

syndicates being formed almost entirely of members of the two houses, and I recollect one instance in which a demand was made on an auxiliary railroad corporation for \$8,000, and two annual passes and the two latter to be given to an employee of the senate and his partner, who drew a certain bill and had it introduced. A representative of the corporation attacked, hurried out from Chicago, and before seeing any member of the syndicate, asked me what I would advise his doing. I advised public exposure of all the men implicated. He did not see fit to follow my advice and I was afterwards informed by a representative of the company that \$2000 had been paid to defeat the measure. As I stated before, this was not a railroad bill, and the railroads had nothing to do with it. The foregoing is but one of several like incidents which have come within my knowledge.

It has been charged, by those ignorant of the facts, that large sums of money are paid by the railroads to defeat legislation. So far as this charge applies to any period of which I have knowledge, which covers at least the last six sessions of the legislature, not one single dollar has ever been given to a member of the legislature, to anybody for him, or to any member of any syndicate, for this or any other purpose of like character.

Railroads Not Represented.

It has always been my policy, which policy has been approved by the management of the Burlington road, which I have had the honor to represent, to furnish to the members of the legislature all possible information that they may require in legislating upon any subject touching the interests of the railroads, relying upon the fact that a majority of the legislators are honest men and intend, when fully informed, to do justice to the railroads as well as to any other legitimate interest. The last legislature, like its predecessors for at least five sessions, contained within its membership practically representatives of most of the chief industries and professions existing or practiced in the state. Among its members were managers of farms, ranches, stores, mills, factories, banks, while lawyers, physicians, teachers, mechanics and insurance men helped to make up the body. Yet of its entire membership of 133 not one man connected with the management of any portion of the 5,884 miles of railroad in Nebraska entering all but six of the counties of the state, built at a cost of many millions of dollars, paying in 1900 taxes to the amount of \$1,109,474, giving employment to 14,858 men, to whom are paid yearly salaries aggregating more than \$8,000,000, has had

a voice in the deliberations upon the floor of either house or a vote upon any measure upon which it has been called to act. This fact is referred to simply to direct your attention to the further fact that it is only by appearing by representatives before the legislative committees, that the roads can make known to the legislature the views of their management upon proposed legislation affecting their interests.

The friends, to whom I have confided the details of some of the schemes that outside lobbyists have undertaken to make money out of, have said: "Why don't you expose them." My answer has invariably been that I had never taken any pains to conceal any knowledge I possessed on the subject, or to shield or excuse any man connected with the nefarious business. At the last session of the legislature one of the miscellaneous corporations did accuse a couple of outside lobbyists of procuring the introduction of several bills of this character, and instead of meeting the approval of the legislature as they had expected they would, the story was at once started that the corporation itself had stood behind the introduction of the bills, and had made the exposure in bad faith, for the purpose of bringing into bad repute any bill affecting that corporation.

A railroad man entrusted with the care of the great properties represented by the railroad systems in this state, would be culpable indeed should he not do all in his power, in a legitimate way, to protect his stockholders against the onslaughts upon their property made for mere political purposes, or in furtherance of the money making schemes of private individuals. At a republican state convention some years ago, the then attorney general of the state stood in the corridor of the Capital hotel importuning the delegates to the convention to vote for the nomination of a certain man as judge of the supreme court, on the plea that he was "against the railroads." The case was one in which the railroads felt entirely justified in trying to prevent his nomination, as were also the cases of the six state senators previously referred to, who formed a combine for extorting money from corporations, and I am happy to state that not one of the six were nominated for a second term, although all were candidates for renomination.

Railroad and Private Property.

In closing, permit me to say that the political interests of the railroads are best subserved by the election of honest and capable men to all the offices within the state. The railroads are best served by that legislation which fosters the growth and develop-

ment of its varied agricultural and commercial possibilities. Whenever a mile of railroad is built in Nebraska, somebody's land is made more valuable, and the number of his conveniences and comforts increased. Whenever a quarter section of Nebraska prairie is turned into a productive farm, some railroad is benefited by the receipt of new business. All citizens of Nebraska should feel the same degree of pride in its splendid railroads and their unexcelled equipment and service, that the managers of the road feel in its rich and beautiful farms, its sleek herds, its great packing houses, its thriving cities and numerous varied manufactories. All these are the products of the joint efforts of the railroads and people, and every interest, in its effort for expansion and betterment, owes to all others, fair, unprejudiced treatment, and willing co-operation. No legitimate interest in Nebraska or elsewhere can prosper if it becomes the oppressor of other legitimate interests. This applies as well to the treatment of railroads by the people as that accorded to their patrons by the roads; their interests are so closely interwoven that neither can prosper without mutual benefit, or suffer without mutual loss.

THE EXPOSITION.

Why is St. Louis in such unnecessary haste to give her great fair next year? We have waited a hundred years to pay any respect to the Louisiana Purchase; we can wait one more without strain, if a better show can be arranged for 1904 than for 1903. The management seem to be in two minds as to this matter themselves; one day we read that the fair is to be deferred, the next day the story is contradicted. We rather hope they will put it off. Fifteen months is a short time to organize anything to compare with the Columbian Exposition of Chicago. To tell the truth, it seems impossible. Mr. Francis says the buildings can be got ready, and he no doubt speaks from knowledge; if enough money is at hand, there is no limit to the number of men that can be put to work; but how about the exhibits? To speak with any degree of confidence of them suggests unpleasantly that the same old goods we have seen so often are lying somewhere in packing boxes, ready to be shipped to the next address. This would be discouraging. We have been looking for something new at St. Louis. Chicago opened our eyes, took us off our feet; has not St. Louis been promising to do as much for us again? And how can the immense complexity of a universal display be solicited, obtained and arranged in fifteen months? They admit at once that foreign displays will be out of the question; and how about getting together an extensive art exhibit in a year and a quarter?