

HIGHWAY ROBBERIES.

How the Railroads Bleed the Producers of the State of Iowa.

Millions Wrung from the People by Overcharges and Discrimination.

An Appeal to the People to Organize and Regulate Monopolies.

Facts Collected by a Joint Committee of the Davenport Board of Trade, Produce Exchange and Citizens.

To the J. J. Committee of Freight Tariff:

You have appointed to prepare a circular and send it to business, submit the following draft of an appeal for your approval, and suggest to whom they fully realize the magnitude of our undertaking, they see no reason to doubt its success if energetic steps are taken. The work to be done will present itself at each step of progress. The following seems the general plan to pursue: The memorial and circular which you shall adopt to be printed as soon as possible, will be freely circulated; the entire press, public offices, recognized friends of the people, and all leading citizens should be supplied and requested to correspond with us. This should lead to a state convention, in June, at D. Moines or some central point. At this convention, machinery should be put in motion for local organizations. Personal efforts should be used where organizations are not perfected. To meet the preliminary expenses funds will have to be raised at once.

Respectfully,

L. F. PARKER,
C. A. FICKE,
Sub-Committee.

Appeal to the People of Iowa to Protect Themselves Against Railroads' Extortion and Discrimination Amounting to Millions of Over-charges.

STATE POWER TO REGULATE RAILROAD TARIFFS.

The power to enact laws to regulate railroad charges for moving freight from one point within the state to another has been fully decided to exist in the legislature. The power to regulate charges from one state into or through another state, rests in congress, and is claimed to rest solely there, though this point has been questioned by high authority. The supreme court of the state of Illinois has recently decided that the state has the right to punish discrimination, even on hauls contracted to go into another state. The question of regulating inter-state commerce is, however, of much less interest to us than that of local rates, as the waterway competition on our borders and to the eastern market serve as regulations of all through freight.

THE STATE OF IOWA

is the third state in the Union in railroad mileage, and first for agricultural products for transportation. Her vast agricultural resources that required an outlet, coupled with the level nature of the country, have made it a fascinating field for railroad construction. The people anticipating large returns from the sale of produce if cheaply marketed have contributed liberally to the construction of these roads, in order to secure this cheap transportation, often entailing burdensome taxation as well as private indebtedness. Large tracts of

GOVERNMENT LANDS

have also been given to these companies on which they have realized millions of dollars. These roads are now mostly owned by non-residents, and the contributions of the people are in but very few instances represented in stock, and the hoped for cheap transportation has not been realized.

IOWA PAYS \$30,000,000

to the railroad companies. The railroad commissioners say in their report that "this vast business ought to appeal with effective force to the sense of justice, but the railroad managers and the wisdom of the state in the matter of public control," and add, "the only security of both lies in the prompt and mutual recognition of the rights of each." We add that as there is no perceptible recognition of the rights of the people by the railroads it is time the people were securing the enactment of

JUST LAWS

to secure the reasonable charges to which the volume of freight, as well as the cheap construction, easy gradients and curvatures of the railroads in the state entitle them. That we are entitled to the low rates of the leading states, is fully shown by the

LARGE DIVIDENDS

on leading roads. These dividends would become enormous on some of the roads, if they were estimated on their actual cost within this state. The six leading railroads, operating 3,419 miles of road, report a net profit of \$10,000,000, or \$3,000 a mile, which would be a large per cent, even on the nominal cost. The commission's report of 1881 says "that every effort to show the actual cost of the railroads (in Iowa) has been a failure." Hence we can only approximate their actual cost.

EXAMINE FACTS.

The commission's reports give us the average cost of freight on roads operated only in part within this state, but do not give any averages on strictly local, or freight moved from one point within the state to another. They give the rates charged between points on the leading roads, and leave us to approximate from these to get general figures. These estimates would make us safe in saying that we pay 5 cents a ton a mile on an average, on less than car lots, and 2½ cents on wheat, coal and lumber in large lots.

We invite the fullest examination of these facts by each individual reader at his own locality, and that he reports to this office his facts and inferences. We have no wish to exaggerate. While the rates are simply enormous on strictly local rates for short hauls, it will be seen by the following table, that there are no cheap rates in which citizens of Iowa are specially interested. The freight that crosses the state from other states may be low, but if we have any interest in this, it is to have it high, that we may be charged less. We compare Iowa rates with the average rate of eight leading roads in the United States, 1 cent a

ton for each mile. On all the roads in the United States the average is 1.29 cents a ton for each mile, (as given) on all cases of freight.

CORPORATION OF RATES.

In Iowa with the average rate on leading roads, 1 cent per ton per mile, we will take as examples, third class freight, wheat and cattle, on the Chicago, Rock Island & Pacific and Northwestern railroads, as follows:

	C., R. I. & P.	Class Miles.
Per ton.....	\$1.00	1.29
3d Per car.....	.55	1.17
Wheat Ton.....	1.00	1.25
Car.....	.50	1.00
Average Per ton.......	\$1.00	1.25
Rate per mile, say.....	\$1.00	1.25
THROUGH RATES FROM IOWA TO CHICAGO,		
Miles.		
Per ton.....		
3d Class.....		
Per car.....		
Wheat Ton.....		
Car.....		
Average Per ton.......		
Rate per mile.....		

MAGNITUDE OF THIS BURDEN.

The commissioners' report for 1882 says 10,595,174 tons of freight are moved in Iowa; of this amount over two million tons is strictly local (moved from one point in the state to another.) Let us see the

ENORMOUS AGGREGATE

of excess for handling this 20 per cent of the freight moved. Calling the average distance hauled within the state 100 miles, and we have the sum of 200,000,000 tons moved one mile, which would cost at one cent a ton a mile \$2,000,000. We must approximate the rate now charged from figures given in the report, as we have no other data. These would show that three cents a ton per mile would be a low estimate. At this rate the cost of moving 200,000,000 tons one mile would be \$6,000,000, or

\$4,000,000 IN EXCESS

of cost at one cent a ton per mile, the rate of leading roads. If we give our carriers 50 per cent more than the leading roads, or \$1.50 per ton per mile, we will still have \$3,000,000 forced from the people annually, which is four times the annual tax for supporting the state government.

RIVER TRANSPORTATION.

The excess of charges it must be remembered is only on the strictly local freight. One-half of the balances only crosses the state, and does not effect us materially except as increasing or diminishing the income of the roads. The other half is freight originating in, or coming to Iowa to stop. Much of this half would become strictly local to the immense benefit of all the interests of the state. If the railroads were not allowed to compete it to take the long haul to Orléans for their benefit, Iowa would then derive some real benefit from the rivers that bound it on two sides. These unjust charges are most especially to prevent freight from taking the cheaper river route to the seaboard, or to other competing (not pooling) lines which leave the river for the eastern seaboard at points below. Cheap rates to the rivers would open up all the competing markets of the country to Iowa produce, free from the manipulating processes of the Chicago market.

THEIR PREVENT LONG HAUL RATES.

The present system of charging as much for a few miles haul to the state line, as is paid for a thousand miles beyond Chicago, or as would be paid for the object next fall it will be necessary to have prompt, energetic organization in order to elect reliable men. It is expected to hold a convention during the summer to assist the organization. Please inform us if your section would be represented.

Most respectfully yours, etc,

L. F. PARKER,

C. A. FICKE,

JOHN HOYT,

W. K. WHITE,

F. G. CLAUSEN,

Joint Committee.

Horsford's Acid Phosphate.

INDIGESTION FROM OVERWORK.
Dr. DANIEL T. NELSON, Chicago, says: "I find it a pleasant and valuable remedy in indigestion, particularly in overworked men."

Missionary Meeting.

The meetings of the Women's Missionary society of Omaha Presbyterian are now in session at the Second Presbyterian church, having begun Wednesday. A large audience was present, and during the evening Rev. G. H. Williams, of Niobrara, delivered an address, in which he told of the experiences of missionary life on the frontier. The meetings were held yesterday afternoon and evening, at the church, 17th and Dodge streets.

PROGRAMME.

Devotional exercises led by Mrs. Perkins. Address of welcome by Mrs. Meredith, response by Mrs. Little of Columbus, Singing.

Reports from societies, Election of officers, Afternoon session, 2 p. m.

Voice by Miss Lida Wilson.

Presbyterian report and address by Mrs. Nichols.

Address by Mrs. Helen, Chicago.

Those Complaining

of Sore Throat, Hoarseness, or "taking cold," should use Brown's BRONCHIAL TROCHIS. The effect is extraordinary, particularly when used by singers and speakers for clearing the voice.

of marketing. The lessons of the past may well teach old settlers to be wise in time and secure reasonable rates to the markets of the world now.

THE GRANGER LAW.

The avalanches of vindictiveness and vituperation hurled by the railroad influence upon the law of 1874, known as the Granger law, was more because it stood as an index of the power of the people to control these common carriers than because of any burden it imposed. Its provisions were mostly moderate. Its weakness lay in the opportunity some of its adjustments gave experts for picking flaws, and in a want of clearness that would enable those not experts to understand its provisions, and a lever was thus given by which the railroad influence hoisted it out of existence. What is needed is

SIMPLY, JUST ENACTMENT

that will secure the rights of all, and that all business men, at least, can readily understand. It is not desirable that we go to extremes. Let us leave the railroads no just cause for complaint, but adopt some system which can be adjusted with ease to the wants of the people, while allowing the carriers fair pay for the labor they perform. Decided energetic action by the people of all parts of the state will secure this.

ACTION IS NEEDED.

It is now so soon to act if we wish for success next fall. The people should hold meetings, compare views and organize ready to secure a rousing convention this summer, at some central point. We need to thoroughly understand the men who make up the

NEXT LEGISLATURE,

to know that they have faith in the movement; that they have honesty and backbone to resist money or blandishments, as well as intelligence, to take advantage of parliamentary machinery in time, before the railroad engineers' veto control of the throttle valves. The organizing of each house to suit their interests and the prompt use of parliamentary tactics are the leading means of the railroad interests to defeat the will of the people. This, with their passes and other bribes and a brilliant lobby, supplied with attractive rooms, where all the enticements are freely provided, must be expected and defeated by real men. There can be no doubt of our success if the proper organization is effected throughout the state.

TRIPPING SIDE ISSUES.

Exact a simple, definite, mileage tariff of rates, above which charges cannot go, and the objectionable features of railroad management will disappear. Pooling will be useless. If the rate is reasonable for short hauls and for transfer from one road to another, they may carry long as cheap as they please, only that they must serve all alike under like conditions, and uses no favoritism, in charges or in furnishing cars. All sorts of substitutes for this definite tariff of rates will be suggested in the railroad interest, to catch the unwary and thus fritter away time. The

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