through the late war, suffer any results we are reputed to have done? Is there any satisfaction arising in the breast of the union soldier, when he knows that an ex-confederate can get up in congress and openly, brazenly, maliciously, denounce union soldiers and utter treason without fear of the punishment which in any other instance would surely and speedily follow? Jeff Davis, the PRINCE OF TRAITORS, is allowed unmolested to give voice to his asinine utterances, to speak treason. (Do you hear it?) Treason in public, without curb or restraint. If these things are permitted, what, may we ask, have we gained by the terrible war we waged for our extermination? If we say anything about such acts, the democracy condone the offense and cry "bloody shirt."

Every reading man, democrats included, knows that the principles fought for are a dead letter; knows that the south holds the same sentiment, to-day, it held in ante bellum days; knows that the negro has no more rights secured to him in the south than when he was an abject slave; and treasonable utterances are made openly and above board by southern leaders, calling forth only a momentary resentment upon the part of loyal citizens. And the democratic party votes every year to propagate this state of affairs. Why? Because the democratic party would be a very insignificant factor, in the political world, were it not for their more than solid south. Who has Grover Cleveland appointed to office during his administration? Ex-confederates invariably. Why? Because they form the body of the party, while the northern democracy represents only a few straggling branches in proportion. And yet, in view of all this, at the coming election, numbers of old soldiers will vote for Grover Cleveland and the propagation of treason and the "twin relic of barbarism," which is far from being subdued, or exterminated. And these same men will resent any imputation of doubt as to their loyalty. We are prone to cry out, as to their loyalty. We are prone to cry out, "Surely they know what they are doing." They are no better than the men whom they fought against and the principles they fought to subvert. Fellow citizens, beware how you use your franchise. Study well this issue of the day.

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