nor can either hope for continued investigaion, prosperity unless the other shares therein. Each must bear its share of

which the other is happily exempt.

scourge of grasshoppers, and later, ion of investors, the total value of by the railroads for handling the above as is used by the ordinary family, discussed in the thousands of cities part of the adversity common to both that the real value is greater than the and gave their services freely to the face value is probably true. amelioration of the suffering of the people of Nebraska and Kansas, mak- stances of gross and flagrant stock inearthquake befell the city of San combined with those of the stronger \$30,000,000, almost every dollar of turers? Francisco the railroads accepted their roads and considered in the aggregate, which was paid out for labor in some The freight on a dining room suite. It is said that through the efforts of part of the adversity and hauled free in my judgment they will not be found form or other. During the year 1908, consisting of a table, sideboard, six Judge Williams on the state railway provisions from all parts of the coun- to impair the wholesome financial with the exception of a comparatively chairs, china closet, etc., weighing ap- commission the state of Nebraska has try and rushed it with all speed pos- standing and position of the railroads small number of locomotives, not a proximately 750 pounds, and selling been saved \$6,000,000 by reducing sible to relieve the suffering of the as a whole; and while those railway dollar will be expended for this pur- for from \$50 to \$75, from Grand Rap- freight rates; would it not be well for dear people; also carried the people owners and managers who have en- pose; and this record is being repeat- ids to Chicago is \$1.60. An increase the judge to explain who got this \$6, free from San Francisco to places of riched themselves by loading their ed by almost every railroad in the of 10 per cent would add 16 cents to 000,000? What per cent of the citisafety and comfort.

progress of the nation during the past strongest condemnation, on the other is practically closed down, over 7,000 New York, a distance of approximate- thousand men have been thrown enthree score years, the manufacturer hand, our hearty commendation is due men are thrown out of employment, ly 1,200 miles, is 841/2 cents per hun- tirely out of employment because of and the railroads have kept shoulder to shoulder-each contributing much to the other, and both making contrithe wealth of the nation. Their mileage exceeds 222,000 miles; over 815,-000,000 passengers are carried per anbeen said about the over-capitalization of the railroads, about watered stocks. And, without attempting a defense of isolated instances of stock jobbery, I want to say just a word upon this general subject.

sion recently published its statistical of these special burdens, not only statement for the year ending June 30, upon the prosperity of the railroads. 1906, and this report shows that the total capitalization of the railroads of business interest of the nation. the United States on that date was \$14,570,421,470, or \$67,936 per mile of months of 1907 increases in pay of line. According to the table shown on railroad employes approximating one page 63 of the report, however, the above amount includes a duplication of \$2,898,480,829, covering stocks and bonds owned by other railroad com- but was the result of conference bepanies. Deducting this amount from tween representatives of the roads the gross capitalization of American and those of the employes; the settlerailroads shows that the net actual ment was on a lower basis than the capitalization of the railroads of this men thought they should have, but capitalization of the railroads of this settlement undoubtedly averted a fect upon the price of commodities per pound. The freight rate on a 50-the object and prayer of which are that the above named defendants and each of them be 940,649.

commission, also shows in the report volved. Following this tremendous in-(page 105) that the cost of constructorease in wages, legislation by con- alyzing figures and thus arriving at An increase of 10 per cent in rates tion of these railroads was \$11,588,- gress and by a number of the states, 922,421, with \$831,365,517 additional restricting the hours of labor of train-\$12,420,289,938. These figures indi- block signalmen, employes of inter- braska some time ago when a box The rate on dressed beef from Chicago cate that the railroads of this coun- locking towers and others, made a of ladies' cloaks was received. The to New York is 45 cents per hundred try are capitalized for an aggregate further annual increase of approxi- cloaks cost in Chicago from \$10 to \$13 pounds, the average price of this beef the deed records of said county to be decreed of \$738,347,289, less than their actual mately \$25,000,000 in the pay rolls of each, the average being about \$10.80; to the retailer in New York is approxcost. The capitalization of the rail- the railroads of the country. By leg- the box contained 30 garments, and mately 111/2 cents per pound. A 10 reason thereof removed; that a certain roads in the United Kingdom in 1905, islation passed at the last two sessions the freight on the box and contents per cent increase in freight rates NE% Sec. 34, Twp. 2, was, as I recall it, \$1.08. Instead of would add less than five one-hun- 20, 1887, by Andrew J. Reeves and wife to Arth which is the latest data available, was of congress and by subsequent rulings was, as I recall it, \$1.08. Instead of would add less than five one-hun- 20, 1887, by Andrew J. Reeves and wife to Arth M. Stark and Edwin W. Mosher, defendant more than \$273,000 per mile; that of of the postmaster general reducing carefully figuring out the exact dredths of one cent per pound. The the railroads of France \$132,000 per compensation for handling United amount of freight chargeable to each freight rate on a harvester for threebile, and the cost of construction of States mail, approximately \$10,500, garment, the wide-awake and enter- hundred miles, boxed and crated, by the railways of Germany was some- 000 per annum has been taken from prising merchant jumped at conclust the car load as they are shipped, thing more than \$101,000 per mile. the revenues of the railroads. And ions and added 10 per cent to the in- would be \$1.76; a 10 per cent in- to plaintiff's title may be determined by decr The average capitalization of all the railroad rates in the United States for voiced price, to "cover freight." The crease in this freight rate would railways of Europe is over \$110,000 the last thirty years have shown al- freight paid the railroad was approxi- amout to about 171/2 cents. Would the per mile, or about double the actual most a continuous and uniform reduc- mately \$1.08; the little item of freight manufacturer who makes the harcapitalization per mile of the rail- tion. The average rate per ton per charged the purchasers of the gar- vester, would the farmer who buys them. roads of the United States.

est and most reliable authority, and 40 per cent since 1882; and at the 10 per cent covered drayage from the of it, thousands of well-paid, steadilyare undoubtedly correct. They refute same time the average cost of almost station to the store and other inci- employed consumers were added to in the most conclusive manner the every class of material that railroads dental expenses, but the fact remains those who buy the grain and other charge of watered stock, and indicate buy has increased from 50 to over that the railroad received a very products of the nation's farms? This that the value of the railroads of the from an average of \$179 to giving no consideration whatever to of \$349 per mile of road, or 95 per like charity, covers a multitude of handle, and the same process of anthe tremendous increase in value of cent, while the cost of railroad right- things. the vast terminals of the railroads, of-way and additional property necesexceeds their total outstanding stock sary for increased facilities in many order to get a fair perspective and to and bonds by nearly three-quarters of instances is from 500 to 1,000 per cent reach an absolutely fair conclusion, self with conditions which surround any there be, why said account and petition should not be allowed. a billion dollars, and that these se- more than it was at that time. curities rest on a basis which should The effect on the railroads of the which is its application to and effect the conclusion that by increased revbe, with fair treatment, as safe and conditions I have attempted to de- upon the individual consumer. The enue the net earnings must be very sive weeks prior to the date of said hearing. as dependable as a government bond. scribe is exactly the effect similar

The quotation is as follows:

In the great march of industrial ing little or no real value deserve our Car and Foundry company in Detroit eggs from points in eastern Iowa to by such a saving? And how many those owners and managers-repre- and the retail trade of that city is dred pounds; on dressed poultry from that saving? These are questions to senting I believe, the large majority- losing more than \$450,000 per month, the same points to New York the rate be considered by the voters in Novemwho have, year after year, worked which this company distributes when is 961/2 cents. The eggs are sold to ber. bution to national prosperity and faithfully, patiently and honestly in in full operation. And this picture, the consumer by the dozen and the growth, without which the hands on building up our great systems of rail- bad as it is, depicts only a portion of other commodities by the pound; and the dial of progress and development roads, which have knitted together the whole truth. The closing of these the consumer pays every farthing of of the country would be set back fully in close commercial and social inter- great car works stills the sound of freight that has occurred from the country with their equipment repre- country and stand second only to the sent approximately twelve per cent of great business of agriculture itself in contribution to national growth and development."

I beg your indulgence while I atnum, at lower rates of fare and with tempt to make clear some of the spebetter service than is furnished in any cial burdens which have come to the other country on the globe. Much has transportation interests of the country, aside from, and in no way the result of, the general depression from which all interests are suffering; but which in my opinion have been an important factor in producing and in continuing the depression. I also The interstate commerce commis- want to refer to some of the effects but in my opinion, upon that of every Becoming effective during the early

hundred million dollars per annum were made. This increase was not voluntary on the part of the railroads, strike which might have cost the coun- to the consumer is not very accurately pound sack of flour from Grand Rap-Prof. Adams, statistician for the try a thousand times the amount inmile on all classes of commodities ments amounted to approximately and uses it, object to the very moder-These statistics are from the high- shows a reduction of between 38 and \$32.40. I appreciate the fact that the ate addition to the cost, if by reason

No stronger confirmation of these conditions would have on any other sumes, flour, butter, meat, sugar, tea, moderately increasing freight rates, of September, 1908.—10.2.3ts.

J. C. Moore, County Judge. facts and figures is possible than that manufacturing or mercantile business. coffee and the like, by the pound, he which have either remained practic- Boyle & Eldred, Attorneys. given by President Roosevelt in his The railroads bear no "charmed finan- buys his kitchen stove or range and ally stationary or have been materispeech at Indianapolis on May 30, cial life." They are subject to the his heating stove, or his refrigerator, ally reduced while every other com- BEGGS' CHERRY COUGH

ity without harm coming to the other; sult of the most horough study and ing in 1905, the following increases in 500 miles beyond Chicago, the rate is our machines than that the family of price occurred:

properties with securities represent country. The plant of the American this amount. The rate on butter and zens of the state have been benefitted lions of idle workers; and then ask from any of our large jobbing or dis-

> in railroad rates accepted by the pubknown. We are prone to jump at conclusions which are exact. I happened to be in a general store in a

The question of freight rates, in same result.

manufacturing enterprises all over poultry, for which he pays from 15 to advance. this broad land; note the thousands of |25 cents per pound. The freight on an idle locomotives, the hundreds of thou- ordinary suit of clothes, including hat sands of sidetracked cars, the mil- and shoes, for a distance of 300 miles man, for every interest, to join in 31/2 cents, or 10 per cent increase some concerted movement looking to would add a little more than three the return of the glad day of "the full one-hundredths of one cent to the cost of a suit, which sells for from The effect of a moderate increase \$10 to \$35.

The rate on flour from Minneapolis lic and approved by the interstate to New York, in carloads, is 25 cents at home. No patent print. Read all. commerce commission, in restoring per hundred pounds, or 121/2 cents per confidence in railway investment, 50-pound sack. The flour is sold to would do more to put in motion the the retailer in New York at approxiwheels of industry and start the coun- mately \$1.48 per 50-pound sack. An wheels of industry and start the country upon a new era of prosperity, than try upon a new era of prosperity try upon anything else that could possibly be would add but 114 cents to the price ners, and J. M. Sharon, whose full and true name is John M. Sharon, defendants, will take done. I sometimes think that the of a 50-pound sack or a little more question of freight rates and their ef- than two one-hundredths of one cent ids to Detroit, Jackson, Marshall or conclusions, instead of carefully an Battle Creek, is four cents per sack. would add only four mills per sack would add only four mills per sack Township Two (2), Range Twenty-Seven (27), in between these points, or eight one- in Red Willow county, Nebraska; that a certain

No man who will familiarize himmust be followed to its last analysis, the railroads of the country can avoid

RAILROADS AND PROSPERITY. president has been inclined to espe- losses in the same manner as any to the quality of the utensil and the it be by making the extremely uncer-Our prosperity came with the pros- cially favor the railroads; but he is other business. Increased expenses are given it in its use. Let us con- tain attempt to make a general reducperity of the railroads; it declined as fearless in defending them when of production means increased price sider for a moment what the freight tion in the pay of the railway emwhen adversity struck the railroads. he believes them to be in the right as for the articles produced, or in some rate means to the consumer, and ployees, which by comparison with the We do not believe we can have the in condemning them when he thinks manner reducing the cost of produc- what an increase of 10 per cent would pay of men in places of less responfull measure of prosperity again until they are in the wrong. And no one tion. Bulletin No. 69 of the bureau signify to him. The freight on a steel sibility and much less danger, is not the railroads are prosperous. The will deny that he says exactly what of labor, issued in March, 1907, which range, weighing from 400 to 500 unreasonably high? Is it not better prosperity of the people and that of he means, and means exactly what contains a record of wholesale prices pounds from Detroit to Chicago, by that the tens of thousands of people the railroads is so inseparably inter- he says. I know that his conclusions of all commodities from 1890 to 1905, the carload, is 57 cents each; in less who buy and use the automobiles woven that neither can suffer advers. in this important matter were the re- shows that during the ten years end- than carloads to points from 300 to should pay a dollar or two more on from 30 to 40 cents per hundred the engineer, the conductor, the brakeper cent pounds, making the freight rate on a man, the switchman or the humble be willing to accept some part of any on the commercial value of the rail- Fuel and lighting 28.8 each. An increase of 10 per cent their monthly pay check is reduced? causes beyond its control and from reports made to the interstate com- Lumber and building material ... 27.7 cost of the stove which, divided by cance, reaching as it does, the home merce commission by the railroads on Drugs and chemicals 9.1 the life of the stove, taking the low and hearthstone of every employee No better illustration of what I their cost of construction, tend to House furnishing goods 9.1 average of ten years, would add one of the railways of the country, will states of Nebraska and Kansas were much as the securities representing During substantially the same per-crease would be about one-third less, question reaches far beyond the manalmost totally destroyed by the it, and that, in the consensus of opin- iod the average freight rate received The freight on a refrigerator, such ufacturer or the jobber, and will be when for several seasons, the destruc- stock and bonds is greater than their commodities shows a reduction from Belding, Mich., to New York is and villages all over this broad land tion by drouth was almost as univer- total face value, notwithstanding the 941-1000 of one cent per ton per mile approximately 75 cents. An increase where railroad men live and trade and sal. Thousands of carloads of corn, "water" that has been injected in to 766-1000 of one cent per mile, or of 10 per cent would add 71/2 cents where good wages and prosperity of provisions, clothing and other supplies particular places. The huge value of over 18 per cent. Let me say that to the cost of the refrigerator deliv- the railroad employe means prosperity were contributed by sympathizing terminals, the immense expenditures these figures and the condition they ered in New York City, and I ask you for the community. It will be disfriends throughout the middle states in recent years in double-tracking and reflect are even more serious than if you, as a manufacturer, could not cussed in the homes of the hundreds and were hauled free by the railroads improving grades, roadbeds and struc- they appear. Let us glance briefly at afford to pay this small addition in of thousands of men, like the 7,000 and distributed all over these two tures, have brought the total invest- the effect upon the prosperity of the freight rates? Could not we all af- employes of the American Car and states. The railroads accepted their ments to a point where the opinion country at large. During the year ford to pay 71/2 cents more for the Foundry company of Detroit, whose 1907 the New York Central lines paid refrigerator, if such an addition, fair prosperity, yea, whose existence alto manufacturing concerns located in ly and equally destributed, would re- most, depends upon the ability of the "While there have been many in Detroit approximately \$2,500,000 for turn to steady, well paid employment railroads to resume the purchase of material and equipment; this year not the hundreds of thousands of men now equipment and prosecution of improveing it possible for them to remain on flation, and while, of course, there re a dollar has been thus expended. out of employment, enabling them ments. No question of greater importheir claims, which otherwise they main cases of over-capitalization, yet During the same year those lines paid again to become purchasers of the tance confronts the people of the would have been forced to abandon, when the statistics of the weaker out to car and locomotive manufacture stoves, the refrigerators and the many country today; for upon its righteous And more recently when the great roads, the over-capitalized roads, are ers in the United States more than other products of the many manufactorial solution hangs the momentous issue of an early return of prosperity.

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To Tribune Subscribers.

We have commenced mailing to all fifty years. Today the railroads of this course widely removed sections of the the axman in the woods, calls the time the egg is laid, which he buys delinquent subscribers statements of miner of iron ore and coal from well in the original package, or as dressed account and expect prompt response. paid employment to unprofitable, un- poultry, or from the time the cow is It would save us considerable unneceswelcome idleness, closes the great milked from which the butter is made. sary expense and labor if those delinrolling mills and the steel foundries. An increase of 10 per cent would add quent would call and prepay their suband sidetracks the thousands of cars eight one-hundredths of one cent per scription and not wait for notices. No and engines which were required to pound to the price the consumer pays paper will be continued to any subscribhandle the raw material and the fin- for butter and eggs, and it would add er who owes for more than one full ished product. Study the picture; nine and one-half one-hundredths of a year. Get the habit of paying for your multiply it by the number of similar cent per pound to the cost of dressed home newspaper and paying for it in THE PUBLISHER,

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LEGAL NOTICE.

Fred J. Wilson, Mrs. Fred J. Wilson, his wife, first name to plaintiff unknown), Mrs. Samue notice that John R. Brown has filed his petition in the district court of Red Willow county. Ne braska, against the above named defendants required to set forth the claims they or any o them may have in or to the East Half of th Southwest Quarter of Section Twenty-Seven (27), the Northwest Quarter of the Northeast Quarter, the Northeast Quarter of the North-west Quarter, and the Northeast Quarter of the Northeast Quarter of Section Thirty-Four (34) February, 1893, by the plaintiff, John R. Brown, to the defendant, Fred J. Wilson, trustee, for David Brown, recorded in book 17, page 83 of aside and the cloud upon plaintiff's title by age appearing of record against said NE recorded in book 8, page 252 of the mortg records of said county to be decreed not to enforceable as a lien upon said premises at that the same be canceled and discharged record and the cloud upon plaintiff's title l of said court, and that each and all of said defendants be adjudged to have no estate or intebarred from any right, title or claim theret

JOHN R. BROWN, Plaintiff By his attorney, J. E. Kelley. 10-16 ORDER OF FINAL HEARING. In the County Court of Red Willow County Nebraska. In the Matter of the Estate of Ella

quieted against said defendants and each

them. You are required to answer said petitic on or before the 2ird day of November, 1908.

Dated this 15th day of October, A. D. 1908

A. Buck, Deceased. To all persons interested in said Estate: You final account and petition for distribution of said estate, and petition for discharge of suc alysis would in every case reach the administrator, and such account will be heard on the 17th day of October, 1968, at the hour of Nine o'clock A. M. at the county court room in the court house in the City of McCook in said County, at which time you may show cause, if

It is further ordered that notice of hearing be given by publishing a copy of this order in the McCook Tribune for three succesconsumer buys what his family con- materially increased. Shall it be by hand and affixed my official seal this 30th day

1907. No person will claim that the same conditions and must survive once in ten or fifteen years, according modity has steadily advanced, or shall SYRUP cures coughs and colds.

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