THE DAILY BEE --- WEDNESDAY, JUNE 24, 1885.

RATES AND REBAT

Continued from fourth page.

11

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14

hold this in check through the pooling business, and let the weaker classes live. Undoubtedly the relations between the government and any corporation would have to work very closely together, and the tendency is now, growing in that di-rection. I think, to accomplish any thing there will have to be a still greater consolidation of lines, because the gov-ernment can deal better with large than with small corporations. Speaking of the reduction of rates, west of Chicago as compared with those east of Chicago, Mr. Adamsstated that on the Union Paclife, he had been frightened at the cuts that have been made, which as he stated, is from 25 to 33 per cent on all classes of freights and all kinds of hauls,

"But the past eighteen months. "But that doesn't seem to allay the rritation held by the people of this tate," suggested Senator Platt. "It does not," replied the witness, "and I don't think that any rate we

could make would suppress that agitation." By legislating gradually much better results could be obtained than to

attempt everything at once. Much of Mr. Adams' talk embraced As an illustration of the telegraph busihis experience as a state railroad commis-

necessary, on the theory that from Oma-ha to Chicsgo a car load of freight is one of a thousand, and its cost of transporta-tion is divided by the thousand, but discussed, but discussed is proven a story through which it would from Omaka tion is divided by the thousand, but discrimination, and extortion generally from Omaha weat it is probably only one against places and persons. car itself or one of ten cars, therefore the Q. Have you stock yards now in this

cost of handling and transportation is dilocality? A. We have now on this side of the

wided by one or by ten. AN ENTHUSIAST.

Dr. George L. Miller, of the Herald. was introduced to the committee and asked to give his views on the subject of railroads and legislation, and he had nothing to do with that. come to the conclusion that legislation is a hindrance; that commerce will assert Itself over statutes and that governmental interference for or against the rallroads would bankrupt them; and anything that tends to cripple any part of trade is wrong. Freedom is what rail-roads want. I have seen sgitations on the subject here, which, if put into op-eration, would wreck this whole country. I still contend that the law of commerce will control over all statutory enactments. The railroads need protection by a stoppage in the building of trunk line railroads, and if legislation of any kind is required, it is such legislation as will do this. Mr. Miller was enthusiastic on the subject, and declared that in his opinion the land grants to western roads was the greatest blessing that had ever happened to any country or to any model if it were in force to-day it would do and if it were in force to-day it would do or arry on their public highways? If there are more public highways? If there are more public highways than are abso-lutely needed, the men who invest in them must take the consequences. They people.

IN REPLY TO YOST.

Mr. Edward Rosewater, of the BEE, Mr. Edward Rosewater, of the BEE, sppeared before the committee after Dr. Miller had retired, in reply to a contra-diction made by C. E. Yost during the morning hour against Mr. Rosewater's statement on Monday evening, that Mr. Wells, thad taken a contract to transport freight across the Missouri river bridge at 12⁴ and 13 cents,

these should form an interstate line, be off tomorrow sud Jay Gould or some representatives will cope ider the matter the business should then be distributed other man may be here in charge of a long while before throw, ing away \$2,000 over both. Mr. Kimball would be in your road. When we are told with re-of the people's money. The old principle

over both. Mr. Kimball would be in favor of a law that would abolish draw-backs, rebates and cammissions. The only method, he thinks, whereby made uniform all over the country is for all the roadity of the country is for all the roadity. The rates on shipments should be based on the volume of busi-the question asked that all corporations should be required to keep the same sys-consus Returns Coming in Slowly and the question asked that all corporations abouid be required to keep the same sys-consus Returns Coming in Slowly and the guestion asked that all corporations abouid be required to keep the same sys-consus Returns Coming in Slowly and the question asked that all corporations abouid be required to keep the same sys-consus Returns Coming in Slowly and the point me to the fact that the point me the question asked that all corporations should be required to keep the same sys-tem of bookkeeping, he would answer no, but if to make their annual reports sim-ilar, yes. It would depand on what kind of legs-lation is required to tell what kind could bast regulate the transportation. MAt the close of Mr. Kimballs'statement the committee announced that its in-vestigations here must cease, as they were compelled to be at St. Paul, Minn., to-day. They left for that city last evening.

The committee Monday evening took a recess, in the midst of Mr. Edward Rosewater's testimony, and what he said subsequently is continued as follows; As an illustration of the televice of tel

his experience as a state railroad commis-sioner in Massachusetts, and also a study that he has made of the English system and how the railroads over in that coun-itry are controled, and was also quite gen-eral in its nature, regarding the building and management of railroads in this country. The great differences in prices charged for hauling freight west from Omaha, as compared with what it cests from Chicago to Omaha, Mr. Adams declared was main the state of the sector of the secto

of country where only one can make in-terest on the

MONEY INVESTED

would be a serious mistake, but it is no

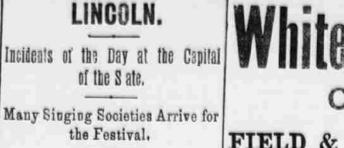
dicate they do charge more. As a mat-ter of fact the railroads have ignored the law and have made a farce out of it. In the first year they started out with the statement that it was a grand piece of folly to say they should be regulated at all and to undertake such control. They called it the "Tub Law, "the tub thrown to the whele" and their more their water. "that the question about a impur-to the whele" and their more their water. "that the question about a impur-ted the statement of the tub thrown to the whele ".

to the whale," and their papers, their favorite shippers, and parties who were in with them generally, in politics and out away with a great many of the abuses. I ought to have brains enough to see that have enforced it so far as I am concerned. there will be a loss sconer or later.

Now at a certain time the Union Pa-clfic refused to convey our papers on parallel railroads to be constructed, com-

silion and Character.

the Salary.



Satisfaction-Notes.

THE DAY AT LINCOLN. GENERAL EVENTS.

Reported 1 'y The BEE's Bureau LINCOLN , Neb., June 23 .- The day train from the south some of the Kansas delegates came. Upon each regular and several special us ains banners and bands

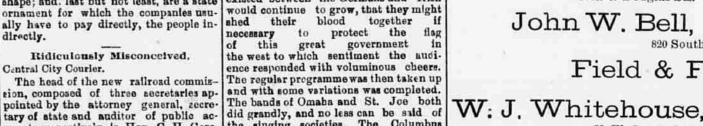
were seen and hes rd, amid a large concourse of people who had gathered to witness the sights. The business houses fice, would have thrown him upon the and a number of re, ildences were handinadequate resources of his own intelsomely decorated with flags, evergreens, lect, had not the railroad commission and buntings. The on ly prominent buildcome along just in time, a very God send to rescue him from the sinking ship. Mr. ling & Missouri railroat I depot. Several of the prominent memb ars of the sanger-bund felt aggrieved at this seeming ne-Leese's appointment is a little inexplicable, and has not done as much good as it might have done. The \$4,000 which he controls will begiven to Mr. Buschaw, treas urer of Webster county, who is serving his second term in that office. There are other faithful ones who needed this mongleet on the part of the rullway company. From noon till 4 o'clock hundreds of people visited the capitol and other pub-lic places of interest, all see ming to enjoy the occasion. So far everything indiey worse than he, and who cught to have it. When a gentleman from York coun-larger than was anticipated.

ty was being pushed for this sinecure, Mr Leess declared it his intention to ap-At 8 o'clock the sangerfest building was filled, many of the most prominent cluzons point a farmer, and when our York counoft he state and city being present. The ty farmer went to urge his claims, Mr. sangerbund was opened with an address L. was going to appoint some other far-mer. Probably the other farmer was not Bugemann. He then introduced his ex-

A. We have now on this side of the wond be a serious instake, but it is no more of a serious motate, but it is no more of a serious problem than where competent to draw the pay. The railroad collency, Governor Dawes, who, in a compatible of citizens of Omaha A. Eya syndicate of citizens of Omaha and Chicago. The railroad men have nothing to do with that. Now, in regard to the state law—the Doane law. The law is undoubtedly effi-cient as far as it goes, although the pro-visions say they shall charge no more for a short haul than for a longer one, yet what I have cited (yesterday) would in-dicate they do charge more. As a mat-ter of fact the railroads have tenered the unired Sanator Hards "

A Good Ticket Case.

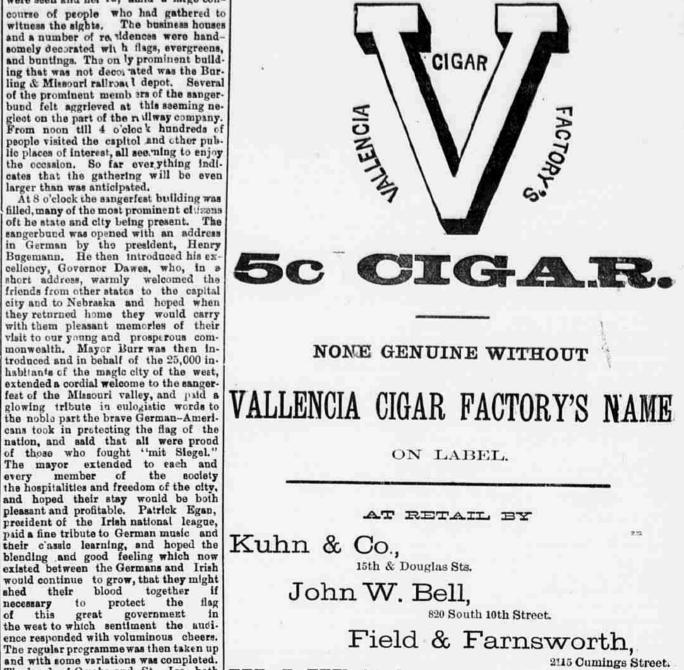
cans took in protecting the flag of the Frand Island Times. C. H. Gere, of the State Journal, C. nation, and said that all were proud F. Bushow, of Red Cloud, and B. R. Of those who fought "mit Siegel." Cowdry, of Columbus, are announced as every member of the society the hospitalities and freedom of the city, secretaries of the new railroad commission. That reminds us: what's a railroad commission good for? They make, as a and hoped their stay would be both rule, a good ticket case in which to stow pleasant and profitable. Patrick Egan, rule, a good ticket case in which to stow president of the Irish national league away rallway passes; they can usually paid a fine tribute to German music and hold more bribes than a vault; have a their cassic learning, and hoped the blending and good feeling which now good time generally, as the railway compaufes know how to set 'em up in good existed between the Germans and Irish shape; and. last but not least, are a state ornament for which the companies usually have to pay directly, the people indirectly. Ridiculously Misconceived. Central City Courier.





MESSRS, D. M. STEELE & Co., Omaha :---Gentlemen---In an experience of many years I have never had a clgar that proved so thoroughly eatisfactory to my trade as does your V. It has largely in-creased my clgar sales. Yours truly, W. J. WHITEHOUSE.

If the testimonial market continues its present excited condition we will be compelied to put in a stock of stereotyped phrases hackneyed exopened with a steady rain, but by 10 pressions (this is brand new) or some other labor saving machine to take o'clock the clouds began giving way. the strain off our pervous system. It keeps us busy filling "V" orders, Upon the an ival of the Union Pacific answering "V," inquiries, ring "V," shipments, and we have only a moment in which to tell you that if you want a cigar that hits the nail on the head EVERY TRIP, you must call for



Missouri river bridge at 121 and 13 cents, but at a later day took Dr. Miller and guess we will have to send them out." I C. E. Yost into partnership with him, after which event they, as a firm, raised going to enforce my right. There is an the rates to 18 and 22 cents, which he illustration that law is better than a comconsidered an extortion, not only on the considered an extortion, not only on the people, but the railroad sloo. Tols Yost declared to be a false statement, and Mr. Bearnton mission and rebates. This telegraph law Mr. Rosewater wished the committee to understand that his information came from perfectly raliable authority Mr. J. A. Horbach, formerly vice-president of the Omsha and Northwestern railroad and a director of the national bank here, where Wells transacted their banking business. Mr. Morbach being a man of unques-tioned segacity and reliability, he entertained no doubt at all of the statement beirg absolutely correct.

A TRAFFIC MANAGER'S TALK.

The next and last witness to appaar before the committee was Thomas L. Kimball, traffic manager for the Union Pacific road.

Mr. Kimball said that he had intended to answer in detail the questions, but being anticipated by the president he was afraid of boring the committee. He, however, read from notes his answers and to the first question, thought that the common law was sufficient to meet all roquirements. He also believed that these charges of discriminations and outrages are widely imaginary. This statement was followed by a long I have no threats to make; I have stated

a fact. list of general denials, to the testimony in yesterday morning's BEE of gentleman paid in excess of what others had paid who appeared before the committee

was refunded. Menday. The Union Pacific deliveres coal along Now the Union Pacific actually refused all its lines in this state and Kansas at a \$4.25 rate per ton, except at Lincoln and Grand Island. At Lincoln it gets a rate 50 cents higher than this, but at Grand as well as freight, I took a package of Island the rates are unsettled. Mr. Kimball read from the BEE, testimony transported over the bridge and showing given on Monday, which set forth in figures a clear and comprehensive statewe had paid \$700 freight, and went to see the agent of the Union Pacific and asked ment of the coal rates as they exist, then

denied in toto everything. The rates now charged by the Union Pacific on local and through freights have gone so low that the witness had been in abolute fear of disastrous reals. absolute fear of disastrous results. At entitled to the same treatment this point Mr. Kimball furnished the as other shippers. Well, he telephoned committee with a detailed statement, down to the headquarters and they sold committee with a detailed statement, showing the decrease in freight on the Union Pacific since 1869. The decrease with the present administration to rem-stumbling block in their way.

000,000, and for 1884 \$16,684,000, show. southera portion of the state and the

ing that although the volume of traffic had increased the amount of earnings had decreased. Most of Mr. Kimball's statement was I admit that the railroad company has made up of statistics tending to show the done a great deal towards bringing about figures as compared with other roads in that state of affairs, and I said, citing the te charges of freights. At the present time, he said, all rall-kings; they built highways, barbors, acthe charges of freights.

said you will have to, if you don't I am is on the statutes and provides exactly the same thing with regard to short and long distances and all that, and I found out last January that I was paying a good deal more for our special dispatches than other papers who were in the Asso-A Trusty Trio With Energy and Abilclate press. I inquired into it and they said if I would sign a cartain paper which it Sufficient to Cope With I had refused to sign, which would bind me or the publishing company not to patronize competing telegraph companies, something could be done and finally I notified the telegraph com-

The final outcome was that all we had

Republican Valley Echo. The railroad law passed by the legislapiny I would sue them for the overture last winter went into effect June charge they had made and insisted on 1st. The board of commissioners, contheir giving me exactly the same rates. I their giving me exactly the same rates. I was going east and saw their general manager at Chicago. who thought I ought to the thet was a saw their general manager at Chicago. Who thought I ought to the theta saw their general manager at Chicago. Who thought I ought to the theta saw their general manager at Chicago. Who thought I ought to the theta saw their general manager at Chicago. Who thought I ought to the theta saw the saw the theta saw theta saw the theta saw the the to sign that paper, and I said it was against my principles to sign such papers east wing of the capitol, in the same room used by the house railroad commit and refused to sign it, but I said I shall tee. They have appointed secretaries as cortainly prosecute you under our stat- follows: First congressional district, utes if you do not refund the overcharge. Well, he says, I don't like threats; we Chas. H. Gere, editor of State Journal; Second district, Chas. Buschow, of Red Cloud; Third district, B. F. Cowdry, of do not generally accede to any threats. Well, I says, so far as that is concerned,

Columbus. As the regulation of railroad matters is becoming a national as well as a state question, any movement in this direction naturally excites a wide-spread interest and provokes general comment. The state papers criticize these appointments from different points of view. As might be expected the Omaha Republican, the State Journal, the Hastings Gazette Jourwas something in it regarding passengers nal, are prominent railroad champions, while the Omaha BEE, the Nebraska Sigbills of lading for a carload of paper nal, the Grand Island Iadependent, York Times, Sutton Register, come to

the front on the other side. The Republican in a column editorial Saturday, accuses the BEE of trying to create a prejiduce against the new com-mission before it has any opportunity to prove either its merits or demeri's Now we believe in giving the newly appointed board a fair chance and if they manifest a disposition

Union Pacific since 1869. The decrease on combined local and through freight, according to Mr. Kimball, is figured as follows: In 1869 the rate was \$5 47 per mile; in 1884 the rate was \$5.47 per mile; in 1884 the rate was \$1.39. As a comparison he quoted from En-ropean reports to show that on the rail-roads in France similar traffic is rated at 1.70 cents per ton, and in Belgium at 1½ cents. In 1833, the tonnage traffic of the Union Pacific road was \$,763 225,685, and in 1884 it was 9,318,605,805. The gross earnings of the road for 1883 were \$18.-000,000, and for 1884 \$16,684,000, show.

that the Deane law comes under their especial care and keeping. If Mr. Leese desires to immortalize himself the oppor-tunity is now at hand. "We watch and we wait.'

A Delusion and a Snare.

York Times.

At the present time, he said, all rall-roads have a complete custom for publish-ing their rates and to make it a compul-sory matter, he thinks would work great injuries to the roads. To fix maximum or minimum rates for inter-state com-merce would interrupt many roads. The cost of constructing lines are ele-but not the only ones. The company is entitled to the use of their property by people, and also for the accommodations they furnish. It one road has five or ten times the traffic of another road, and The railroad commission farce is at last

test the people against these legal encroachments." counts respectively, is Hon. C. H. Gere, the singing societies. The Columbus of Lincoln. If we remember right, Mr. maennerchor seemed rather to excel, and The completion of Mr. Rosewater's testimony will appear in to-morrow morning's paper. THE RAILROAD COMMISSION. State Press Comment on its Compo-state Press Comment on its Compo-state Press Comment on its Compo-solution on the solution but it has grave at the solution but it has grave at the solution but it has grave at the solution of this question but it has grave at the solution of the solution

solution of this question, but it has grave articles of little value were taken. The grand army men in this city are suspicions that Mr. Gere's ability in this direction is considerably in excess of his much incensed at the manner in which inclination. We are somewhat interested just now in knowing whether Mr. Gere ing their veteran visitors. st ll retains his position as editor of the Justice Cochran's court is occupied

still retains his position as editor of the State Journal. If the law contemplates no greater burden on the railroad com-played a prominent part on memorial missioner than can be satisfactorily dis-

day. The patent medicine man who drives The Power Bebind the Commission. Republican Valley Echo. charged by the editr of a dally news-papey in connection with his other four white horses and throws away money duties, it seems to us the magnitude of to the boys is looking after the interests the question has been ridiouously miscon. of the verdant during sangerfest week. The Hon. S. J. Alexander came home celved either by the legislature or the from Omaha where he has been spending a few days in the interests of his com-

Allering Mar, J. W. Chapin, a dealer in teas, etc., in Maynard, Mass., came into the city to collect \$1,200, providentially his property. Some weeks ago he purchased of M. A. Dauphin, New Orleans, La., a one-fifth of Ticket No. 18,807, in the drawing for May 12:h, in The I Louisiana State Lottery. He received from Adams Express Co. \$1,200.-[Boston (Miass.) Star, June 31. Loral off the Loral off the Seago, Syracuse; G. W. Randall, Fre-TEST YOUR BAKING POWDER TO-DAY mont.

Office-seckers are beginning to get ac quainted with the people and showin them why the dear people are under ob-ligations to continue them in position. Perhaps the people may dealer to be heard this fall. However, let the boys Place a can top down on a hot stove until heated, the smove the cover and smell. A chemist will not be re uired to detect the presence of ammonia. come up and take their chunces.

Dr. Kern, just in from Keith and Chevenne countles, reports plenty of rain, and crops of all kinds are looking finely. As yet no hallstorms have visited that section. The board of public lands and build

ings mat yesterday for the purpose of opening the bids for the "building of an I sane asylum at Norfolk. The lowest bidder was George S. King, of Brooklyn, N. Y., which was \$63,455. No awards

will be made until to-morrow. Mrs. Judge Crovens, of Kansas Cliy, is spending a few weeks visiting her neice, Mrs. Major Franklin, of this cliy. Dr. Girth, of New Jersey, the vettin-sry surgeon who is looking into the ori-rie of disease among the cattle and gin of disease among the cattle and swine of the western states, will spend about ten days in this locality. So far,

he has made no important discovery. R. J. Johnson and family, from Omaha, arrived here yesterday, and will make this their future home, Mr. Johnson having accepted a prominent position with the Farmers and Merchants insur-

rnce company. The costumes for the play "Bobby Shafto" have arrived from St. Louis, and there will be no forther postponement of the play from next Monday at the opera

The census returns are coming in slowly. Nearly all the portfolios from the rural districts are to, but the larger towns, Omaha and Lincoln included, Mass. Institute of Technology. seem to come very slow and will undoubtedly he very unestisfactory to both those citios.

The Sunday school plenic from Iowa was quite a success and seemed very much pleased as well as surprised at th growth and enterprise of our city. Ex-Governor Butler and several of Nebraaka's honorable citizens are in at tendance at the sangerfest.

N. W. Cor. 16th and Webster Sts.

Jas. Forsythe, N. W. Cor. 16th St. and Capitol Ave.

> Foster & Bro. Council Bluffs, Iowa.

AND DEALERS GENERALLY.

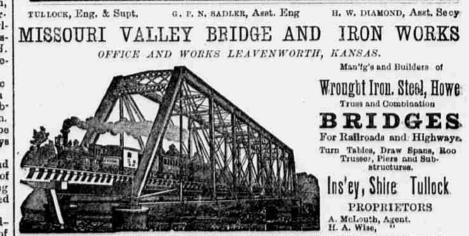
DEALERS will receive GRATIS with First order for 1000 "V" Cigars, one beautiful 71x13 advertising about or better for 1000 "V" Cigars, one beautiful 71x13 advertising photograph in stylish hardwood frame; retail value 2.25, and one striking street sign.

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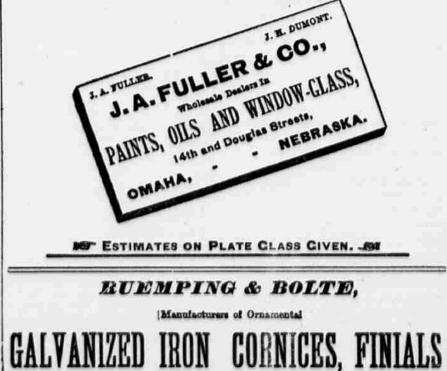


Write for price and terms. Orders by letter, postal card, telegraph or TELEPHONE NO. 304 will receive prompt attention.

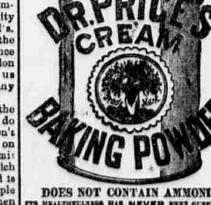


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