

RAILROADS VS. PEOPLE.

The Issue Publicly Discussed at the State Capitol.

The Railroad Managers Oppose All Legislation, and Deny That Abuses Exist That Need Redressing.

Have the People of Nebraska Rights Which Railroad Monopolies Should Respect?

The Duty of the Legislature Defined.

Special Correspondence of THE BEE.

LINCOLN, February 9.—The meeting for the discussion of the railroad question took place last night in the senate chamber, Senator Myers in the chair. Both the floor and the galleries were well filled, and many of the leading men of Nebraska were present. The meeting was called to order about 8 o'clock, when Senator Wells, of Saline county, moved that a committee of three be appointed to arrange a program for the evening. The chair appointed Senators Wells, Burns, of Dodge, and Gen. Senator Doane said the object of the senate railroad committee had in calling this meeting was to hear the opinions of the chief railroad men on the question—men whose business it was to inform themselves of the practical workings of the railroads. Discussion of both sides of the railroad question as we find it today was also asked. He added: "We shall have presented to us, as far as possible, some facts and figures, upon which we can base our action concerning many points upon which I need information, and I presume there are other members of the committee who are willing to make the same modest confession."

Mr. Wells announced that Mr. A. E. Tomzalin, manager of the B. & M. railroad, would address the meeting with some facts and figures.

MR. TOMZALIN.

is a vigorous talker. His speech was by far the ablest one made by the railroad representatives. He had a number of notes prepared to make a speech. While there was a great deal to be said upon the question, he would confine himself to only a few of the chief points in connection with the subject. He could convince every reasonable person present who was willing to know the truth on the subject that the rates in the state were reasonable and the taxes were what the constitution calls for. He understood that it was the business of the legislature to make laws in accordance with the constitution. But there was a good deal of misunderstanding relative to what the legislature can do by the railroads. The constitution did not forbid discrimination, but unjust discrimination was prohibited. The railroads were not charging high rates. The local rates in Nebraska should not be lower than they are in Iowa. The Republican Valley road is not earning the gross used on the B. & M. should at least be allowed to charge the same as the Cedar Rapids and Northern road, but it was not doing so. The only roads in the state of Iowa that are not earning the rates that the Nebraska lines are the three local lines. He had the tariffs of the various roads with him. The local rates here are just a trifle higher than in Iowa. Suppose that the B. & M. earnings were enormous. The local rates do not amount to shucks. Eighty-seven per cent of its business is through freight. Now what has the legislature to legislate on—only thirteen per cent of its business upon which it makes rates on the rate of cents from Omaha to Chicago is thirty-five cents per one hundred pounds—for a distance of 560 miles; Nebraska could only legislate on 70 miles of that distance. If we had our rates any lower the farmers would burn their corn, because the eastern market would fall so low that the Iowa found she had made a mistake in this regard and repealed the laws compelling such low rates. Any corporation that is liable to make mistakes, and we have done so in every case. The local rates cover but 13 per cent of the business. The rest is made up by the B. & M. compare favorably with that of Iowa. He could show that their actual passenger business averaged less than 3 cents per mile, while the B. & M. in Nebraska were practicing extortion, by all means pass a law restricting them, but you should pass no such law when we have acted liberally. You will see it will be impossible to make such rates as we are making now. This is because we force the eastern lines to discriminate. We do give drawbacks and rebates to our heavy shippers. But I hope we can stop it sometime. It is in cases like this: A man buys a large quantity of wheat at 90 cents and holds it for an advance in the market. But the market price falls to 80 cents. He asks the road to help him out or to let him sell at the market price. If this dealer falls we are deprived of what business he gives us. The speaker dwelt at some length upon the assessment of railroad property, the chief argument being the decrease in the value of the rolling stock through wear and tear, which fact the board of equalization had ignored in many given cases.

When this constitution was ratified by the people, yet the speaker had failed to provide for the fact that the railroads were to comply with its mandatory provisions concerning railroads.

Mr. Tomzalin, as representative of the railroads, presents against the enactment of laws that prohibit and punish abuses and extortion by railroads, just because his company has been convicted of such practices. It would be just as reasonable for him and other gentlemen to come here and ask the legislature to enact no laws that will punish burglary, highway robbery, murder and arson, because none of their number has been convicted of these crimes. The propriety of making these laws is self-evident. The gentleman says there is no need of such legislation. I say that there have been flagrant discriminations by the roads.

Mr. Tomzalin places his paper in circulation at the stations on the U. P. road between Omaha and Columbus. As the other Omaha papers were being sent to subscribers, he was compelled to do likewise to compete with them. After spending over \$50 for a canvasser to get up circulation for the 5 o'clock train, we were compelled to do likewise to compete with them. After spending over \$50 for a canvasser to get up circulation for the 5 o'clock train, we were compelled to do likewise to compete with them. After spending over \$50 for a canvasser to get up circulation for the 5 o'clock train, we were compelled to do likewise to compete with them.

When the state of Illinois granted a charter to the Illinois Central, the state was as sparsely settled as Nebraska now is, but the charter required the Illinois Central to pay 5 per cent of the gross earnings into the state treasury, besides paying its regular taxes upon its real and personal property. The income from this source alone has liquidated the state debt of Illinois, and will now on pay the entire expense of that government. In Pennsylvania the Pennsylvania Central pays special taxes on the state and on the federal government. The constitution of the state requires the railroads to report their earnings to the state auditor. The obvious purpose of this provision was to provide a basis for ascertaining the value of the franchise of these roads. If this franchise is sold, as it could be, you could build a magnificent capital, construct all your needed public buildings and carry on the state government from this source.

Mr. Rosewater then called attention to the low assessment of depot and depot grounds and other railroad property, as compared with the assessment of private property.

Mr. Vining, general freight agent of the Union Pacific, was the next speaker. He believed the people were willing to look to the matter of railroad legislation. He denied that the Union Pacific had done anything requiring legislation at the hands of the state. His road could not be operated if the people did not prosper. The state of Nebraska wants discrimination. This constitution does not prohibit discrimination, but unjust discrimination. No legislation can be passed which can be more stringent on that point than what is found in the common law. Now, if it is that charges us with unjust discrimination and extortion? So far as we have heard, only Rosewater. I want to know what you mean by that, before any tribunal, and let him prove the charge. Mr. Rosewater wanted express service on our freight trains, which we would not give to him, or anybody else.

Mr. Rosewater—Allow me to ask you one question. Do you not carry other newspapers on the freight trains? Mr. Vining—Not to my knowledge.

Mr. Rosewater—Then you had better look the matter up. You will find that your road is doing so.

The meeting at this juncture seemed to resolve itself into a committee of inquiry, the questioners addressing their remarks to Mr. Vining.

Mr. Case, a representative from Genesee county, asked—Do you give rebates?

Mr. Vining—It is not our intention to give rebates.

Mr. Case—Do you regulate the number of cars or coal merchants at each station along your road?

Mr. Vining—No, sir, we do not.

Mr. Case—You were told that you did. Would you allow me, if I wanted to ship corn from any of your stations? Mr. Vining—Yes, sir.

Mr. Case—I was informed that you would not. I live in a town where they claim to have been outraged by the railroads. They have run men out of the town of Fairbury who were unable to get rates from that station that were given to the company's favorites. Corn and grain has been rolling through my hands in wagon to the B. & M. road from Fairbury, because that road gives living rates to the merchants.

Mr. Vining knew nothing of the workings of the B. & M. road in Denver before it went into the hands of the U. P. road, but said there had been no discrimination on the Denver road for that traffic, was broken up, and the merchants in various parts of the state were unable to get rates from that station that were given to the company's favorites. Corn and grain has been rolling through my hands in wagon to the B. & M. road from Fairbury, because that road gives living rates to the merchants.

Water in the rear of New Orleans prevailed yesterday. A committee has been organized to supply food to the people in the overflooded districts.

The New York Tribune says the steamship "British City," which sailed from New York for Bristol, England, December 28, is twenty-six days overdue. She carried a general cargo of about 4,000 tons, and had a crew of twenty-seven men, of which she had no passengers.

Oliver Disgraced.

Special Dispatch to THE BEE.

HARRISBURG, Pa., February 9.—10 p. m.—Henry W. Oliver, Jr., republican candidate for the United States senate, has formally withdrawn from the contest.

Gobbling Up the Dwarfs.

Special Dispatch to THE BEE.

MONTREAL, February 18.—1 a. m.—The Montreal exchange was greatly excited over the announcement of a heavy transfer of Montreal telegraph company stock, to Wilson G. Hunt of New York, president of the Western Union. The movement is thought to foreshadow the absorption of the Montreal company by the great consolidation, the Montreal company has a capital of \$2,000,000. Its system covers the Canadian dominion, and extends through northern New York.

Pucky John Chittiman.

Special Dispatch to THE BEE.

NEW YORK, January 10.—1 a. m.—Three Chinamen, Jim Johnson, Ah Han and Lee Aichee, who keep a laundry in Chatham Square, were badly beaten yesterday by four pugnas, who, in turn, carried off several wounds, inflicted by various weapons, in the hands of the infuriated Mongolians. The object of the attack is supposed to have been the Postmaster, but the assailants were repulsed without effecting their design. None of the parties were arrested, as the riotous men fled with such speed and bloodiness.

Wisconsin in Garfield's Cabinet.

Special Dispatch to THE BEE.

MILWAUKEE, February 10.—10 p. m.—Senator Philatus Sawyer, ex-senator Howe, chairman of the republican state central committee, Baker, Thomas M. Michael, who is direct from President-elect Garfield's cabinet, has been in consultation here for the last two days. It has been discovered that the meeting has reference to the probability of Wisconsin being tendered a cabinet position. The general belief is that the postmaster-general's portfolio will be offered to Wisconsin, and that the recipient of the honor will be Postmaster Henry C. Payne, of Milwaukee.

MARKETS BY TELEGRAPH.

CHICAGO LIVE STOCK MARKET.

CHICAGO, February 9.

Hogs—Receipts, 16,000 head; several prime lots sold at \$6.25; and two loads of fine 300 lb hogs sold at \$6.30; the highest price reached since 1876; a commitment to good hogs sold strong at \$5.20 to \$5.50; light, \$5.35 to \$5.50; bulk of hogs heavy at \$5.00 to \$5.10.

Cattle—Receipts, 5,000 head; bulk and active demand; market strong on all grades and good inquiry for export lots; sales at \$4.95 to \$5.00; good to choice, \$4.85 to \$5.00; common to fair \$4.00 to \$4.50; butchers' supply about the demand; port of beef at \$2.90 to \$3.00; chiefly at \$3.00 to \$3.50; some bulls for export, \$4.00; stockers and feeders strong and very active at \$2.80 to \$3.00 for stockers and \$3.70 to \$4.00 for feeders.

Sheep—Receipts, 2,000 head; very much demoralized and weaker very early in the morning; prices lower than Monday; common to fair, \$4.00 to \$4.50; good to choice, \$4.00 to \$4.50.

CHICAGO PRODUCE MARKET.

CHICAGO, February 9.

Wheat—Moderately active; very steady; 98¢ to 99¢ for March; 99¢ to 99½¢ for April; \$1.02 to \$1.04 for May. Corn—Active; 37¢ to 37½¢ for March; 37½¢ to 38¢ for April.

Oats—In good demand and a shade higher; 29½¢ for March; 30½¢ for April.

Pork—Steady; \$14.50 to \$14.60 for March; \$14.62 to \$14.65 for April.

Lard—Steady; \$9.45 bid for February; \$9.52 for March.

WASHINGTON.

HOUSE.

WASHINGTON, February 6.—Mr. Gillette offered an amendment providing that the expense of printing national bank notes shall be charged to banks applying for the same, and that he would withdraw the amendment, stating that he would offer it on the sundry civil appropriation bill. The committee on the subject of the bill reported that the amendment was not in order, and that the bill was passed, only one vote (O. Turner) being cast in the negative.

Govt reported back the agricultural appropriation bill. Referred to the committee of the whole.

A controversy then arose as to printing of the bill. Mr. Gillette called up the appropriation bill, Mr. Reagan the river and harbor bill, Mr. Sparks the Fitz John Porter case, while Mr. Gillette's amendment to the speaker's table. Mr. Frye, however, cut out all these propositions by calling up the resolution reported from the committee on railroads, which he had introduced the morning hour. It was disapproved, that hour shall set apart as a time during which members shall be allowed to present bills, and then charged for forwarding it to the printer.

Mr. Tomzalin—There never was such a thing.

Senator Harrington—I say there was. It occurred about a year ago.

Mr. Tomzalin—Very well; we won't disagree.

Senator Burns, of York, made inquiries concerning the taxation of railroad property, as compared with other property. He asked a good deal of complaint concerning the tax for the taxation of railroads.

On motion the meeting adjourned, it being 12 o'clock.

J. B. H.

SENATE.

At 12 o'clock the vice-president announced that the senate would be in session at 2 o'clock, and that the counting of the electoral vote had arrived. The senate, with the vice-president at its head, proceeded to the hall of the house of representatives.

Upon its return the senate received from Mr. Hamlin the report of the tellers of the two houses, accompanied by a copy of the certificate of election, which was read and approved. A resolution that the two houses are of the opinion that the constitution and laws have been duly executed, and that the president-elect is duly qualified to perform the duties of his office, was adopted.

Mr. Hoar offered a resolution, which was adopted, for printing for the senate, and for the use of the Hon. Edward Everett, written after his retirement from the office of secretary of state, in reply to Sir John Russell, on the proposed tripartite convention with Great Britain and the United States.

Mr. Morgan introduced a bill for the settlement of the Ponca tribe of Indians, and for other purposes relating to their welfare. Referred.

Mr. Wallace moved to take up the postoffice appropriation bill. The motion was agreed to, but without considering the bill the senate went into executive session, and when the doors reopened, adjourned.

GOVING THE ELECTORAL VOTE.

WASHINGTON, February 10.—1 a. m.—The chief interest to the voters yesterday was in counting the electoral vote. There was an immense audience, as gaily dressed, so far as the ladies were concerned, as if it was a grand reception. The proceedings were of the quietest character imaginable.

The senate was formally received by the house, the latter standing. The boxes containing the returns, which four years ago were guarded by armed men, were brought in by a single attendant. The vice-president handed the certificates from the states to the tellers in alphabetical order. A few of them were read through, when general interest began to stand.

On motion it was agreed to read only the certificates of governors and secretaries of state as to the result. This saved time, and an hour and a half of the session was wasted, and the vice president declared the result to be the election of Garfield and Arthur, at which there was general applause. The joint convention then adjourned.

The great audience looked on throughout with attentive curiosity. It was composed of members of all the official rank, both American and foreign, of visitors from every state and territory. The house opened its door to the ladies with their escorts, who could not find room in the galleries, and in many cases the ladies were given members' seats, and for a time the scene was a most interesting one. The ladies occupying seats as members.

T ON A ROCK.

The Steamer "Bohemia" Wrecked on the Coast of Ireland.

The Fatal Mistake of an Officer Causes the Disaster.

Address of the Irish Members of Parliament to Their Countrymen.

A Variety of Foreign Events.

DETAILS OF THE WRECK.

LONDON, February 9.—The Bohemia went ashore on the Irish coast last night, and the steamer was wrecked on the rocks. The disaster reached the adjacent coast guard station at half past one Monday morning. It was brought by the steamer "Bohemia" from the coast of Ireland. When the coast guard reached the place the night was so dark and the weather so thick they could not see the rocks. The steamer was seen to strike the rocks, and the disaster reached the adjacent coast guard station at half past one Monday morning. It was brought by the steamer "Bohemia" from the coast of Ireland. When the coast guard reached the place the night was so dark and the weather so thick they could not see the rocks. The steamer was seen to strike the rocks, and the disaster reached the adjacent coast guard station at half past one Monday morning. It was brought by the steamer "Bohemia" from the coast of Ireland. 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