THE TOILS OF MAMMON.

A Merciless Octopus Whose Tentacles Spread Over Nevada.

Stagnating the Commercial Activity of the People.

The Central Pacific's Bloody Path Through the Sierras.

Conclusion of Congressman Dagget's Great Speech.

[From Congressional Record, February 27.]

HOW THE CENTRAL PACIFIC WAS BUILT.

Nor can the necessity of securing a fair return for the money invested by the Central Pacific railroad owner be urged in explanation of their extraordinary charges. When they began the construction of the road they paid taxes in the aggregate on property of all kinds amounting to less than $150,000. To-day their railroad property alone, with the indebtedness standing against it deducted, is valued by them at the enormous sum of over one hundred and eighty-six million dollars. But it cannot be shown that they ever advanced money enough from their own pockets to build a single line of the road. The bonds of the government and the subsidies and gifts of the people were more than sufficient to build and stock the road entire.

The original incorporators paid in 10 per cent. on $1,000 a mile for one hundred and fifteen miles, the estimated distance from Sacramento to the Nevada line. Twelve hundred and fifty shares of stock were subscribed at $100 per share, of which Messrs. Stanford, Huntington, Hopkins and Crocker took six hundred shares. Assuming, however, that they advanced the required 10 per cent. on all the shares subscribed, and their original investment did not exceed $12,500 all told. On this small investment the gentlemen have done well—so well, in fact, that in 1877 President Stanford reported the property of the Central Pacific to be worth $187,003,680.66, while Mr. Crocker, president of the Southern Pacific, valued the property of that road at $115,359,011.98, making the total valuation of $302,863,592.64. The indebtedness of the Central Pacific was given by Mr. Stanford at $85,391,350.64, and the indebtedness of the Southern Pacific was placed by Mr. Crocker at $30,415,332.95, making the total indebtedness of the two roads $115,806,683 59. The account then stood as follows:

Value of the property of both roads	$ 02,893,292 64
The indebtedness of both roads	115,806,683 69
Assets over liabilities	$186,556,909 05

Independently of the United States bonds loaned to the Central Pacific, the gifts to the two roads amount to $91,011,280, according to the executive officers. The net earnings of the roads are reported at $75,000,000. In reality they have been much larger, as their expense, like their construction accounts, have afforded large margins of profits to their managers in other capacities.

A part of the wealth of these railroad gentlemen two years ago consisted of $54,000,000 of watered stock of the Central Pacific, and $36,000,000 of Southern Pacific, being an average of $90,000,000 in stock, which cost them only the price of printing, and upon which they are compelling the public to pay them 8 per cent yearly in dividends.

The Southern Pacific has been constructed and paid for from the earnings of the Central Pacific, yet the owners issue $50,000 in stock and $40,000 in bonds per mile, and charge such rates as will enable them to collect annually 8 per cent and 6 per cent on the bonds.

But, inviting as the subject may be, it is not my purpose to inquire into the methods by which the owners of the Central Pacific have acquired their stupendous wealth. I have desired only to show that their extortions are as unnecessary as they are ungrateful and dishonest.

WHAT THE PEOPLE OF NEVADA WANT.

In relation to excessive charges and discriminations in Nevada—and I have not deemed it necessary to go beyond—I have presented facts which in no essential particular will be denied. I have submitted the printed rates and instructions authorizing these merciless charges, together with receipted bills showing that they have been collected. I have shown that instead of advancing the industries of the state, the railroads are sitting like an incubus upon the breast of enterprise and dwarfing the energies of the people with the paralysis of their almost boundless impositions; that for every dollar they collect legitimately for services performed they extort another in addition in the form of charges for services never rendered; that their discriminations extend to individuals as well as to communities, and that their favor frequently decides who shall succeed and who fail in business; that with a full knowledge of this merchants along the line of their road, fearing the penalties they have so often seen meted out, tell in whispers of the rates they pay and hesitate to exhibit their receipted railroad bills.

And in connection with these facts and statements I now make the assertion, based upon a reasonable estimate, that during the past ten years the Union and Central Pacific railroad companies have insolently and without explanation taken from the pockets of the people of Nevada $30,000,000 in gold more than they were justly entitled to, and for the collection of which they have had no authority more respectable in the eyes of fair-minded men than that of "stand and deliver!"

All that the people of Nevada ask is that their freights from New York, Chicago, or St. Louis may be delivered from two hundred and fifty to seven hundred miles east of the Golden Gate at San Francisco rates from the same points. Is this unreasonable? They are willing to pay for hundreds of miles of carriage which their freights never receive, but, in the name of humanity, they implore that they may be relieved of the additional burden of way rates back.

The Reagan bill will give them this relief. After the showing that I have made, will it be denied by this House? Let not the provisions of the bill be misunderstood. It speaks not of miles, but of distances, and provides simply that car-loads of the same classes of freights passing over interstate roads shall be subjected to charges no greater for a shorter than for a longer distance—not charges per mile, I repeat, but in the aggregate, without respect to miles.

This bill does not go far enough, but it will answer for the present as a compromise between unchecked discrimination and complete restraint, and railroad owners will do well if they accept it. It embodies but a part of the true principle of railroading, which is that charges for carriage should be the same per mile for the same classes of freights, irrespective of distance, with a reasonable allowance for handling freights when carried less than a certain number of miles.

Congress created the Union and Central Pacific railroad companies, and has thereby made the government a party to their acts. It is by the authority of their charters that for ten years they have exacted double rates in Nevada, and through the patronage of congress they have been enabled to violate the laws of trade and set at defiance the decencies of intercourse. Vainly may we look for relief in competition; in appeals for mercy; in popular or individual protest. The strong arm of that power alone which has rendered this railroad tyranny possible, must now be stretched forth either to curb or crush it.

PUBLIC RAILROADS ARE NOT PRIVATE PROPERTY.

I shall not consume much time in discussing the constitutional aspects of this most important of questions in referring to the relations between the railroad corporations and the political powers under which, and subject to which, they hold alike their being and their life. The decisions of the highest tribunals in the land, as well as the reasonable suggestions of common sense, warrant us in assuming without further question that corporations existing by virtue of special grants are entitled to privileges just so long, and so long only, as they subserve the special purposes for which they were created.

Their roads are public highways, and not private property, and as such are as legitimately subject to the restraints of legislation as are toll-roads or private bridges, for the use of which tolls are exacted. The rolling stock is theirs; the rails and ties are theirs; the depots are theirs, to rent, sell or give away; but the highways they have constructed through condemned private property and over the legal thoroughfares of the land can never cease to be the property of the public, for they become the estate of all through a sacrifice of private rights. This is a sacrifice which the state alone can command for its uses, and neither in its name nor by its authority can this prerogative be transferred, either directly or indirectly, to others.

The few who contend that railroads are private property, and as such beyond the control of legislation, attempt to sustain themselves with the assumption that, admitting the right of the law-making power, to regulate railroad rates, there would then be nothing to prevent railroad corporations from being legislated into bankruptcy.

These railroad gentlemen are driving their tent-pins on high altitudes. It has been maintained by the supreme court, and properly, that if a state possessed the right to tax the securities of the general government, then might it be taxed out of existence by state conspiracy. This position is based upon the theory of a supreme and indestructible central authority. Do our railroad autocrats claim exemption from legislative control on the ground that they too occupy a lofty plane beyond its constitutional reach? From their acts this presumption is reasonable. But the illustration is unfortunate, since it suggests the other extreme of unbridled railroad license. Say it were possible to legislate railroads into bankruptcy—a presumption too absurd to be seriously entertained—what, on the other hand, would there be to prevent railroad corporations, if unrestrained by legislation, from taxing communities and individuals to the very verge of ruin? The answer to this is, that competition may be relied upon to prevent excessive charges. True, where there is competition rates are usually satisfactory; but instead of competing with each other railroads have fallen into the more profitable habit of making a combined assault upon the public by aggreeing upon rates and dividing the plunder. Hence, even where competition is possible it cannot be depended upon for the maintenance of reasonable rates. But competition is not always possible, and where not, what are the people to rely upon then? There are but few practicable railroad passes through the Sierra Nevada mountains. What if there was but one? This would render competition impossible, and enable the overland roads connecting at Ogden to absorb in charges, unless checked by legislation, the entire profits of our continental commerce, whereas they now content themselves with about two-thirds.

I spoke a moment ago of the purposes of legislation in granting special privileges to railroad corporations—of the considerations urged in warrant of the concession of unusual franchises, trampling to some extent upon personal rights. These considerations are public convenience and increased commercial facilities between communities, and whenever a corporation fails to confer these benefits, its contract with the state falls equitably if not legally void, and its chartered rights, forfeited by every suggestion of fair dealing, revert to the people. Railroads not only fail to benefit but wantonly injure communities when they discriminate against them, and by the act their charters are annulled and their corporate privileges cease. If we cannot take away these violated charters, we can at least compel a better observance of the spirit of their provisions. We might in justice do more. In strict regard to our obligations we cannot possibly do less.

LEGISLATION MUST CONTROL RAILROADS, OR RAILROADS WILL CONTROL LEGISLATION.

With a community of interest steadily drawing them together in aggressive as well as defensive alliance, the railroad corporations of the country, representing a capital of over four thousand million dollars, and as a rule controlled by able but unscrupulous men, have at length acceded to a commercial and political power as omnipotent in some of the states of this union as it is dangerous to them all.

With this menace to personal rights and good government, and with justices upon the supreme bench openly justifying their usurpations, it has become the questioned duty of congress—a duty so plain that it seems to me that no member can safely disregard it, unless he is helmeted against his own conscience—to put an end to the encroachments of these overshadowing combinations, whose arms are steel, like the tentacles of the devil-fish, are taking a continent to their vast embrace.

And when should this duty be performed? Not next year but this; not to-morrow, but to-day. We should not sleep until this gigantic power, growing bolder with its success, shall have pinioned the arms of authority and stifled the voice of legislation. We are unshackled now, and may be able to do what the future might be powerless to accomplish. Therefore, let us act—act at once—and not leave to me who may be less resolute, and to events which may be less propitious, the performance of a duty already too long neglected and plainly ours.

CONCLUSION.

It is in no spirit of personal unfriendliness to the managers of the Union and Central Pacific railroad companies that I have made this showing of their misdemeanors. I have simply told a part of the simple story of the people of one of the states of this union whose burdens have become well-nigh unendurable; and in the humility of a great grief I am here kneeling at the feet of legislation and imploring that relief for a brave and patient people which I believe the manhood and magnanimity of thirty-eight Christian commonwealths will not deny.

Hope on, Hope Ever.

No matter what the ailment may be, rheumatism, neuralgia, lameness, asthma, bronchitis—if other treatment have failed—hope on! go at once for THOMAS' ELECTRIC OIL. It will secure you immediate relief. eodlw

GLENWOOD, IOWA.

Correspondence of THE BEE.

GLENWOOD, Iowa, December 6.—At Pacific Junction we turn our backs upon the "Big Muddy," and facing the rising sun, find it four miles to Glenwood, the county seat of Mills county. Located in a fine tract of native timber, that stretches away to the northward and southward, it is abundantly supplied with wood for fuel; and as we approach in the valley of Keg Creek, and look up the slopes, and along the hill tops where, in many places, modern styles of architecture peep out from the natural timber growth, and beautiful dwellings or public buildings stand out in bold view on the summit of some modest little hill. We think of early Rome, that "stood on seven hills," and wonder what race of people once lived here, and what a thousand years may yet record of this growing, active young city of perhaps three thousand souls.

On every side we find the "footprints" of the Mound Builders, and by the kindness of Mr. Seth Dean, county surveyor, who, by the way, is at present the chief archaeologist and weather reporter of the county, we were shown his fine collection of relics, tools, dishes, petrifactions, etc., including parts of the remains of the mastodon found in this county.

The Mormons were the founders of the present town, they having located here about the time they scattered from Nauvoo, and the place was called Coonville after a prominent settler by the name of Coon, and attained some notice through the efforts of Dr. Elisha Kent Kane, the celebrated Arctic explorer, who, about thirty-five years ago, is said to have spent some time in Council Bluffs, then called Kaneville, and the location of the government gun shop. A detachment of Gen Harney's cavalry near Coonville discovered five barrels of whiskey secreted in or near the creek by clandestine Indian traders, which gave the name of Fine-barrel Creek, and afterwards the present cognomen of Keg Creek. In 1853 Coonville was made the county seat by act of assembly, and three or four years after, it was incorporated as Glenwood. The first house was built in 1848. At present the fine brick high school building stands out to the north on a hill top, and the asylum for feeble minded children presents its imposing brick front on a hill to the south, while the brick court house has stood twenty five years in the public square on a central elevation, while all around the brick buildings are growing fast. Two large brick hotels are nearly finished, (and the town sadly needs hotels at present), five beautiful and well attended brick churches, whole blocks nearly of brick stores, halls, printing houses, &c., speak plainly of what is soon to be a brick town."

The contract has just been let for the erection of a five or six thousand dollar creamery with a capacity of twenty-five hundred pounds per day. The Journal is giving a very independent little daily to the burgers, and it is expected that Brother Lufkin of The Opinion will soon open out a daily for a time, and these with the satisfaction of a good telephone arrangement, literary societies, and the entertainments at the beautiful brick opera hall, seem to give the average citizen more than enough.

Among the leaders in the trades and professions we find W. H. Parsons, M. D., homeopathic physician and surgeon, who again invests in THE BEE and finds time to read it, notwithstanding his large practice.

M. G. Edwards is certainly one of the popular druggists of the county, while C. H. Dyer is beyond doubt one of the leaders in the grocery trade.

Henry Bartel, tailor, clings instinctively to THE WEEKLY BEE.

C. H. Towslee, the prince of bakers, and confectioners, always has a kind word for the representatives of this office, while A. J. Russell, on the south side, has built up a large trade in general merchandise and reads THE BEE.

Dr. O. W. Archibold is the most popular and genial gentleman on the streets, and the superintendent and manager of the asylum for feeble-minded children, an institution noble in its conception, worthy the strongest support and the pride of the cultivated citizen.

C. S. Hunt & Co., of the southeast corner, are wide-awake, energetic dealers, whose business operations wake up the life-blood of a town.

BUCKEYE.

The Historian's Relative.

NORTH UNION "SHAKERS," CLEVELAND, O., Feb. 23, 1880.

H. H. WARNER & Co.: Friends—I take pleasure in saying that I have used your celebrated Safe Kidney and Liver Cure, and that it cured me of Bright's Disease after I was given up to die and all other remedies had failed

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Burdock Blood Bitters

If you suffer from Dyspepsia, use BURDOCK BLOOD BITTERS.

If you are afflicted with Biliousness, use BURDOCK BLOOD BITTERS.

If you are prostrated with sick Headache, take BURDOCK BLOOD BITTERS.

If your Bowels are disordered, regulate them with BURDOCK BLOOD BITTERS.

If your Blood is impure, purify it with BURDOCK BLOOD BITTERS.

If you have Indigestion, you will find an antidote in BURDOCK BLOOD BITTERS.

If you are troubled with Spring Complaints, eradicate them with BURDOCK BLOOD BITTERS.

If your Liver is torpid, restore it to healthy action with BURDOCK BLOOD BITTERS

If your Liver is affected, you will find a sure restorative in BURDOCK BLOOD BITTERS.

If you have any species of Humor or Pimple, fail not to take BURDOCK BLOOD BITTERS.

If you have any symptoms of Ulcers or Scrofulous Sores, a curative remedy will be found in BURDOCK BLOOD BITTERS.

For imparting strength and vitality to the system, nothing can equal BURDOCK BLOOD BITTERS.

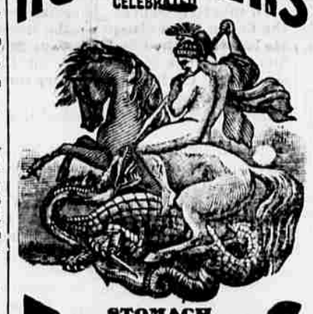
For Nervous and General Debility, tone up the system with BURDOCK BLOOD BITTERS.

Price, $1.00 per Bottle; Trial Bottles 10 Cts

FOSTER, MILBURN, & Co., Props. BUFFALO, N. Y.

Sold at wholesale by Ish & McMahon and C. F. Goodman. je 27 eod-me

HOSTETTER'S CELEBRATED STOMACH BITTERS



In Hosts of Families

Hostetter's Stomach Bitters is as much regarded as a household necessity as sugar or coffee. The reason of this is that years of experience have proved it to be perfectly reliable in those cases of emergency where a prompt and convenient remedy is demanded. Constipation, liver complaint, dyspepsia, indigestion and other troubles are overcome by it.

For sale by all Druggists and Dealers, to whom apply for Hostetter's Almanac for 1882.

TRADE **S.S.S.** MARK.

This great specific cures that most loathsome disease

SYPHILIS

Whether in its Primary, Secondary or Tertiary Stage.

Removes all traces of Mercury from the system, Cures Scrofula, Old Sores, Rheumatism, Eczema, Cancer or any Blood Disease.

Cures When Hot Springs Fail!

Malvern, Ark., May 2, 1881.

We have cases in our town who lived at Hot Springs and were finally cured with S. S. S. McCAMMON & MURRY.

Memphis, Tenn., May 12, 1881

We have sold 1,256 bot les of S. S. S. in a year. It has given universal satisfaction. Fair minded physicians now recommend it as a positive specific. S. MANSFIELD & Co.

Louisville, Ky., May 13, 1881.

S. S. S. has given better satisfaction than any medicine I have ever sold. J. A. FLENNER.

Denver, Col. May 2, 1881.

Every purchaser speaks in the highest terms of S. S. S. L. Meisseter.

Richmond, Va., May 11, 1881.

You can refer anybody to us in regard to the merits of S. S. S. Polk, Miller & Co.

Have never known S. S. S to fail to cure a case of Syphilis, when properly taken.

H. L. Dentard, Eli Warren, } Perry, Ga.

The above signers are gentleman of high standing A. H COLQUITT, Governor of Georgia.

TRADE **S.S.S.** MARK.

IF YOU WISH WE WILL TAKE YOUR CASE TO BE PAID FOR WHEN CURED.

Write for particulars and copy of little book 'Message to the Unfortunate."

$1,000 Reward will be paid to any chemist who will find, on analysis 100 bottles S. S. S., one particle of Mercury, Iodide Potassium or any Mineral substance.

SWIFT SPECIFIC CO. Props. Atlanta, Ga.

Price of regular size reduced to $1 75 per bottle Small size, holding half the quantity, price, $1.00.

Sold by KENNARD & CO., and Druggists Generally.

S. P. MORSE & CO.

1319 Farnham Street.

Within the next sixty days we expect to occupy our new store at 1315 and 1317 Farnham street, adjoining our present stand, with a stock of

Dry Goods Unequalled in the West,

NOT SURPASSED IN THE EAST,

Preparatory to moving we offer our entire stock at a great sacrifice. Study carefully the prices we quote, bear in mind that we buy all goods for cash, do the largest strictly retail dry goods business between Chicago and Sanfrancisco, and aim to give our customers the benefit of all the low prices and extra cash discounts given us by manufacturers and importers.

BLANKETS, HOSIERY, DRESS GOODS,

UNDERWEAR, VELVETS, PLUSHES,

SILKS, CASHMERES, CLOAKS, RIBBONS, FLANNELS.

FLANNELS! BLANKETS! COMFORTS!

We have purchased five bales of a very fine and heavy red twill Flannel, full 29 inches wide, and are closing them out at 50c. a yard. They are fully equal to any ever shown before for 60c. to 65c. 25 pieces of best quality western Shirting Flannel at 37½c., usually sold for 45c.

Our Blanket Stock is the largest in Omaha, and as our prices will show is by far the cheapest we ever offered. 100 Pairs 10-4 White Blankets $1.50, worth $2.50. 100 Pairs 10-4 White Blankets $2.00, worth $3.00. 60 11-4 White Blanket $2.50 Pair. 60 10-4 White Blankets $3.50 Pair. 60 11-4 White Blankets $4.50 Pair. The Best $5.00 Blankets in the West. 50 Pairs Extra Heavy all Wool Blankets $6.50. 50 Pairs 12-4 Extra Heavy Blankets $7.00. 50 Pairs 11-4 all Wool Blankets $8.50. An Extra Large San Jose, California, Blanket for $10.00. The Very Best Bargain in Omaha

In Colored Blankets we have reduced our $6.00 Blankets to $5.00. We recommend this particular Blanket on account of size (being 6x7 feet,) weight and texture, as being the very cheapest ever shown here.

GREAT SALE OF DRESS GOODS!

For the next fifteen days we propose to inaugurate five leadeng prices in dress goods

25 Cents, 50 Cents, 85 Cents and $1.50.

At 25 cents Dress Goods that sold for 35 cents and 40 cents. At 50 cents Dress Goods that sold for 75 cents and $1.00. At 85 cents Dress Goods that sold for $1.25 and $1.50. At $1.50 Dress Goods that sold for $2.25 and $2.50.

GREAT SALE OF BLACK CASHMERES!

At 50 cents a Black Cashmere usually sold for 75 cents. At 70 cents a Black Cashmere usually sold for 90 cents. At 80 cents a Black Cashmere usually sold for $1.00. At $1.00 a Black Cashmere usually sold for $1.25.

HOUSEKEEPING DEPARTMENT!

We are here showing an elegant line of Cream, White, Old Gold and other new colors in

TABLE CLOTHS AND NAPKINS IN SETS

And recommend them for

HOLIDAY PRESENTS.

We are daily opening novelties in Fancy Goods, Handkerchief, and aim to show more than our usual assortment

MEN'S SOX, SHIRTS, UNDERWEAR.

200 Dozen Seamless Fancy British Sox 25c. 25 Dozen Men's Fine all Wool Scarlet Half Hose 50c. a Pair fully Worth 75. 25 Dozen Fine English Merino Hose 35c., 3 for $1.00. Seamlesss Unbleached Sox $2.00 doz. Extra Fine Unbleached Sox $2.50 doz. Best Quality Linen Collars $1.50 doz. Best Quality Linen Cuffs $2.50 doz. Another Invoice of Men's Pique Sewn, Stitched back Derby Street Gloves $1.35 pair, usually sold at $2.00 to $2.50 Every Pair Warranted not to Break. Heavy Merino Shirts or Drawers 25c. Heavy Merino Shirts or Drawers 50c., worth 75c. Heavy Merino Shirts or Drawers 75c, worth $1.00. Heavy Merino Shirts or Drawers $1.00, worth $1.25. For $1.25 We sell a very heavy Patent Merino Shirt or Drawer that has heretofore sold for $1.50.

S. P. MORSE & CO.,
1319 Farnham Street.

CHAS. McDONALD'S Emporium of Fashion!

1408 FARNHAM ST.

We respectfully request the attention of the Ladies of Nebraska to the announcement of the arrival of the largest and most recherche invoice of Fur Lined Promenade Wraps; Silk, Plush and Embroidered Matelaise Dolman's ever imported west of the Missouri.

DIAGONALS AND ARABIAN CLOTH SUITINGS!

FRENCH FLANNELS AND CHINA SILKS!

Trimmed Elaborately with every Shade of Plush, Satin, Velvet Passementerie.

Suits and Costumes in Innumerable Varieties.

WRAPS AND SUITS OF EVERY DESCRIPTION TO ORDER ON SHORT NOTICE.

Plain and Embroidered Dressing Sacques,

CLOAKS FROM $5.00 TO $150.00.

HAWKEYE
PLAINING MILL CO.,
Des Moines, Iowa.

Manufacturers of SASH, DOORS, BLINDS, BRACKETS, MOULDINGS, &C.

Great reduction in Bank Counters, Plans furnished, and work furnished in all kinds of hard or soft wood. Counters finished in oil when desired. Shelving of all kinds furnished and put into building ready for paint on short notice. Our workmen are the best mechanics that can be procured. Save money by giving us your contracts.

Stairs, Newels and Balusters.

Our foreman in this department was formerly with Frost Manufacturing Co., Chicago, Ills., and has done some of the finest Stair work in the Northwest.

Orders by mail promptly attended to. a29 m

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In Convenience,
DURABILITY, ECONOMY
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GENERAL CONSTRUCTION
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