#### LEGALIZED VULTURES.

Ruined Stalks in Shadow of the Central Pacific Railroad in the State of Mevada.

Behind their Smoking Chariots is Dragged the Living Booty of the Commonwealth,

And the Whistle of the Locomotive is a Scream of Deflance to the People.

#### Another Chapter of Congressman Daggett's Great Speech

From Congressional Record, Feb. 25, 1881. EXCLUSIVE OUTRAGES OF THE CENTRAL PACIFIC.

Having thus far devoted myself to the freight rates of the Central Pacific in Nevada, in connection with other roads, I will now say a few words in relation to the freight rates of the company exclusively over its own rails. The rates from point to point in Nevada amount almost to an interdiction of internal traffic, and farmers wagon their grains to the mills and their produce to the markets from station to turers of Nevada. station along the railroad track Why, the farmers of Big Meadows are to-day hauling their grains in wagons along the line of the railroad from Lovelock station to Winnemucca for milling and profitably competing with railroad charges A correspondent of the Silver state, writing from Lovelock under date of November 29, 1880, gives

com ete with the railroid. The farmers land a desolation.

And no wonder the farmers of Big

PARALYZING OUR INDUSTRIES. Nevada abounds in rich and rebelat a profit they must be either cheaply cordance with commercial law. transported to cheap fuel, or cheap quirement, and while the mines retheir cars are hourly running unburdened through the state.

Their object seems to be to crush, not to develop, the industries of Nevada, and to this end the competition of special rates from California is employed when there is danger of an industry growing into importance. Lest I may not be quite understood, permit me to cite an example or two:

Limestone is rare in the neighborhood of the Comstock. Finally, to shall believe Mr. Stubbs. the gratification of all, a quarry was nished on the Comstock cheaper than and they promptly closed it by puttigures below the cost of local production. The quarry was abandoned, but I shall not stop to many men were deprived of employits unpleasant features. gone back to its old tigures.

in Humboldt county, and large quantities of the article were used in the manufacture of acids near Virginia.

We have salt and soda in abundance, but they cannot be transported which would make tramps of its aubeyond the state, and farmers along thors along the rails of their own beyond the state, and farmers along the line of the railroad are kept in poverty by special rates from Califor-

SPECIAL DISCRIMINATIONS AGAINST NE-

with San Francisco rates of trails portation the foundry and machine shops of Virginia and Gold Hill would be able to supply Eastern Nevada and Utah with large quantities of mining machinery; but the Central mining machinery; but the Central consideration of this bill; and I especially request that the shadow of repreach to the intelligence of the shadow of repreach to the shadow of the shadow o Pacific will not permit it, and to pregence of the distinguished gentlemen vent it they charge \$200 per car load more for machinery torwarded from Reno to Utah than from San Franeisco to Utah. In verification of this strange statement I submit the following copies of telegrams in my pos-

In explanation I will state that the Ontario Mining Company, in Utah can be made cheaper per mile than territory, required a quantity of short hauls. No one will deny this; heavy machinery, which Mr. Eckart, yet, in the name of common sense, an enterprising foundryman and ma-chinist of Virginia city, be-lieved he could furnish at San Francisco prices, provided he was charged no more than San Francisco rates for transportation. Mr. Eckart more dollars for moving a car load of was in San Francisco at the time, and telegraphed to the freight agent of the Virginia and Truckee railroad

company to get the lowest rates of Sophistry itself furnishes but an intransportation from Virginia City to different prop to an argument so fee

no authority to name special rates over the Central Pacific, but I wil jora them in any reduction of tariff rates above

pany at Salt Lake, making the inquiry. The reply was this: Salt Lake, February 12, 1879. of taxation on the several states—is an overwhelming argument in favor of 1879, 3:20 p. m. To W. R. Eckart:

Three hundred and twenty a car for machinery. R. C. CHAMBERS. chinery. Freights which the railroad company refused to take from Reno to Ogden for less than \$532 per car load they forwarded from San Francisco to Ogden for \$329, and made a longer carriage by 306 miles. It was a mat-ter entirely with the Central Pacific, and I am curious to know what the explanation can be for such heartless discriminations against the manufac-

road rates and discriminations an un- the setting sun. From the croppings just and barbarous affliction to those of the Comstock can almost be who are compelled to endure them heard the beating of the waves now, but they are blighting the future against the pillars of the Golof the state with a cureless evil. To den Gate; yet the only pros-keep hot the flues of Story county perity vouchsafed to us has been unalone, tens of thousands of acres are being denuded of the grandest timber rates charged from New York to San The farmers of Big Meadows, not having that ever lifted its wealth of green Francisco. And as for the "haul," The farmers of Big Meadows, not having received any neous agement from the Central Pa ific railroad coopany, in the matter of reducing rates for transporting grain, have rised a vell of indication and started about eight teams, loaded with about sixty thousand pounds of wheat, for the flaring mills of Winnemucca. It looks like old times to see so many teams leave a small place like this at one time to see so many teams leave a mith the railroad. The flaring mills of the railroads, like their children of the men who made the pecially inviting.

The west of the railroads, like their

om ete with the raine and purpose exchanging their wheat for flour, purpose exchanging their wheat for flour, and by doing so will have loads back. Owners of the Central Pacific railroad point, meaning anything or nothing, to meet the exigencies of defenseless are in a measure responsible. Years They expect to make the round trip in seven days, and give employment to seven men and a large number of horses, and make money by doing so, and running in opposition to the rairround company. As soon as the teams return they will be loaded again and their number will be in
would have taken every stick of wood thus oppress the people, discourfrom the furnaces of the Comstock, age the industries, and retard The forcers save on this trip SLOS per bundred pounds, making a tot 1 for the eight loads of or 8618, and all this money of square miles of timber. Hence, I holding within its boundaries so is kept at home. Even by paying the am warranted in saying that the pas-drivers \$2 per day and board, the farmers sage and approval of the Reagan bill the future of Novaca is nothing to claim to make from \$10 to \$15 per day on each team, which they would have to feel if idle in their stables, and that is a good price for small teams nowa-

the low rates compelled by water comhous ores, requiri g the expensive aid of fire in reduction. To be reduced charges and discriminations are in ac-

main undeveloped, and thousands of classed, I think, among the frozen and sleeps beside their depots. The terances of men. If I am correct, and I cur narrow valleys is a scream of defi-

discovered and opened about amount to a little or nothing on of these especial corporate err-ten miles south of Virginia City, and through freights. If so, then in the elties? Are they outcasts, felons, for a few months lime was fur name of all the gods at once, where fugitives from prisons, who, recogit had ever been sold before. Califor. by As about one-half the Cen-nia lime was no longer required in tral Pacific road lies in Nevada, of law? No, sir! They are a part of Virginia, and its transportation to Ne- and its owners have derived but that grand army of men who years vada almost ceased. The opening of this quarry was an interference with follows that in some manner the peopublic; who, with ax and rifle on their the business of the railroad company, ple of Nevada have been plundered shoulders, plunged boldly into the ting the rates on California lime to one-half the profits of the road. This blazing the ways for timid feet to folgives the explanation an ugly look, but I shall not stop to smooth down

ment, a growing industry was The "commercial law" under which crushed, and the price of lime has they find warrant for their depredations is a statute of their own creation. There are valuable sulphur deposits Ali recognized laws are founded in justice. Theirs is the law of piracy; the law of him whose business capital is a skeleton key and dark lantern. It is the law of lawle saness; the very Meyada sulphur is no longer in de-mand. It can be laid down in Vir-law which it is the purpose of the mand. It can be laid down in Vir-ginia City cheaper from Europe than carried to its ultimate by aggregated arms instead of aggregated dollars, roads. When all other explanations

fail the railroad owners and their feed advocates fall back behind that ridiculous defense which, for the lack of a better name, we may call the "long" and "short-haul" theory. The com-With San Francisco rates of trans | merce committee have courteously listwho compose the committee may be inferred when I express the opinion that the "long" and "short-haul" theory is still something of a mystery to them. And it could not well be otherwise, for its advocates know not what it means. But it must mean, if it means anything, that long hauls

> for a longer distance, and that railroad companies may therefore charge freight five hundred miles than for a

thousand?

does it follow that the cost of trans

porting a car load of freight is in the

aggregate greater for a shorter than

Reno and from Reno to Ogden. In ble, and for support it is leaned reply he received the following dis against the audacious assumption that the growth of the west has been pro-To W. R. Fekant:

Vi givia, August 21, 18.8, it for a constraint of the west has been promoted by railroad discrimination. Wherever prosperity has been thus created it has been dishonest, fieticreated it has been dishonest, ficti-tious and in the end hurtful, for other Your message promptly answered. Central Pseine rit a from Reno to Ogden, \$2.26 (or hondred. Our (Virgin) and Truckee) rates to Reno \$75 per car. Have legislation it is doubtless possible for ratiroads connecting with the Atlantic scaboard to penetrate lands in the west, which five years ago were pur-But no reduction in the rates tel-egraphed was made, and the machinery acre, and advance their value a hunwas furnished from San Francisco. dred fold by giving their products the Curious to know what rates had been advantage of cheaper rates of carcharged on the machinery from San riage than are exacted from the far-Francisco to Ogden, after its delivery mers farther east. The fact that the Mr. Eckart telegraphed the superin- railroads possess this almost omnipotendent of the Ontario mining com- tent power - that they are permitted to do what the government itself can not do, which is to lay unequal burdens

that "solemn ties of empire ebb and flow." They can make or unmake communities; distroy or commercially aggrandize whole sections; and yet these more than royal prerogatives. This argument, then, briefly ex-pressed is, that the prosperity of the west has been promoted through the cheap rates of "long hauls." At what degree of longitude does the railroad Not only are these excessive rail

Not only are these excessive rail

The State of Nevada is well towards

days. There is plenty of g ain on the Meadows this year, and there is talk of hauling the barley by wagon to Wadsworth instead of shipping it by rail.

Nevada mountains.

Nevada mountains.

Nevada mountains.

Spoil of back rates—and I cannot question that it is their purpose to abandon the old road for the new, whenever the maturity of its recurrence. spoil of back rates-and I cannot whenever the maturity of is accumu-When confronted with this array lating obligations will warrant the Meadows are hauling their grains to of outrages, what are the explanations transfer of the property to the governmarket along the line of the railroad offered by the overland railroad own-ment. They have made and are when the charges for a distance of less than seventy-five miles are over the question, for I am somewhat fatwo handred dollars per car-load. Yet the gentlemen who manage the affairs of the railroad company talk of their efforts to develop the resources of the state.

They down the question, for Tam somewhat the meet the bonds guaranteed by the government, and in the end the road will be permitted to go for its mort-gages. Meantime, they will have sold their vast subsidies of lands, and is little or no profit in the carriage of state. freights from ocean to ocean, owing to transfer of the road the compating advantages of the trade of a populous

Hence, their sole object is to make the most of the present, and their The assertion that they are forced operations in Nevada show how well fuel must be cheaply transported to by the eastern roads with which they are succeeding. The flight of them. These railroad promoters of theirs connect to charge way rates back their trains through the state is like our industries will fulfill neither re- from San Francisco or Sacramento to the winging of vultures, and ruin points in Nevada cannot be properly stalks in the shadow of their boilers hands are vainly seeking employment, truths which sometimes sanctify the ut- whistle of their locomotives through shall assume that I am, Mr. J. C. ance, and the thunder of their wheels Stubbs, the general freight agent of a mockery of commercial law and inthe Central Pacific, testified before a dividual justice. Behind their smokcommittee of the Nevada senate, in ing chariots, with heels bored, is bu-1879, that these back rates collected in Nevada were not accounted for east of the Mississippi, but were apportioned and retained as tollows:

Central Pacific, twelve-twentieths;

Central Pacific, twelve-twentieths;

Central Pacific aight twentieths. 1879, that these back rates collected ing dragged the living body of the Union Pacific, eight-twentieths. I victim before life becomes extinct? And who are the men who They next tell us that their profits have been made the victims have they made their millions annual- nizing no law themselves, should be of law? No, sir! They are a part of annually of an amount equal to about wilderness, uncovering its riches, and low. Strong arms and fearless hearts were their heritage, and their lives have been full of hardships and dangers. Many of them have gone down by the wayside, with no hand to help, no human voice to cheer, and their humble graves are found in the sands of the desert and under the shadow of

the pines. These, sir, are the men who, ven-turing beyond the reach of railroad competition, have been singled out as especial victims of unusual railroad greed. Had the overland reads been built by their owners, there would have been some poor excuse for these exactions; but when we consider that they were constructed by the government, and paid for at almost double their value, the excess being absorbed by the directors themselves, it is difficult to refer with patience to the wrongs for which we are seeking a

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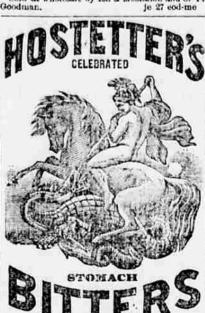
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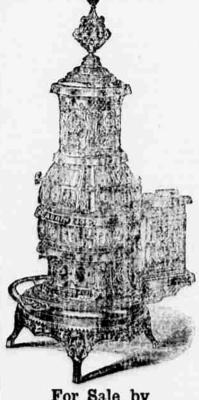
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