

LEGALIZED VULTURES.

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

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

And the Whistle of the Locomotive is a Scream of Defiance 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 station along the railroad track.

The farmers of Big Meadows, not having received any encouragement from the Central Pacific Railroad company, in the matter of reducing rates of transport for grain, have raised a mill of their own.

And no wonder the farmers of Big Meadows are hauling their grains to market along the line of the railroad when the charges for a distance of less than seventy-five miles are over two hundred dollars per car-load.

Nevada abounds in rich and rebellious ores, requiring the expensive aid of fire in reduction. To be reduced at a profit they must be either cheaply transported to cheap fuel, or cheap fuel must be cheaply transported to them.

Limestone is rare in the neighborhood of the Comstock. Finally, to the gratification of all, a quarry was discovered and opened about ten miles south of Virginia City.

There are valuable sulphur deposits in Humboldt county, and large quantities of the article were used in the manufacture of acids near Virginia.

With San Francisco rates of transportation 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.

In explanation I will state that the Ontario Mining Company, in Utah territory, required a quantity of heavy machinery, which Mr. Eckart, an enterprising foundryman and machinist of the Virginia city, believed he could furnish at San Francisco prices.

company to get the lowest rates of transportation from Virginia City to Reno and from Reno to Ogden. In reply he received the following dispatch: VI OGDEN, August 21, 1878.

VI OGDEN, August 21, 1878. (Received at San Francisco, August 21, 1878, 11:50 a. m.) To W. R. ECKART.

Freights which the railroad company refused to take from Reno to Ogden for less than \$332 per car load they forwarded from San Francisco to Ogden for \$320, and made a longer carriage by 300 miles.

Not only are these excessive railroad rates and discriminations an unjust and barbarous affliction to those who are compelled to endure them now, but they are blighting the future of the state with a careless evil.

For these disappearing forests the owners of the Central Pacific Railroad are in a measure responsible. Years ago had they been grateful enough for what has been done for them to deliver the Rocky mountain coal in Reno at San Francisco rates, they would have taken every stick of wood from the furnaces of the Comstock.

When confronted with this array of outrages, what are the explanations offered by the overland railroad owners and their agents? I can answer the question, for I am somewhat familiar with their sophistries.

The assertion that they are forced by the eastern roads with which their connection charge way rates back from San Francisco or Sacramento to points in Nevada cannot be properly classed, I think, among the frozen truths which sometimes sanctify the utterances of men.

The "commercial law" under which they find warrant for their depredations is a statute of their own creation. All recognized laws are founded in justice.

There is a significant fact. The chemical name for the THOMAS' ELECTRIC OIL, because very little of it is required to effect a cure.

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Dexter L. Thomas & Bro. WILL BUY AND SELL REAL ESTATE AND ALL TRANSACTIONS CONNECTED THEREWITH.

LEGAL NOTICE. The partnership heretofore existing between Joe Beatty and myself under the firm name of Beatty & Co.

Sophistry itself furnishes but an indifferent prop to an argument so feeble, and for support it is leaned against the audacious assumption that the growth of the west has been promoted by railroad discrimination.

The west, which five years ago were purchased at a dollar and a quarter per acre, and advance their value a hundred fold by giving their products the advantage of cheaper rates of carriage than are exacted from the farmers farther east.

The "west" of the railroads, like their "hauls," is a movable and indefinite point, meaning anything or nothing, to meet the exigencies of defensible discriminations and drown the clamors of complaint.

Hence, their sole object is to make the most of the present, and their operations in Nevada show how well they are succeeding.

These, sir, are the men who, venturing beyond the reach of railroad competition, have been singled out as special victims of unusual railroad greed.

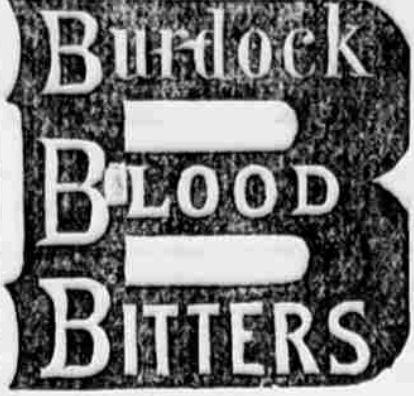
These, sir, are the men who, venturing beyond the reach of railroad competition, have been singled out as special victims of unusual railroad greed.

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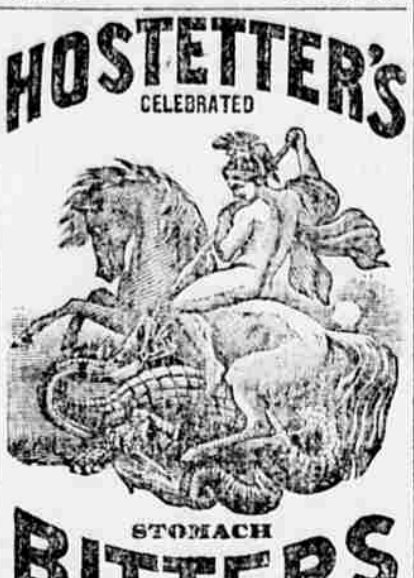
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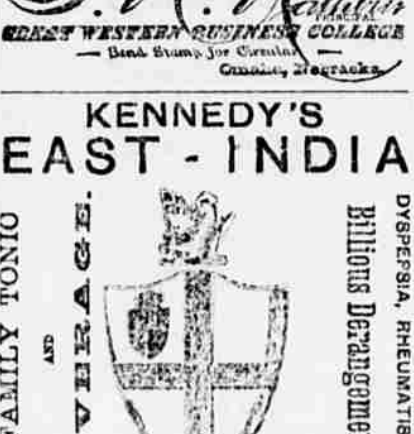
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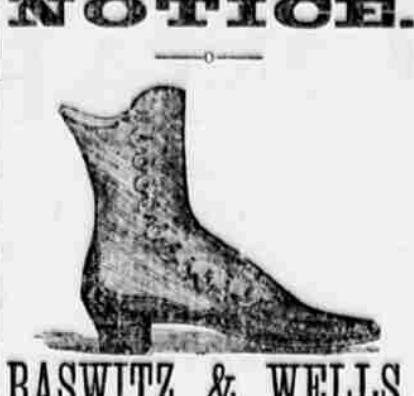
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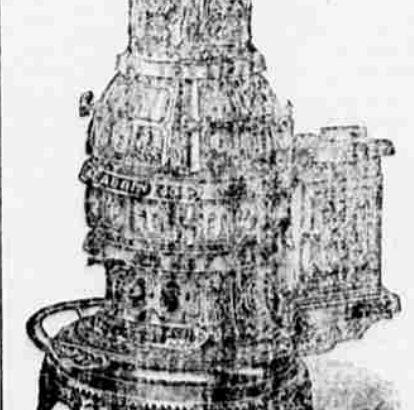
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