

S. ROSEWATER, EDITOR.

The address of the Union Pacific lobby from date until the next session of the legislature, will be Omaha, Neb.

The death of Senator Matt. Carpenter was seriously complicated by the recognition of his estate and throw it into democratic hands.

POSTMASTER JAMES thinks that the west has better mail facilities than the east. It is evident that Postmaster James hasn't visited Omaha recently.

KANSAS prohibition law goes into effect on the first of May. Many of the liquor dealers will decline to go into the house moving business.

AND now the legislature having adjourned, the editor of the Republican can devote some of his spare time to expounding his well known views on woman suffrage.

CHURCH HOWE's explanation of his vote on the passage of Mr. Doane's railroad bill goes down on the record and brands him forever as a monopoly tool without character and without conviction.

THE railroad lobby were successful in struggling against file No. 40, providing for an equitable local taxation of railroad property. The next legislature will be better informed on the subject and will give the people the needed relief.

GENERAL VAN WYCK is fast earning a reputation among eastern journals by his bold and fearless attacks upon the corporate monopolies. The Springfield Republican is the latest paper to call attention to Senator Van Wyck's outspoken course.

MESSES JACKSON AND MULLEN to their everlasting discredit placed themselves on record as disobeying the wishes of their constituents by voting against the railroad taxation bill. They will be remembered.

GENERAL GARFIELD is on his way to Washington and a horde of hungry office seekers await his arrival at the White House. Before six weeks we venture to predict that the general will long for the rural simplicity and home made pies of Minor.

THE attack of the National banks upon the money market, shows how dangerous is the power which rests in the institution if called out into action. The banks consulted their own interests when they receded from their aggressive position.

THE Republican says there are two sides to the railroad question. There are. There is the monopoly side and the people's side. The monopoly side is explained by the organ of the Union Pacific, is the greatest amount of extortion consistent with a moderate amount of resistance from the people.

THE Lincoln Journal claims Peter O'Connor, Judge Black, Francis B. Thurber and Senator Windom as communists whose fingers itch for the property of others. After that printing court investigation both the Lincoln Journal and the Omaha Herald "winking fingers" and steals any sort.

ONE of the most praiseworthy appropriations of the late legislature was that of \$35,000 for the increase of facilities at the de f aud dam institute, and the increase of Superintendent Gillespie's salary. Superintendent Gillespie is one of the ablest and most efficient instructors of this class in the country and amply deserved this slight recognition of his merits.

MR DOANE'S RAILROAD BILL. Following is Mr. Doane's bill regulating railroad management in Nebraska, which was passed by the last legislature, and will remain the law until repealed or amended by a subsequent legislature:

Be it enacted by the State Legislature of Nebraska: Section 1. Every railroad corporation shall give to all persons reasonable and equal terms, facilities and accommodations for the transportation of any merchandise or other property of every kind and description upon any railroad owned or operated by such corporation within this state, and for terminal handling, the use of the depot and other buildings and grounds of such corporation, and at any point where its railroad shall connect with any other railroad, reasonable and equal terms and facilities of interchange, and shall promptly forward merchandise consigned or directed to be sent over another road connecting with its road, according to the directions contained therein or accompanying the same.

Sec. 2. No railroad company in this state shall hereafter charge, collect or receive for the transportation of any merchandise or other property upon the railroad owned or operated by such company within this state, a higher rate for such service than was charged by such company for the same or like service on the first day of November A. D. 1880, as shown by the published rates of such company. And no railroad company shall demand, charge, collect or receive for such transportation for any special distance a greater sum than the demands, charges, collect or receives for a greater distance.

Sec. 3. No railroad company within this state shall grant or allow to any person, company or association upon the transportation of freight either directly or indirectly, any discount, rebate, drawback, unreasonable allowance for use of cars, or any undue advantage whatever, nor directly or indirectly charge to or receive from any person or persons, or association or corporation, any greater or less compensation or reward...

Our county commissioners will soon be called upon to consider a number of plans for the new Douglas county court house. The greatest care and judgment should be used in selecting the one from which the new structure should be erected. Safety and convenience should be the first qualities considered and ornament the last. For \$100,000, however, a safe, comfortable and elegant structure can be procured.

Passage of the Stouck high bill is greatly to be regretted. Injustice has been done to the born population of Nebraska, the liquor question is introducing disturbing element into our present legislature must responsibility.

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RAILROADS AND PUBLIC INTEREST.

The only point in this question is this: are railroads public property, or are they the property of the men who have invested in and own them? If they are the one, Mr. Rosewater is right; if they are the other, we are right.

He says that there is one assertion at least which cannot be denied, and that is this: "That railway corporations, when put into possession of the public highways of the country, are bound to run the roads in the interest of the public, to whom they belong, and are public servants and trustees." etc. In other words—in Mr. Rosewater's words—the railroad corporation is created "for the purpose of building and maintaining a public highway."

Here stands Judge Black on the one hand and asserts that "at the bottom of the subject which one man of common sense can decide for himself as well as for another, if he will open his eyes and look at the record of the other hand—Mr. Rosewater, and calls "the attention of Omaha business men" to the absolute certainty that there can be but one side to the question—and that is his side.—[The Republican.]

Whether the railroads are public highways owned by the people or whether they are solely the property of the corporations which manage them, makes not one whit of difference in the discussion of the point at issue. The Republican is the first railroad organ in the country to virtually deny that railroads are common carriers and are bound by the same laws which bind other corporations or individuals who transport goods for hire.

Has the law defined a common carrier? "A common carrier," says Chief Justice Clifford, is one who undertakes for hire to transport goods for such as choose to employ him, from place to place." The fact that railroads are organized for the purpose of transporting goods for the general public makes them common carriers and amenable to the laws which govern common carriers. It does not matter whether or not private individuals organize and carry on the business of general freight and passenger transportation, as long as they transport goods for hire.

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THE GRANGER LAWS.

A Reply to Touzalin's Railroad Laws and Their Authors.

To the Editor of THE BEE: The Alliance has a right to complain of unfair treatment—in not being invited to participate in the free conference before the senate railroad committee on the evening of the 8th. The agents of the railroads were invited, and appeared and made an elaborate statement of their side which was based almost entirely on false premises, and the representatives of the Alliance were left to obtain their first knowledge of such a conference through the newspapers.

Owing to delay of the mails, my first information of this matter reached me only on the 18th. Mr. Touzalin's statements on some very important points are so at variance with the facts, that I beg that you will recur to the matter and allow me to make a statement: The Alliance has nearly his whole argument as to the fairness of rates on his Nebraska roads upon a comparison of the Iowa rates. "Granger laws" is the name which he gives to the laws now in force in Iowa. Now, the important fact, which destroys entirely the foundation of Mr. Touzalin's argument, is that those rates are not the Iowa rates, but the rates fixed by the RAILROAD MEN THEMSELVES, entirely untrammelled by law, and that the Iowa law as at present existing, does NOT ESTABLISH FREIGHT RATES AT ALL.

The history of this Iowa legislation, with which I am perfectly familiar, is briefly as follows: In the session of the legislature of 1875 was elected by the grangers, and it passed what was known as the O'Donnell bill. This bill classified the Iowa roads into two classes, and fixed a schedule of rates for each class. This was the first attempt to enact such a schedule in Iowa, and of course there were many imperfections in the law. The railroad companies exaggerated these imperfections, and in their interpretation and application of the rates made the law as ineffectual as possible.

1875 to 1877—the reaction following the grange movement had not set in, and the public opinion had not been so concentrated upon this subject. The railroads took advantage of this fact, and elected as many of their members as possible to the next legislature. At the session of 1877 the O'Donnell bill was repealed, but not without a severe struggle on the part of the people. The vote was very close in the senate; and the roads found it necessary to resort to their usual means to obtain a majority. They bought some honorable senators. This is no idle statement—I know whereof I speak, and can name the men. Through the ruse and bribery of these senators, the legislature, popular sentiment was such that they did not think it expedient to repeal the O'Donnell bill without substituting something in its place.

The result was the present railroad law of Iowa. This is the law which Mr. Touzalin assumes to be the law which he compares the rates of his Nebraska roads. Now, the important facts bearing upon Mr. Touzalin's argument are that this law was purely a railroad enactment, and was drawn by Judge H. Hubbard, of Cedar Rapids, and not the attorney of the Nebraska grange; that it did not want any freight rates at all, but left the roads free to charge their own rates, which they speedily did and now. The features of this bill are substantially as follows: It provided for a railroad commission of three members; it classified the roads on the basis of their gross receipts; it fixed the rate of passenger traffic at three to four cents per mile; it prohibited unjust discrimination; it made it the duty of the commission to hear complaints of aggrieved parties, make suggestions to the roads, and report to the governor; it made it their duty to examine at stated intervals the railroad bridges of the state; it authorized them to inquire into infractions of the law and report to the governor. This Iowa law is a model of justice and ingenuously illustrates the problem of how not to do it. I sincerely regret I have not a copy of it to submit to your respondents, from its position as affected by sections 7 and 8, which provides that the railroads shall furnish ample facilities, care, etc., for the transportation of business. This Iowa law is a model of justice and ingenuously illustrates the problem of how not to do it. I sincerely regret I have not a copy of it to submit to your respondents, from its position as affected by sections 7 and 8, which provides that the railroads shall furnish ample facilities, care, etc., for the transportation of business.

There are several other points in Mr. Touzalin's article I wish to discuss; but I have already largely exceeded the limits I set for myself, and I fear exhausted your patience. Yours truly, J. BURROWS, Secretary State Alliance, MEXICO, FEB. 10, 1881.

STATE NOTICES. —Ulysses is agitating incorporation. —Geneva has a new paper, The Budget. —North Platte has a population of 1,650. —Knoxville has a home mineral troupe. —The Whoo-Cornet Band has reorganized. —The railroad tank at Hubbard costs \$4000. —Frankton's new creamery will cost over \$8,000. —Joe on the Blue at Beatrice is 28 inches thick. —Oakland offers \$5,000 bonus for a packing house. —Beatrice Old Fellows' hall was a great success. —Saw-rd is excited over the discovery of a faro bank. —Columbia is to have a newspaper called The Gazette. —Schuyler is revelling in a breach of promise session. —The iron vault for Ore's new bank weigh over a ton. —Stock in Seward county has faced well during the winter months. —Alexandria has home talent for an excellent dramatic club. —The Howard county funding bonds sold at 2 per cent premium. —Thayer county tallies its tenth paper in Deer Bote as Fridayman. —A fiery farmer shot two large wild cats near his house, last week. —Hunting's Congregational church has been enjoying a heavy revival. —A Nickerson lady took poison by mistake, but the overdose saved her. —Little Mand Over, of Fremont, broke her ankle last week while coasting. —Prairie fires are numerous and savage throughout the Republican valley. —The Oriental hotel at Lincoln had a narrow escape from fire on the 24th inst. —Seventeen eggs in succession is the record of a Schuyler county egg sucker. —Nehalem lacked 14 votes of becoming the county seat of Antelope county. —A theological student at Nebraska City has been jugged for stealing. —Fifty three child kidnappers passed through Lincoln in one B. & M. train last week. —Franklin is joyful over the found-

ing of the Congregational Academy at that place. —A telephone line between Omaha and Lincoln will be built during the coming summer. —The U. P. snow plow on the Jackson branch killed two valuable horses last week. —A flock of 2,000 sheep at a ranch north of Plattsmouth all died of starvation. —The snow between Republican City and Kearney is said to be fifteen inches deep on the average. —The Nebraska distillery were closed last week on account of the snow blockade. —Several hundred acres of broom corn will be planted in Harlan county during the coming spring. —A fire in the B. & M. shops at Plattsmouth last week resulted in a loss of \$2000 to the company. —Bradshaw, York county, is agitating the erection of a new school house by all the school districts in the county. —Firth has in the crib about 100,000 bushels of corn and from 30,000 bushels have been shipped. —D. S. Crawford, county judge of Oumung county, died at West Point last week of consumption. —Wahoo has organized a Freedmen's relief club for the purpose of helping the poor suffering negroes of Kansas. —There were planted in the state 53,000,088 forest, 2,440,046 fruit trees and 404,064 grape vines during 1880. —Fremont's Knights' Templars gave a banquet last week, which was attended by a delegation from Omaha. —The Langlin school house in Bart county was burned to the ground last week. A new one will be at once erected. —West Point's butter and cheese associations lost two more boilers in their paper mill. —The carcasses of dead deer, which have perished from starvation, are reported being found in the hills north of the valley of the Loup. —The U. P. train was thrown from the track last week near Oread by a big Texas steer. No damage was done to anything except the steer. —A cow, measuring five feet from hip to tip, was captured last week on the spine of the Methodist church at Hastings. —There is danger that nearly all of the bridges on the Loup river will go out when a general snow comes that will melt the snow and make a flood. —A three hundred and fifty acre tract adjacent to Fremont is to be divided into five and eight acre pieces for sale to the public. Sixteen will be put up. —Hiram Baker left the Marquette farm, near Lincoln, on the 22nd with \$1,000 worth of hogs and cattle and left the stock on the farm. —The piles for the Loup bridge near Fullerton, are all driven; but the superstructure will not be built until the ice leaves the river, and the work is resumed. —Channing county, within the past two years has paid into the state treasury more than thirty-four other counties in the state, many of which have not paid any tax. —One hundred thousand ties will be at once forwarded to Indiana and the general impression is that the B. & M. will push through to Denver during the coming season. —The Columbus Ancient Order of Hibernians are making arrangements to celebrate St. Patrick's Day. The parade will be on the 17th inst. In the evening, at the opera house, the order will give a grand ball. —The B. & M. advertise for 2,000 men and 1,000 men to commence work on a new iron bridge over the spring of the Republican Valley branch of the B. & M. \$3 per day are offered for teams; \$1.50 per day for men. —The widow of the late Henry Revell, of Fremont, who was frozen to death, while under the influence of liquor during a storm last month, has begun action against Pat Hanton and Sam Miller for \$5,000 damages, for selling him liquor. The case will come up at the next term of the district court. —There are still eighteen miles of road to be completed to make the connection between Blue Springs junction and Endicott, and it is not probable that it will be completed before the middle of April. Considerable grading remains to be done, and the ground is too full of frost to permit any headway.

The legislature of Arkansas has passed a joint resolution proposing an amendment to the constitution, prohibiting the sale of liquor. Arkansas whiskey is so poor, the general impression is that the amendment will be carried.

That even the form of trial by jury is not perfectly free from prejudices, is believed by some. But in our section, St. April, has been tried by that great jury—the public—and been judged the infallible cure for rheumatism and all painful diseases.

Mr. Jacob Wilson, Marion, O., says he had a severe case of rheumatism, and was unable to walk. He was cured by Dr. Thomas' Catarrh Remedy. Mr. C. Clemons, Marion, O., says he was unable to walk for several days. He was cured by Dr. Thomas' Catarrh Remedy. Mr. J. H. Smith, Marion, O., says he was unable to walk for several days. He was cured by Dr. Thomas' Catarrh Remedy.

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