

THE BRIGAND'S PARADISE.

The Merchants of Nevada Relieved of Every Nickel the Traffic will Bear.

The Energy of the State Paralyzed by the Back Rate Process.

How Rates are Equalized and Way Passengers Bled.

The Third Installment of Congressman Daggett's Speech.

From Congressional Record, February 25.

I now offer the following bill from Palisade, five hundred and eighty-seven miles east of San Francisco.

EXPENSE BILL.

No. 418. PALISADE, NEVADA, 9-17-1879.

Mr. H. Johnson, Central Pacific railroad company, debtor, for transportation of merchandise from Ogden:

Wt. Rate. Amt.

23 boxes common soap

6 boxes castile soap

6 boxes maple molasses

2 boxes saddles

2 bbls baking powder, 480

Advances (meaning through rates to San Francisco) 73.53

Total 136.99

Storage

Date of way-bill, 9-14, No. of way-bill, 1102. No. of car, 100.

Received payment for the company.

(Signed) J. L. FARR, Agent.

THE TESTIMONY OF MERCHANTS AND OTHERS.

It will be seen by the foregoing bill that the excess over through rates to Palisade is \$1.91 per hundred pounds.

While at Reno, as a rule, it is \$1.14.

The Palisade tariff is charged from Ogden, and the Reno rate from San Francisco.

But no matter how the bills may be made out to mystify the public.

In further explanation of the freight charges at Palisade, and of the mysterious manner in which the business of the railroad is conducted there, I will now read a brief but pertinent extract from the letter of Mr. Johnson, referring to and inclosing with some others the bill last given Mr. Johnson is a reputable merchant of Palisade and Eureka. He says:

The rate from Ogden to Palisade is almost invariably \$1.91 per hundred weight.

We have the utmost difficulty in getting expense bills from the Central Pacific railroad.

All other business, to the most trivial matters, is clouded in mystery.

In the matter of kerosene oil in car lots, the price from Pittsburg to Eureka is \$1.075 per car freight.

(Equivalent to not less than \$975 at Palisade.)

We find that we can buy oil in San Francisco, (that has gone past our doors), and pay \$2.55 per hundred weight from that place to Palisade, and lay it down here \$100 per car load cheaper than we can get it by direct shipment from the east.

We have at the end of the state a tough time, being in the squeeze both ways, and are praying for relief.

We have immense quantities of ores which cannot now be worked, as none yielding less than \$10 per ton can be reduced at a profit.

I have placed the rate from San Francisco to Palisade at \$2.41 per hundred pounds, while Mr. Johnson makes it \$2.55.

These differences are doubtless due to the irregular classifications of freights between Winnemucca and Ogden.

Either rate, however, is sufficiently monstrous.

I now offer the following bills for freights delivered at Battle Mountain, the point from which Austin and tributary mining districts receive their consignments by rail.

The importance and extent of traffic of the locality will be appreciated when I mention that Battle Mountain and Austin were recently connected by rail, the distance being between ninety and one hundred miles.

Like the country south of Palisade, the Austin section abounds in valuable mineral deposits of base and free ores, many of which would be worked but for excessive railroad rates, and the consequent high prices of almost everything consumed.

Battle Mountain, permit me to repeat, is five hundred and thirty-five miles from San Francisco, and three hundred and sixty miles from Ogden.

The bills referred to are as follows:

EXPENSE BILL.

No. 423. BATTLE MOUNTAIN, NEVADA, 1 May 16, 1878.

Mr. A. A. Curtis, to Central Pacific railroad company, debtor, for transportation of merchandise from Ogden:

Wt. Rate. Amt.

13 boxes machinery

100 boiler tubes

3 iron drums

1 casting

section W. pipe

12 pieces W. pipe

1 balance W. pipe, 20,000

Advances (meaning through rates to San Francisco) 502.88

State toll 1.12

Total 504.00

Storage

Date of way-bill, 5-13, No. of way-bill, 692. No. of car, 476.

Received payment for the company.

(Signed) J. Brown, Agent.

EXPENSE BILL.

BATTLE MOUNTAIN, NEV., February 10, 1878.

Mr. A. A. Curtis to Central Pacific railroad company, debtor, for transportation of merchandise from Ogden:

Wt. Rate. Amt.

1 punch, 4 boxes P. plates, 7 or less, 7,700

Advances (meaning through rates to San Francisco) 369.56

Total 371.24

Storage

Date of way-bill, 2-14, No. of way-bill, 508. No. of car, 2740.

Received payment for the company.

(Signed) JAMES BROWN, Agent.

EXPENSE BILL.

No. 6,260. BATTLE MOUNTAIN, NEVADA, 7 24, 1879.

Messrs. Gage, Curtis & Co., to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden:

Wt. Rate. Amt.

250 cars refined petroleum

Advances (meaning through rates to San Francisco) 310.25

State toll 1.12

Total 311.37

Storage

Date of way-bill, 7-16, No. of way-bill, 829. No. of car, 776.

Received payment for the company.

(Signed) JAS. BROWN, Agent.

Although this bill has been made to conform with the others from Battle Mountain, the charges are really embraced in two distinct bills—the first from Pittsburg to Sacramento, comprising the through rates, amounting to \$310.25, and the second from Sacramento back to Battle Mountain, with an additional charge of \$463.50, and a total of \$773.75.

INTIMIDATION OF BUSINESS MEN.

From Elko, the receiving point of Tucacora, Cornucopia, and other important mining districts stretching to the southern boundary of Idaho, I have been unable to procure the testimony of receipted railroad bills.

Why? Because, under the frown of their railroad tyrants, the merchants have been afraid to furnish them.

Soundings of railroad rates at Elko, however, and the extent to which the merchants of that place have been terrorized by railroad management may be gathered from the following extract from a letter, under date of December 9, 1879, from a prominent and respected citizen at Elko. I quote:

In relation to getting railroad receipts for freights I have been unsuccessful, for the reason that merchants and business men are afraid to have their names connected with the matter.

They say the railroad company could and would ruin them in their business; therefore, they decline to give any printed receipts. Hence, I have only been able to collect the following items from a few of our leading merchants:

The Central Pacific railroad company charge \$350 for a car load of coal from San Francisco to Elko.

From Cleveland, O., to Elko, \$100 charges on a car load of oil (ten tons), \$80.

Car load of wagons from Reno, Wis., to Ogden, \$250; from Elko, on the same, two hundred and a half, \$250; total, \$500.

Car load of staves, from Ogden to Elko, two hundred and seventy-five miles, \$34.

The merchants and business men of eastern Nevada would be perfectly satisfied if they were not charged more for the delivery of freights at Elko than is charged for through freights to San Francisco, a distance of six hundred and nineteen miles farther on; or, in other words, they believe the Reagan bill now before congress will give the desired relief, and all join in hoping that it may become a law.

What little I have written you in this matter is in confidence, as the little property I have is on the line of the road, and I, like others, am at their mercy.

What, I ask any gentleman upon this floor, is the meaning of this strange revelation? It means a lawless and cold-blooded levy of over five hundred dollars per car load upon the people of Elko, with a threat to increase the amount should they make it public. It means highway robbery, sir, with hot pincer and thumb-screw accompaniments.

The gentleman who furnished the Battle Mountain bills, writes as follows:

I inclose herewith several bills of lading of Central Pacific and Union Pacific railroad. It is difficult to understand their system, except that they get all they can, as they have four or five classes, and seem to use their own judgment as to which class they will let you freight under. The bills are all of the Manhattan company, which has shipped a large amount of machinery from the east during the past two years. We have simply paid whatever they asked without complaining, as that would do no good.

Certainly not; growing "would do no good." The agents of the Central Pacific railroad company are instructed to diminish their consciences, close their ears to protest, their hearts to mercy, and their eyes to everything beyond the ghastly schedule of rates which has been placed in their hands, and charge to the right of them, to the left of them, in front of them—charge everywhere and everything, and see that the charges are collected. That is their business, their sole business, and it is no part of their duties to listen to complaints and rectify wrongs.

Life is too short for that; and the directors of the Central Pacific, who are fast nearing the misty realm beyond the cloud rifts and the storm, have not yet completed by some miles the southern road, which they expect in time to exchange for the one they are now operating in Nevada.

FAIRNESS AND CAPACITY.

I think I have now satisfactorily shown that the people of Nevada are struggling under a weight of railroad impositions also unprecedented and unendurable. Yet, in his annual report of July, 1879, and in his late reply to Judge Black, the president of the Central Pacific railroad company audaciously attempts to defend these outrages. He says:

Discriminations, in one sense, may be said to be made only upon compulsion, and always against the carrier, as he would not take less than his maximum rate unless forced to do so by some of the causes above stated.

Discrimination against an individual or a community is a thing unknown.

The discrimination most prejudicial to the interests of the company is that which arises from competition by other carriers, which forces a lower rate than could otherwise be wisely obtained.

Here is the cool admission that, but for competition, the managers of the Central Pacific would charge maximum rates in all instances, whereas it is now done not but seven per cent. of the freight business of the road.

In reference to their freight charges in Nevada, I should like to know what they would consider maximum rates, the rates I am warranted in believing they would fix but for the embarrassing competition of pack

mules and ox teams. Why, sir, incredible as it may seem, seventeen years ago freights were hauled on wagons from Sacramento to Virginia City, up through the heated valleys and over the rough roads and frozen summits of the mountains, for prices but a trifle in advance of existing railroad rates between those two points. In favorable weather Sacramento freights were then delivered in Virginia City at \$1.50 per hundred pounds. The railroad rates are now \$1.46—but three and a half cents per hundred less than old teaming rates.

This is the only competition which the people of Nevada have to offer to railroad competition, the only competition which the railroads are confronted in fixing their rates between the Rocky and Sierra Nevada Mountains, for our streams die in the great basin, and desert barriers and mountain ranges fretting the clouds have closed to us all cheaper avenues of commercial supply.

Yes, pack-animal competition in Nevada, of which the directors of the Central Pacific are continually complaining, is a sort of wicked and unnecessary menace to their financial well-being, inasmuch as that stands between them and the establishment of rate-keeping with their capacity, and their charges are scheduled just a shade below figures that would line the roads again with pack-trains and wagons.

It will be observed that the directors of the Central Pacific, through their president, report that "Discrimination against an individual or a community is a thing unknown."

In view of the terrible showing that has been and can be made to the contrary, what can be thought of an assertion such as this. The spirit of falsehood itself should feel like standing unconvicted in the presence of the chill-dread and sublime hardness of the gentlemen who, in their names, permitted this declaration to reach the eyes of the public.

What is "discrimination?" What is the meaning of the word? Is it to charge the people of Elko \$800 per car load for freight and \$300 for a precisely similar car load delivered in San Francisco, six hundred and nineteen miles beyond? Is it to exact \$14 freight per ton for Wyoming coal delivered at Reno, the supply point of the Gomstock, and \$9 per ton for the same article taken through to San Francisco, three hundred and six miles farther westward? Is it to charge two prices widely apart for the same classes of freights delivered at Winnemucca or Kelton, the larger price to be paid for commodities to be consumed there and the smaller for such as are to be conveyed thence to Idaho? Is it to give one man special and another general rates in the same place for the same cargoes of the same freights at the same time? If this is not discrimination against both individual and communities, then in the name of Heaven what is it? Perhaps in the new railroad lexicon it has either been stricken from the language as an obsolete term, or given another definition. Very well; then let us drop the word and substitute the more fitting one of larceny.

No terms in argument either individuals or communities! I have shown by the schedules of the railroad companies and their receipted bills that the farther overland freights are moved in Nevada the less is the charge. This would seem to be a discrimination against communities, notwithstanding ox-team competition. Tassart, and can prove, that special rates are given to the friends and supporters of the Central Pacific Railroad company, both in California and Nevada, thereby affording the favored few unjust, dishonest, and unlawful advantage over their business rivals. This would seem to be a discrimination against the individuals, notwithstanding the flimsy explanations of the directors in their annual reports which must be regarded as specimens of commercial literature absolutely unparalleled in its ingenious delusion and deliberate falsehood.

SOPHISTRIES OF RAILROAD BRIGANDAGE.

It is not denied by the Central Pacific managers—or rather it dare not be denied—that local rates are added to full through rates on freight consigned to Nevada from the east. But this, they tell us, is not a discrimination against communities, but against themselves, and is the result of competing carriage which will not permit them to charge maximum rates at all points. In other words, they charge all that competition will allow to charge where there is competition, and where there is no competition all that their consciences can be made to approve under the inspiration of boundless greed and lawless enterprise; and when I mention that the charges in Nevada are the conscience rates of the directors, it seems to me that an appeal to this house for relief should be irresistible, without the exhibit of a single fact or figure beyond.

As it is assumed that local rates are added to the discriminations against themselves, it would not be natural that they should seek to correct the inequalities when pointed out, especially where they would be exclusively benefited by the change. A single illustration will show the manner in which these discriminations against themselves—and they admit no other—are corrected.

HOW RATES ARE "EQUALIZED."

Not long since Colonel C. was the owner of a large wheat farm in Colusa county, California. The railroad rates for wheat from that locality to San Francisco were \$3 per ton. Considering the distance of the carriage, these rates were excessive, but the farmers of Colusa were compelled to submit to them. In San Joaquin county, about the same distance from San Francisco, was another wheat-growing section, among the prominent farmers of which was Mr. E. The railroad charges for wheat to San Francisco from this district were \$9 per ton. Learning that the Colusa rates, and not understanding why his should be any greater, since the carriage was about the same from both places, Mr. E., after consulting with the colonel, decided to confer with the railroad authorities with a view to their equalization. A few days after the gentlemen again met. "Have you equalized your wheat rates?" inquired the colonel. "Oh, yes," replied Mr. E.; "I had a long talk with President Starford, and he promised that I should have Colusa rates." "Then your rate has been reduced from nine to six," returned the colonel. "I am glad to hear it!"

"Oh, no," was the answer; "the thing has been equalized by raising your rate from six to nine."

This was the railroad company happily relieved of a complaint of discrimination, which the directors declare to be "a thing unknown." It certainly ought to be when it is susceptible of a correction so satisfactory to the railroad company.

The annual reports of the directors of the Central Pacific are simply ingenious fictions, intended to deceive the world and divert attention from their senseless and narrow schemes of deception and sophistry. They attempt, like an ostrich with its head in the sand, to hide the body of their acts, but the sleek and greasy carcass of their misdeeds, pompously adorned with feathers and bedecked with the gaudy trappings of vulgar taste, finds no concealment.

THE PASSENGER TRAFFIC.

But the impositions of the Union and Central Pacific railroads are not confined to the carriage of freights. The through passage rates between San Francisco and Omaha are over five cents per mile, with the addition of \$14 for a single berth, and \$13.50 for meals at their eating stations. The most of these eating stations are appointments of the railroads, and the food hastily served is as economical in cleanliness, variety, and wholesomeness material as it is extravagant in price. I do not mention this in the way of complaint, exactly, for passengers can carry their own lunch baskets, and a rough pioneer experience of thirty years on the frontiers of the Pacific has rendered me somewhat indifferent to the luxuries and appointments of a well-appointed table. My object is simply to show that the exceedingly thrifty managers of the overland roads are not restrained by any feeling of pride from swelling their annual receipts with the profits of badly provisioned lunch stands.

The price of a through ticket from Omaha to San Francisco is \$100.50; distance, 1,927 miles. But this represents the price as well from Omaha to Reno, 305 miles from San Francisco to Cheyenne, 516 miles from Omaha. Excessive and discriminating though the rates be, the passenger can at least congratulate himself on possessing the advantage over candidates of not being compelled to pay way rates back from San Francisco should he stop at Reno, on a through ticket from Omaha. His facilities for unloading the freight of his own person at his point of destination, together with a not unreasonable repugnance to being carried five or six hundred miles out of his way, are circumstances which have happily relieved him from the operations of the back-rate schedule.

Trouble Saved.

It is a remarkable fact that THOMAS' EUREKA OIL is as good for internal as external uses. For indigestion, nervous prostration, and for rheumatism, neuralgia, crick in the back, wounds and so on it is the best known remedy, and no hand is tired of having it always on hand.

nov21—costly

Burton's Arizona Salve.

No terms in argument either individuals or communities! I have shown by the schedules of the railroad companies and their receipted bills that the farther overland freights are moved in Nevada the less is the charge. This would seem to be a discrimination against communities, notwithstanding ox-team competition. Tassart, and can prove, that special rates are given to the friends and supporters of the Central Pacific Railroad company, both in California and Nevada, thereby affording the favored few unjust, dishonest, and unlawful advantage over their business rivals. This would seem to be a discrimination against the individuals, notwithstanding the flimsy explanations of the directors in their annual reports which must be regarded as specimens of commercial literature absolutely unparalleled in its ingenious delusion and deliberate falsehood.

SOPHISTRIES OF RAILROAD BRIGANDAGE.

It is not denied by the Central Pacific managers—or rather it dare not be denied—that local rates are added to full through rates on freight consigned to Nevada from the east. But this, they tell us, is not a discrimination against communities, but against themselves, and is the result of competing carriage which will not permit them to charge maximum rates at all points. In other words, they charge all that competition will allow to charge where there is competition, and where there is no competition all that their consciences can be made to approve under the inspiration of boundless greed and lawless enterprise; and when I mention that the charges in Nevada are the conscience rates of the directors, it seems to me that an appeal to this house for relief should be irresistible, without the exhibit of a single fact or figure beyond.

As it is assumed that local rates are added to the discriminations against themselves, it would not be natural that they should seek to correct the inequalities when pointed out, especially where they would be exclusively benefited by the change. A single illustration will show the manner in which these discriminations against themselves—and they admit no other—are corrected.

HOW RATES ARE "EQUALIZED."

Not long since Colonel C. was the owner of a large wheat farm in Colusa county, California. The railroad rates for wheat from that locality to San Francisco were \$3 per ton. Considering the distance of the carriage, these rates were excessive, but the farmers of Colusa were compelled to submit to them. In San Joaquin county, about the same distance from San Francisco, was another wheat-growing section, among the prominent farmers of which was Mr. E. The railroad charges for wheat to San Francisco from this district were \$9 per ton. Learning that the Colusa rates, and not understanding why his should be any greater, since the carriage was about the same from both places, Mr. E., after consulting with the colonel, decided to confer with the railroad authorities with a view to their equalization. A few days after the gentlemen again met. "Have you equalized your wheat rates?" inquired the colonel. "Oh, yes," replied Mr. E.; "I had a long talk with President Starford, and he promised that I should have Colusa rates." "Then your rate has been reduced from nine to six," returned the colonel. "I am glad to hear it!"

HOSTETTER'S CELEBRATED BITTERS. One of the Reasonable Pleasures of Life, a properly cooked meat, affords little or no support to the system, and the subsequent result is a confirmed dyspepsia. But when chronic indigestion is combated with Hostetter's Bitters, the food is eaten with relish, and most pleasant of all, is assimilated by and nourishes the system. Use this grand tonic and corrective medicine to remedy constipation, biliousness, rheumatism, &c. &c. For sale by all Druggists and Dealers generally.

WHIPPLE, McMILLAN & CO., WEDDING, BIRTHDAY AND COMPLIMENTARY PRESENTS. IN GREAT VARIETY IN GOLD AND STEELING SILVER.

THE JELM MOUNTAIN GOLD AND SILVER Mining and Milling Company. Working Capital, \$500,000. Capital Stock, \$1,000,000. Par Value of Shares, \$25,000. STOCK FULLY PAID UP AND NON-ASSESSABLE. Mines Located in BRAMEL MINING DISTRICT.

OFFICERS: DR. J. J. THOMAS, President, Cummins, Wyoming. WM. E. TILTON, Vice-President, Cummins, Wyoming. E. N. HARWOOD, Secretary, Cummins, Wyoming. A. G. LUNN, Treasurer, Cummins, Wyoming. TRUSTEES: Louis Miller, W. S. Bramel, A. G. Dunn, Francis Leavens, Geo. F. Fales, Lewis Zollman, Dr. J. C. Watkins. GEO. W. KENDALL, Authorized Agent for Sale of Sto. k.

FOSTER & GRAY, —WHOLESALE— LUMBER, COAL & LIME, On River Bank, Bet. Farnham and Douglas Sts., OMAHA, - - - NEB.

MARBLE HEAD LIME CO.'S Double Strength White Lime FORSALE AT ST. PAUL LUMBER YARD C. N. DIETZ, Lumber, Lath, Shingles, Thirteenth and California Streets, OMAHA, - - - NEB.

J. S. CAULFIELD, —WHOLESALE— BOOK SELLER AND STATIONER —AND DEALER IN— Wall Paper and Window Shades. 1304 Farnham St., Omaha Neb. I. OBERFELDER & CO., IMPORTERS AND JOBBERS OF MILLINERY & NOTIONS, 1308 and 1310 DOUGLAS STREET, OMAHA, - - - NEBRASKA. The only exclusive wholesale house in this line in the west.

WHOLESALE DRUGGISTS. ISH & McMAHON, 1406 DOUGLAS STREET, OMAHA, NEB. The Only Exclusive Wholesale Drug House in Nebraska SPECIAL ATTENTION PAID TO MAIL ORDERS.

F. C. MORGAN, WHOLESALE GROCER, 1213 Farnham St., Omaha, Neb. HEADQUARTERS —FOR— MEN'S FURNISHING GOODS. We desire to call the special attention of the trade to our elegant lines (at BOTH PRICES) of Underwear, Cardigan Jackets and Scarfs, Buck Gloves, Overshirts, Overalls, Hosiery, &c., now open. Wholesale only. SHREVE, JARVIS & CO., Corner Fourteenth and Dodge Sts.

FEARON & COLE, Commission Merchants, 1121 Farnham St., Omaha, Neb. Assignments made in will receive prompt attention. References: State Bank, Omaha; Platt & Co., Baltimore; Peck & Banister, Chicago; M. Work & Co., Cincinnati.

BROMPTONICA THE BROMPTON CONSUMPTION. PRESCRIPTION. B Banishes Bad Breath, Blood Spitting, Breathlessness, Bronchitis. C Cures Chest Pains, Colds and Chills, Catarrhs, Croup. P Prevents pneumonia, Phlegm in the Throat, Pains in the Sides, Pleurisy. BOSS COUGH PHYSIC. Brompton Hepha is the LARGEST INSTITUTION IN THE WORLD of which the object is the treatment of LUNG and CHEST DISEASES. In Medical Staff consists of the MOST EMINENT PHYSICIANS in London, to whom we owe this—the MOST SUCCESSFUL REMEDY OF THE AGE. In the British Metropolitan alone it has effected more than 1,000,000 CURES, and in the trying Winter of 1880 is credited with having SAVED AT LEAST 40,000 LIVES. Send for Sample Bottle, 35 cents. Obtainable only (in Bottles \$1.00 and 50c each), from T. E. PARFITT, OMAHA, NEB. ADDRESS: REGENT ENGINE, West-Office Box 502, north 1st S. W. Pierce and 20th S.

Birdlock Blood Bitters. Mrs. J. G. Robertson, Pittsburg, Pa., writes: "I was suffering from general debility, want of appetite, constipation, etc., and the loss was a burden, affecting my health. Birdlock Blood Bitters relieved me before half a bottle was used. I feel confident that they will entirely cure me."

Handsomest MARKET! For Sale by WM. F. STOEITZEL, 621 South Tenth St. Nebraska Land Agent DAVIS & SNYDER, 1005 Farnham St., Omaha, Nebra 400,000 ACRES. Carefully selected land in Eastern Nebraska for sale. Great bargains in Improved Farms, and homesteads, etc. O. F. HAVIS, WEBSTER SNYDER, "The Farmers' Friend."

ST. LOUIS PAPER WAREHOUSE. GRAHAM PAPER CO. 217 and 219 North Main St., St. Louis, Mo. BOOKS, STATIONERY, WRITING PAPERS, ENVELOPES, GARD BOARD AND Printers Stock. 217 and 219 North Main St., St. Louis, Mo. Paper Stock Warehouse 1235 to 1237, North Main St.

FITS EPILEPSY OR FALLING SICKNESS. Permanently Cured on a course of one month's use of "GOLDEN SUGAR" Celebrated Intelligible Pills. To receive sufficient cure that these pills will do it. Write for them and we will send them by mail, post paid a free Trial Box. Dr. Gooden's pills are permanently cured by the use of these pills. Send for a free trial box. Send for a free trial box. Send for a free trial box.

John G. Jacobs, Undertaker. O. F. Manderson, ATTORNEY-AT-LAW 62 Farnham St., Omaha, N.