

# Democratic Department

Conducted  
by the  
Democratic Committee.

## CANNON AND NORRIS

One of the most amusing spectacles of the present campaign is Congressman Norris' attempt to mislead the people of the Fifth Congressional District by avowing political animosity to Speaker Cannon.

In a speech at McCook on the 20th of September he is alleged to have cut "Uncle Joe" Cannon, Speaker of the National House of Representatives, cold, because "he (Cannon) used the power of his high position to prevent the consideration of legislation asked for by the people and desired by a large body of the House of Representatives." Mr. Norris has been in congress for several terms. Did he not know the attitude of Speaker Cannon, on the proposed legislation to which he alludes, when he voted for him for speaker last December, saying nothing of once or twice before that? If he did not, then he has not enough discernment to qualify him for the office which he now holds.

Mr. Norris' position is hypocritical, not to say ridiculous, and is certainly a reflection on his gumption.

Cannon was made speaker by the republican members of the House, not one vote being recorded against him. Mr. Norris was one of those who fell over themselves to vote for "Uncle Joe." Does any one assume that if Cannon was not acceptable to the republican party in the House that he would be retained in the position of speaker of that body? Does Mr. Norris imagine that he can induce the people of the Fifth Congressional District to believe that the republican party is not responsible for Speaker Cannon's elevation to the speaker's chair? The congressman's latest attitude on this matter smacks of a political deathbed repentance, made for the unmistakable and undoubted purpose of holding his party in line that he may succeed himself. Are there any so simply credulous that they can be deluded and deceived by such an opaque silly waddle?

If Mr. Norris was so solicitous for the enactment of legislation asked for by the people and recommended by President Roosevelt, why did he not vote for such legislation when it was pending in congress, and when he was invited so to do by Mr. Williams, the leader of the minority? Mr. Williams long and earnestly pleaded for 30 republican votes to assist the minority in passing legislation which the people wanted and which President Roosevelt strenuously urged? Why did not Mr. Norris respond to this invitation, if he is so solicitous for "legislation desired by a large body of the House of Representatives"?

Mr. Norris' position at this time is plainly taken to save the stamper which he apprehended with great alarm. But will he be able to stem the disaffection? Are the people so easily bamboozled? We predict the contrary and confidently believe that when the votes are counted in November, Mr. Norris will find that he has fooled nobody and that his methods have overwhelmed him as they rightfully should.

## RAILROAD EMPLOYEES VS. MR. TAFT

The Brotherhood of Locomotive Engineers Journal in May, 1893, said: "Judge Taft's decision proclaims members of the B. of L. E. a band of conspirators. Also we cannot accept Judge Taft's decision in any other light than treason to republican institutions and the liberties of the people. It is, will be, and ought to be denounced and repudiated by all liberty loving men."

The Bryan and Kern club meets every Saturday evening at 8:00 o'clock in Diamond's hall on 2nd Street West.

## The Railroads and the People.

Never in the history of the country inman during the past and present depression in business has it been more forcibly and clearly demonstrated to the people the mutuality of interest that should exist between them and the railroads, for what effects one effects all, either for good or for evil. Both are so closely interwoven in everyday affairs as to be dependent on each other. Anything affecting detrimentally, or impeding the progress and prosperity of the railroads is sure to be felt in every line of industry and to permeate every section of the country and affecting none more so than the farmer, mechanic and the laborer. There is no denying these facts. They are potent, self-evident and have been brought home to us so clearly we need not look for the proof; we have found it to our sorrow and deep regret.

Some people have been in the habit of condemning corporations of all kinds, especially railroads, and not even making any distinction between the good and the bad in either case. It is a bad and dangerous practice, full of evil and productive of no good, and should not prevail. It seems to be the greatest stock in trade of our petty political hucksters, fire-brands and demagogues, the forerunners of all evil and the destroyers of all good, who ply their trade for political purposes and personal aggrandizement at the expense of the people. It seems we need an object lesson to rid us of these parasites, and I believe it has come to us and will be highly beneficial in the future, if it only sets the intelligent people to thinking, especially those who have felt it most and on whom it bore the hardest—the honest, industrious and hard-working mechanic and laborer, who have for months been deprived of the means of livelihood. These are the kind of people I feel for and have a hearty sorrow for. I pray the burden will soon be lifted from the shoulders of honest toil and the smile of sunshine and happiness come to their homes. When they do get to thinking and find what misery, poverty and distress can be forced on an honest and industrious people, they will come to their senses and demand that justice and equity be doled out to all, and an honest, wise and patriotic system of government will be ours. Our railroads may need proper regulation and control, but they should not be regulated to death by every petty politician in almost every state in the union, and by men who have no more conception of how to run a railroad than to navigate an airship. It takes a lifetime of study and hard work to do this, and railroad men don't sprout up like weeds; they need a power of cultivation, and it is not attained in legislative halls; it is worked out on the railroad, and you will find the brain, brawn and genius of the country right on the line of these very same railroads. There are so many laws now on the statute books, not only national legislation but in every state in the union, that are not only oppressive, but so complex that I defy not only any railroad man but also any lawyer or judge to tell any railroad official or any shipper where he is at, and to make it still worse, there is a new crop springing up every few days. It is a crop that every man should pray that the blight of Egypt may fall on, and that the sower of the seed may reap their own destruction. If such conditions are allowed to go on what will become of the laymen—you, I, and the other fellow, on whom the burdens will eventually fall? Railroads should control every avenue of railroad transportation, no matter what its kind or nature, and be confined strictly to transportation and not be permitted directly or indirectly to be interested in other lines of business. I don't think they would have the time to spare then to engage in side lines of any kind.

They should be under national inspection or control only. The transportation system of this country is no longer a question of states or state rights; it has grown with our country and long since passed that period. It is, or they are, national in their scope and character.

Over capitalization should be prevented and all manner of rebates strictly prohibited under the severest penalties—penalties that would not only be felt, but fully effective and which there could be no question. That in my opinion would be about all the legislation needed. Railroad rates could be, in my opinion, advanced, or at least readjusted. I believe it can and should be done in the interests of all. I don't think it would have any perceptibly bad effect upon the business or shipping interests of the country. In fact, I think it would have a counter effect. The consumer pays the freight, and the advance would hardly be felt by the \$0,000,000 of our people. The increased revenue it would give the railroads would be beneficially felt in every line of industry. It would come back tenfold to the people as a whole; it would be spent in the maintenance of way, new rails and road beds, new equipment of all kinds, resulting in additional transportation facilities, better service and 101 other ways impossible and unnecessary to mention. It would give such an added impetus to increased business prosperity that the full benefits are beyond computing. I think it a very unwise policy that in any way hinders or hampers our railroads in denying their just demands by enforcing freight rates injurious to their interests, and vastly more so to the millions their money keeps employed, not only on their roads, but in the mill, the factory, and the store. Their revenue is not a hoarded revenue; it is a distributive one, and by its failure of distribution have we felt its effects. It brings blessings untold to many, very many who until now never knew the fountain heads of their prosperity. Take from the channels of trade the millions upon millions spent by the railroads and you will paralyze every industry of the country. Railroad rates are not oppressive, and only become so when unfair and discriminating. If we go back only fifty years in our country's history and review it intelligently, dispassionately and honestly, we can realize what railroads have done for it, and it will need no stretch of the imagination to do so. It would be utterly

impossible for any historian or writer to do them full justice, for it is beyond almost the mind of man to grasp the enormity of their work. I will not attempt it. I would consider it an insult to our intelligence to do so, as we have witnessed it in the growth and expansion of our country. Would it not be a folly to attempt to deny that to them we owe it? Were they not the pioneers and developers of that growth? Could it be accomplished without them? Does that question need any answer but our own? I need not go into particulars of their work and vast achievements, as volumes could be written and the truth remain untold.

This article was not written to enlighten petty politicians, who feast and fatten on the ruins of others. I know what their stock in trade is. I don't want to deprive them of it, but I don't ask the people in full justice to themselves to do so.

Nor is it for the merchant and manufacturer or shipper, whom it is supposed has made a study of it, owing to his business connections. It is and was written to call the attention of the farmer, mechanic and laborer who, from their daily and arduous toil, do not have time to devote to this subject that so vastly and deeply concerns them and their welfare. To them, the toilers in the ranks, like myself, do I appeal. I ask them, as I have done, to devote some little time to this and other subjects that affect their welfare and that of their families, and then judge for themselves, calmly and deliberately, as to where their best interests lie. There is not a more intelligent class on God's green earth than the American farmer, mechanic and laborer, taken as a whole, and when they commence to reason with themselves, think and act for themselves, conditions will improve and be better for us all. We have had generals and statesmen whose glorious achievements have gone down in history since the birth of man, and whose deeds are still fresh in our memory. We have honored and glorified them for their deeds, but the greatest general of all is he who has built up a country and added to its happiness and prosperity—the welfare of its people—one whose achievements will be lasting and beneficial to them. Of such, too much praise cannot be given, and among such are the Hills and Harrimans who have built up, not only our great railway system, but our great country, until it is today the foremost nation in all history. A SUBSCRIBER.

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