THE BEE spolegizes to its readers for devo iog so much of its space to tailroad matters. Mr. Tourber's article on the 'Rullrad's and the People" presents the views entertained by THE BEE in so admirable a manner | Colossal Organizations Daily that it feels justified in reproducing it.

DR. MILLER iss still for railroad turningers and job printing. Dr. Miller knows which side his bread is buttered on. The Herald on a basis of legitimate journalism wouldn't pay for the composition of "Home

New York City.

his annual report, but whether at 3 per a natural monopoly, and must be How this principle has been evaded cant or a 32 per cent, is not known. treated as such.

The coming winter will be a pecu loan. The plethora of uninvested mittee on transportation, compos had formulated a new principle upon money on the market is unprecedented of Senstors William Windom, of which to have charge, viz: "what did not be to have charge, viz: "what the treffic will bear," and that in the species Conking, of New York; H. G. application of this principle some of poing 6 and 7 per cent. dividended Davis, of West Viscinis; T. M. Northern most important evils in our transcommand a premium of 35 to 40 per wood, of Georgie; J. W. Johnson, of portation system have developed. cont. G verum n' 4 per cont. bonds Virginia; John H. Mitchell, of Ore are sell ng at 112, and if 4 per cent | gon; and S. B. Conever, of Florida. bonds command 12 per cent, prenium, there is no resson why 3 per e mis should not be placed at par.

arraignment of corporate capital. The BEE has never and will never opp ... for but matter in increasing the wealth of its investors. So long as corporate it meg ares to oppress the people, crush competition and interfere with the egitimate working of the laws of rade, The Ben is ready to welcome it as furnishing employment to our ci z-us a d distributing wages and m mer among our merchants and THE BEE Wages paling, to interfere with the free expolls, to oppless producers and build but to their stockholders, and no question as to what are the restrictteen up on the ruined fortunes of principle of action but personal and 10.28 on a common carrier, and whethagainst the iniqueies of corporate One thing THE BEE will refuse to do. | under their control." of our laboring men and mechanics, in our hard working merchants and tradesmen, fully as important elethe state as those wielded by who have made homes on our frontier. a greater factor in Nebraska's material advancement than any one capitalist.

If upholding the interests of the people and exposing the crookedness- follows: plead guilty, feeling sure that within a control (measurably excessible, con- agement of our traffic.' The marked sidering the unforseen possibilities of importance which is here attached to fewith re years it will be as largely in radroad development at the time of keeping within the law, emphasizes monopoly organs to be in the evide on herewith submitted), have or p: in these abuses hereafter men

THAT CABINET POSITION.

Blauche, Tray and all the other little d gs who back with the Omaha of this question—the political corresbarera in urging the claims of exsmater B tabook for the position of secretary of the interior under Ger, his question, it is n essary to review throughout the United States. To Garfield's administration. The principal re son adduced is that Hischcock the age. Williams callege and on this account | roads, being pub ichighways and com-

historical for some position in do with conferring the franchise un-Pe sitent Gafeli's cabin-t when it der which railroads are constructed and be formed, the interior folio and parated as that of the large shipin this connection is plac-bighway here comes in to limit the live a remarkable fact that not only be upon the fact that the corresponding the law of wholerale and did the railroads oppose this investi-catail, which governs in private trans-- 1 land resident elect and ox Senator Hitch retail, which governs in private transwere school mates. While all actions: When the capital actually the school follows of the new presi- invested in railroads has been fairly Items may be talented and able states- ly compensated, the rest of the admen and worthy of appreciation, there vantages accruing from the discovery a a prominent positions in the cabinet | p ses of transportation should be en that we fear he may be somewhat em-parraised by their presing to the Within the memory of compara-

and an arout just at this time. This is it tend- | tively young mon, ordinary det roads were the only means of communicasearch is not made out of any want of tion except that furnished by our water-ways. There were word and by the railroads, and were allow ed to become laws, but the session of the manes will space General mand for improved roads resulted in the legislature developed the fact that Garfield the embarrassment that turnpike companies, which were char no bill to which railroads objected to the distribution on account of tered by the state and allowed to could pass; amajority of the senate had been elected in their interest, and bring to him. Give the president- invested in these improved roads | bils, in themselves just and conservael-c: an unembrassed opportunity to Their charges, however, were required live, were defeated.

THURBER'S THUNDERBOLT.

A Scathing Review of the Railread Monopolies of the Country.

Their Power to Oppress the Producing Classes Constantly Augmenting.

Becoming Stronger and

More Imperious.

soon came, but the advantages of the

eager were the people to secure them,

was that of fictitious cost; the rail-

lus rates the working of the new

"Instead of having rates for freight,

gine ple on the Pacific coast:

"How much does it assay?"

"That is none of your business."

"Yes it is. We want to know how

" Well we will charge you ten dol-

"What will you take my ore to

"That is none of your business."

"He, too, must t il, and he says:

" Well, it yields three hundred dol-

"Then we will char e you one

undred dollars per ton to take it to

"The man has no a'ternative, and

pays the money to sell the ore, but he

Again, on page 69 of the Hepburn

"Now, as to the necessity for some

regulation to protect the public, see

comulttue's report, we find:

becomes a discouraged miner. Thus

"How much does it assay?"

lars a ton and that will leave you

ut t e que tion:

San Francisco for I'

lars a ton.

The Supreme Issue Forcing Itself to the Front.

F. Thurber in Scrieners' Monthly for Decem

In approaching the problem of the discovered marks of republican fraud try to the people, it must, first of all, lic was entitled to all the rest of the own, and, as a matter of course, the in the late election. Tammany hall be borne in mind that transportation should pull out of its own eye the \$10,- on sea and land has developed under 000,000 beam which it rtole from the radically different principles. The all inventions after they have men who are too honest or too city of New York by bribing judges ocean being free to all and open to vielded certain returns to the independent to bow to corpocity of New York by bribing judges ocean being free to all and open to inventor. In one sense, rate will are so weighted in the race and packing ballot-boxes, before it any individual who chooses to place it was a partnership—the state, which for political preferment that they sel undeavors to extricate the mote out his ship thereon, a vessel could go is the natural owner of all highways, of the eye of the republican party in wherever its owner chose to send it; contributing the franchises, while the Gould, in his evidence before the New

AT the coming session of congress been found potent to protect the pub- stipulated that siter their charges for lows: provision must be made for refunding lie interest, applied here, as in other transportation yielded more than ten \$5,00,000,000 of the loan of 1881, branches of trade, and answered their per cent, net, upon the capital actually \$5.50.000,000 of the loan of 1881, branches of trade, and answered their contributed for the construction of theorems 5 per cent interest. Several purposes fully. So universal was the these roads, then the legisla ure might bills are now pending before congress operation of this law that it has been reduce the charge for transportation for this purpose, the most important relied upon to govern the relations of to a point which would not yield more was a democrat; in a republicancis- serve to be recommended. I have of which is Fernando Wood's, which radrosds to the pub ic, and only upon than this; or, in other words, that after trict I was a republican, and in a prescribed it for irregularities of the provides that any refunding bond isand shall not be at a greater rate means of transportation has it become of the profits of the partnership. in than 31 per cent. It is understood evident to a l-what had been fore the shape of reduced charges for that Se retary Sherman will reconthe two kinds of communes are promary principle that charges should sombed in the report of the legislative mend a low interest bearing bond in es entially different; that a railroad is be based upon cost of service.

> The committee occupied the entire summer of 1874 in making an ex haustive . Xandost on of the subject,

Form of the at lives who revolve are to-day four men representing the ore, but has no facilities for fluxing charged in the 'lucia subber account,' the cry that THE BEE is a clog to the not unfrequently exercise, powers road; the the congress of the United St tes would not venture to exert | Francisco. What will you charge me They may at any time, and for any a ten! reason satisfactory to themselves, by the legitimate use of espiral in tuild- the single stroke of a pen, reduce the ing up the interests of the state, or value of property in this country by undreds of millions of dollars. At | much it assays in order to know how additional charge of five cents per much to charge you.'
busted on the transportation of certals "Toirty delices a ton.'s east el ou the transportat ou of cereals ca ital makes nouse of the power which would have been equivalent to a tax of forty five mill of dellars on the crop of 1873 No congress would twenty dollars." re to exercise so vast a power apt upon a necessity of the most imerative nature; and yet these gentieen exercise it whenever it suits their preme will and pleasure, without explanation or apology. With the apid and inevitable progress of comnation and cons lidation, these colossal organizations are daily becoming stronger and more imperious. The day is not distant, if it has not already rrived, when it will be the flutw of San Francisco. That leaves you twohe statesmen to inquire whether there | thirds, make povercy all the more is less danger in leaving the property and industrial interests of the people thus wholly at the mercy of a few men, who recognize no responsibility the railroad company is forcing the

others, that The Bur raises its voice or porate aggrandizment, than in or the mere carrier can be despotic adding somewhat to the power and with the people, arbitrary in its rates, patronage of a government directly and vir ually an owner in every intertapi al and corporate monopolies. responsible to the people and entirely cat on the line. It will not make itself a fawning In the state of New York, dissatissy sphant to wealth and power nor ment has existed for a long time; a faction regarding railroad managecery capital in the hope of enriching statement of the grievances suffered testimony of Mr. Rutter, pages 453 4, itself. It sees in the brawny muscles by the producing and other interests where he testifies that he serves the has from time to time been laid be- stockholders only, and only regards fore the legislature, and investigation | the public interest to make ittributary f the same a ked; but so many to the interest of the stockholders. numbers were controlled by the railments in building up the prosperity of | roads that for several years even an investigation of prievances-a thing motives. Mr. Blanchard, after des-

which ought to be the common right cribing a railway officer as subject to the stock gamblers and railroad kings. of every citizen-was denied. Public three practical tribunals, -first, the of Wall street. It recognises in the sentiment regarding this question has president of the read; second, the law sturdy farmer pioneers of our state | een constantly growing stronger, and | as laid down affecting transportation; last year the assembly appointed an and third, the unwritten law of comble committee of nine members merce, -says: "It has been our -Hon. A. B. Hepburn, chairman- policy in this matter, while keeping which occupied nearly nine months in within the statute law as far as I knew however, shrewd and brilliant as a an investigation of the subject. It it, or had occasion to know it, that ound the principal charges "fully wherever this public unwritten law roven," and its comment upon the came into contact with the interests state of things then developed was as of the shareholders, I believed it to be my conscientious duty to decide in es of corporationeas well as individuals "The mistake was in not providing favor of the shareholder; I knew of be clogging the wheels of progress, for proper safeguards to protect the pub no claim that the non shareholding a time, it at least ensures a me a drict accountability for their trans officerso long as I was within the healthy growth in the near future. ic interest, and hold the roads to a interests had upon me as a rathroad his be a crime THE BEE is willing to our laws and the want of governmental the matter of rates, and in the man-

the mejerity of workers in the the conclusest of those laws, but no the necessity for a law for governpeople interest as it now seems to longer pardonable in the light of the mental control "
"What the traffic will bear" is, to some extent, a legitimate o-naiderationed, so gloring in their proportions tion in fixing charges, but, left to the as to savor of fiction rather than actual uncontrolled discretion of railroad (R port, page 7.) nanagers, the public interest is not sufficently considere , and out of the upon one of the most serious phases power to make special rates, which reilroad companies have conferred uption directly resulting from the de- on their avents, favoritism, both as parture from correct principles i between individuals and communities. alread management. In order to has resulted. This has prevailed, and their votes to the highest bidder. strive at a proper understanding of still exists in a greater or less degree,

progress of this greatest invention of is indicated by the report of the Hepurn committee; the report says was a classmate of Gen. Garfield t It is generally admitted that rail- (page 48): "I'me charge that the railroads has an inside track on the position.

The Washingt in National Republican

The Washin circums a sees differ. The function proven by the evidence taken. The elections is notorious, and it is no The republican press and people of the radroad being essentially published as a constant of the radroad being essentially published as cortain localities in the state, as compared with others, is fully proven. the charge that they discriminate in favor of certain individuals, as compared with others in the same locality,

bri fi, these principles and sketch the | shat extent in the State of New York

York Central and Erie roads, in a int letter to the committee previous o the investigation, generally and specifically denied the existence of the alleged abuses which were afterward reven to exist. The Hepburn comnittee accompanied their report with series of seven bills designed to remedy, in the state of New York, the existing abuses. Of these, four of minor importance were not opposed

make up his cabinet under a cool and to be publicly posted, and to be the make up his cabinet under a cool and to be publicly posted, and to be the make up his cabinet under a cool and to be publicly posted, and to be the idated corporate interests to perpetundered independent. Then he same to all. Next, the railroad was alled to be publicly posted, and to be the idated corporate interests to perpetundered independent.

solicited privileges from the state to ical power, abuses which they have them, and defice the authorities to colconstruct railroads on the same prin- found it to their interest to perpetuate, lect. He claims that there i road bonds to put his own vehicle on the new iron | a recent letter says'

dated into great systems that the the other, for control of the governpower of monopo'y was understood mon. It wil be watched by every and exercised. The evils, however, patriot with intense anxiety." patriot with intense anxiety." It is an open secret that the railnew roads were so enormous, and so roads furnish a large share of the

money required to operate the mathat the evils remained for a long time | chinery of our elections, and in all unnoticed. Among the first of these districts where political parties are closely matched, their money, on the road law of most of the states was | side of the candidate who will promise based up in the theory that the capit- to favor their interests, generally al invested in these steam roads was carries the day. They know no party, relations of the railroads of this coun- entitled to a fair return-and the pub- and consult no interests but their advantages. It was something like | vensl and less worthy element in our the principle of our patent-law, which | political life, under such a system as insures to the public the benefit of this, usually triumphs, and

the laws of competition, and of supply associations of individuals in a corporate capacity constructed the roads. In the state of New York, it was being railroad, openly testified as fol-"I do not know how much I paid toward helping friendly men. had four states to look after, and we had to suit our poliucs to circumstances. In a democratic district I in every district and at all times I

dom come to the front; Mr. Jay

committee, as follows: "It is further in evidence that it by stock watering, by construction has been the custom of the managers the coming winter will be a pecu States, in response to a gene al de known, but until recently it was not to year in the past, to limity favorable time to float such a mand, appointed a special com- so well known that railroad managers spend large sums to control lion (\$1,000,000) was disbursed from

The state of things unearthed by

have always been an Erie man."

the treasury 10 'extra and logal services.' For interesting items ree Mr. Warson's testimony, pages 336 and The following, from Toe Graphic, "Mr. Gould, when last on the stand, and examined in relation to various vouchers shown him, admitted the payment during the three years prior hey want to make special contracts and in their report we find the f. low. | sounding to a man's profits. F. r in- | to 1872 of large sums to Barber, Tweed stance, a man in Arizona has a and others, and to i fluence legisla-In the matter of taxation, there mate and gets out a quantity of tion or elections; there amounts were around the R publican, are taking up and New York, who pessess, and who San Francisco. He says to the railonly remem er large transactions; but | "I want to send my ore up to San could distinctly recall that he had

been in the habit of sending money into the numerous districts all over the state, either to control nominations or elections for senators and members of assembly. Considered that, as a rule, such investments paid better than to wait till the men got to Alpany, and added the significant remark, when asked a question, that it would be as impossible to specify the numerous instances as it would to recall to mind the numerous freight cars sent over the Erie road from day 1 day." (See testimony, page 556)

The report of the legislative committee concludes with the following remarkable words: "It is not reasonable to suppose that the Erie company has been alone the corrupt use of money for the ourposes named; but the sudden revdution in the direction of this company has laid bare a secret chapter in he history of railroad management such as has not been permitted before. It exposes the recklers and prodigal use of money, wrung from the people to purchase the election of

the people's representatives, and to bribe them when in office. According to Mr. Gould, his operations extended into four different states. It was his custom to contribute money to influence both nominations and elections. A recent editorial in The New York

Evening Ps, en i et "Wealth in Connecticut Politics," discusses this subject as follows: ** * * With slow but steady progress the principle has come to be recognized, especially in the cengres-sional districts and by the democratic "Mr. Vilas [restimony, page 415] party, that a man who wents an ince testifies to the same controlling | portant nomination must get it by the promise or implication of a liberal

contribution after the nomination is

secured. The result is the free use

of money at Connecticut elections and a corresponding debauchment of the political morals of the state, "A good illustration of this evil appears in the fourth congressional district, made up of Fairfield and Litchfield counties. This is the district re resented in congress for several years by William H Birnum, afterward United States Senator, and now the chairman of the democratic national commmittee. Probably no man ever succeeded so well as did he in organizing corruption. In each town was his band of workers, charged with

the dispensation of funds on election e knew his men and his men knew him, and after each election, when it was found that 'Bill' Barnum had run shead of his ticket all over his district, men understood the ress in why. Presently the republicans caught up the trick and practiced it in the congressional election of two years ago, when a comparatively obscure candidate for congress ran ahead of Governor Andrews in the governor's own town, where his well-deserved popularity was unquestioned. In every small town of the district it has now come to be the fact that a vensl band of from twenty to hf y electors offer sec ndary result has been that no man of moderate means can afford to run for congress or even for a state sena-

torship. * * * "An this, which every intelligent voter in Connecticut knows to be a fact, is a most disreputable and scan-dalous state of affairs. As it is now, the fact of general and comprehensive bribery at important ardice in communities which prevents alike the prosecution of the briber and the bribed. A little wholesome aw and some independent voting will go far toward remedying an evil that every good ci izen in the state sees, feels, and understands, yet too often hesitates to rebuke."-[N. Y. Evening

Post, Aug. 19, 1880. Railroad Taxes.

Mr. A. F. Arndt, of Wahoo preeinct, the man who is fighting the U. P. R. B. Co. single-handed and alone, was in the city Friday last to pay his taxes. He says he asked the treasurer to make out his tax receipt, and to itemize it and make it perfectly clear what each amount was for. He says that the treasurer refused to do this, and he refused to pay all not so clearly itemized, making a legal tender of the balance. The taxes he refused to pay were the dog tax and the consolidated tax, which means the railroad bond tax. He says these two items of tax are net lawful, and that he will not pay Portland, Me.

struction of improved turn p ke roads.

The first idea was to allow any citizen to be structured by the most serious of the evils of Saunders county were obtained by the fraud and intimidation, and that he united States Senator David Davis, in will fight it to the end. He claims that the law will bear the people out in reroads, but this was found impractic. "The rapid growth of corporate fusing to pay these bonds, and that he able, and the corporations owning the power and the malign influence which for one hedges not propose to pay a tribroad became the sole carriers over it. it exerts by combination on the hi- uts to a corperation that robs the rec-This was the first step toward a tional and state legislatures, is a well- pie out of their entire earnings, and is monopoly around which has grounded cause of alarm. A struggle a detriment to the county. He is on gathered many evils. At that time, is pending in the near future between the right track, and we glory in his however, the danger was not appare this overgrown power, with its vast determination. The U. P. R. proment; the principle of the common car- ramifications all over the union, and ised to give the people of Saturders rier treating all shippers all ke was rec. a hard grip on much of the political county a freight line for the se bonds, ognized, and it was not until the many machinery, on the one hand, and the but have failed to do this, and justice short lines of railroad were consolipeople in an unorganized condition on says, "Refuse to pay the bonds."

Such a course will bring the cresi and give the people who know a chance to prove that the bonds in the first place were carried by fraud. Railroad corporations should not have any mor f a right to rob and steal than indi viduals, and when they refuse to be honest with the people they should be taught a lesson. The U. P. R. R. refuses to be honest with the people of Saunders county. Who is more cap able than A. F. Arndt to teach them the needed lesson?

Government Control of Railroads. Des Moines Register. The Chicago Journal in discussing he problem of railroad control, conludes that the only way to arrive at satisfactory conclusion is through a g vernment commission. This idea is growing very rapidly, and will aweep the great agricultural states at t he proper time, unless something is done to quiet the clamor by proper action on the part of the railroads. But the ultimate success of a congressional comm ssion is beyond kan;

The following opinion was given by Dr. Jacob Meyer, Saint Louis, Mich. in 1874. The Hamburg Doos dediseases originating from these disturbances, and have observed the mo t satisfactory results. The Drops also cure constipation in a short time. Ask your druggest for Pr A Guilmette's French Li may Pad, and take no other.

There is no we in drugs tog yourself to death treated as such.

In 1874, the secrete of the United companies and other devices, is well known, but until recently it was not so well known that railroad managers and the custom of the Eric railway, from year to year in the past, to so well known that railroad managers and large sums to control elections and to influence legis attom.

In the year 1868 more than one mile the custom of the managers and buying all the view demones from the custom of the managers and buying all the view demones from the custom of the managers and buying all the view demones from the custom of the managers to year in the past, to spend large sums to control elections and to influence legis attom.

In the year 1868 more than one mile the will bear, "and that in the lion (\$1,000,000) was disbursed from the custom of the managers to the custom of the managers and buying all the view medical and buying all



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