

THE DAILY BEE.

OMAHA OFFICE, NO. 914 AND 916 FARNAM ST. NEW YORK OFFICE, ROOM 45, TRIBUNE BUILDING. WASHINGTON OFFICE, NO. 313 FORTNEY ST.

Published every morning, except Sunday. The only Monday morning paper published in the state.

TERMS BY MAIL: One Year, \$10.00; Six Months, \$6.00; Three Months, \$3.50. Single Copies, 10 Cents.

ADVERTISING: All communications relating to news and editorial matters should be addressed to the Editor of this paper.

THE BEE PUBLISHING COMPANY, PROPRIETORS. R. HENKWAUER, EDITOR.

ALL is quiet at Salt Lake. After all the principal agony on the Mormon question seems to be in Washington.

Snow in the gutters means water in the cellars when the January thaw begins to get in its most unpleasant work.

Now that the thermometer has risen the "oldest inhabitant" is thawing out his reminiscences. The State Historical society leads the way.

So far three representatives in congress have failed to introduce a bill at the present session. They are still confined to their rooms by sickness.

MAYOR BOYD proposes to wait until the 1st of April. If the mayor expects a new council who will sneeze when he takes snuff, he may find himself an April fool.

THE Herald informs us that Mr. Clark has returned and intimates that he stands ready to push the Omaha & Northrup. Why doesn't he do it then? Who is holding him back?

A LARGE batch of presidential nominations have passed muster in executive session. The senators who howled so loudly about preventing confirmations seem to have been left out in the cold.

SEVERAL newly-appointed Nebraska postmasters now read their title clear, having been confirmed by the senate, but we fail to observe the name of J. C. Morgan, of Kearney, among the lucky ones.

HAVING disposed of the gas question the puffers and ice men should now be made to toe the chalk mark. An agitation against the charges of these public benefactors is as safe a raid on the Mormons.

FLORIDA is growing over the cold wave which has ruined her orange crop, and Delaware produces a peach famine next summer. California has not yet been heard from. This first editor to announce frost in that section of "God's own country" would be lynched by an excited community.

THE great powers are urging Greece, Servia, Bulgaria and Turkey to demobilize their armies. With the great powers watching the first chance to seize upon their territory, the smaller powers are too shrewd to accept the invitation. Disarmament and demobilization in Europe go hand in hand.

NEW YORK is now at fever heat over the question of high license, and clergymen, brewers, editors and distillers are all taking a hand in the controversy. Nebraska settled the question several years ago to the satisfaction of her citizens and has no desire to change it for either low license or prohibition, which means no license.

GEN. LOGAN is preparing for the greatest effort of his life in the speech to be delivered against the Fitz John Porter bill. It is to be hoped that he will give due prominence to Gen. Grant's personal letters which the general addressed to Logan after his careful revision of the performed testimony upon which a brave and gallant officer was crushed in disgrace after saving John Pope's army from destruction on August 30, 1862.

If the Republican will turn to the BEE of Monday, January 4th, it will find that story, "Cleaned out the House," etc., which it reprints and credits to the Cheyenne Sun. The Sun stole the article from the BEE and put a date to it: "Lander, Wyoming, Jan. 4th." This enterprize on the part of the Republican is equal to its recent publication of a patent plate article on a "A Novel Jail," which originated in the Council Bluffs page of the BEE several months ago.

FOUR thousand bills have already been introduced into congress, of which 3,600 are private bills. Some of these days congress will see the folly of lumbering up the calendar with this class of projected legislation and will provide a proper tribunal to dispose of such material. As things now go ninety-nine out of a hundred bills on the calendar never see the daylight of debate.

PHILADELPHIA wholesalers think they have invented a scheme for keeping track of their drummers. The Merchant Travelers' Protective society will probably take action on the subject at their next meeting. The flight of a drummer on his tour is as unrestricted as that of a jay bird in the spring, and the profession will indignantly resent such an invasion by their employers upon their inherent privileges.

THE bids for the South Omaha viaduct show a difference between the various bidders ranging from \$5,000 to \$40,000. Whether this difference represents the ability of any one company to do the work better and more substantially than another we do not know. We suppose there must be a considerable divergence in the plans. The lowest bidder appears to be the Missouri Valley Bridge and Iron company. The difference between their bids on Tenth and Eleventh streets is \$5,954 on a twenty-foot viaduct and \$6,005 on a thirty-foot viaduct. This is a trifling difference compared with the difference to be derived from the location of the viaduct on Tenth street, with the attendant advantages of a union depot, safe crossings and the preservation of Tenth street as a thoroughfare.

American Landlordism.

Mr. Gill's interesting review of landlordism in America, published in the North American Review for January, is attracting widespread attention. The author was sent as a special commissioner by that magazine to investigate the land conditions in some of the western states and territories, and presents the results of his inquiries in a summary which cannot fail to quicken the anxiety and alarm of our people over the rapid absorption of our national domain and its consolidation into the ownership of the few. Mr. Gill observes that it is hard to say which is the more surprising, the rapid growth of landlordism in this country or the ignorance or indifference of its citizens on the subject. There is a popular belief that the agriculture of the country is carried on by the farmers who own their lands. How great is this delusion is seen by an appeal to statistics. The census of 1880 was the first to take note of this subject. It showed 1,024,001 farms rented by tenants. In the five years which have elapsed it is a moderate and well-considered estimate that the number has increased twenty-five per cent. In other words there are more tenant farmers paying rent to landlords in the United States than in the entire United Kingdom. In the state of Illinois there are more tenant farmers than in Scotland. At the same ratio of increase the next census will see us with a tenant farmer population of fully a million and a half. The tendency is noted toward tenancy, even in those who now own their little farms, and the chief cause is said to be debt. Of the 7,670,493 persons returned by the census as being engaged in agriculture, 2,984,396 were registered as nominal owners of their holdings. But thousands and thousands of these small farms are plastered with mortgages. When the farmers who actually cultivate their own lands are deducted from the farmers whose holdings are mortgaged, nearly to their value and from the capitalists who own farms of 1,000 acres or over, the extent of landlordism is more strongly revealed. Capitalists have always looked with greedily eyes upon real estate investments. The growth of land monopoly is steadily advancing as the public domain diminishes. In 1870 25,576,900 acres of government land capable of cultivation and open to settlement was reported. Two-thirds of this vast area has already been gobbled up, largely by syndicates and their tools. The generosity of the government to its citizens has been abused in the interests of land speculators and monopolists. It was the much-abused Land Commissioner Sparks who was the first to give the country official warning of the enormous extent to which the public domain had been plundered. It has been his earnest work in attempting to close the doors upon the thieves that brought down upon him the fury of the land rings and their organs. The time is rapidly approaching when every acre of tillable government land will be exhausted. The outlets for the over-crowded east will be gone. Land will necessarily enhance in value and free homes for the millions will be no longer the cry to turn westward the old time stream of immigration. Then the land question will be presented to America for its solution just as it is now forced into prominence in England and Ireland, and the war against the landlords will rage with as much fury in the United States as it now does across the water.

A Standing Injustice.

The case of Emerson Etheridge of Tennessee, which was debated at length in the senate at Washington a week ago, brings once more to public notice the great injustice which is often done by the failure of the statute of limitations to operate in the case of bondsmen of government officials. The bill under debate was for the relief of Mr. Etheridge, a surety, who is sued by the government for \$10,000, fourteen years after the death of the principal on the bond. The sum for which the government seeks to recover was expended in stationery, printing and clerk hire by Secretary Carter of Arizona, now deceased. There is no question that the government received the benefit of every dollar expended, but the items were disallowed as "unauthorized," and years after Mr. Carter's death were charged against his estate, which was insolvent. The government now sues his bondsmen, and one of these having no property, Mr. Etheridge, the remaining bondsmen, will be compelled to bear the entire loss. Mr. Etheridge is old and infirm and in very moderate circumstances, congress is appealed to for relief. The chief point involved is the failure of the government to notify the bondsmen as soon as the deficiency was discovered, which was in 1871. At that time both the bondsmen were in condition to meet the loss with little hardship. But the officials filed away the papers and left Mr. Etheridge entirely ignorant that any deficiency had been found in Carter's accounts until in April last, when suit was entered. Senator Manderson made a strong speech in support of the measure, in which he referred to two cases of a similar nature which had occurred in Nebraska. In each case years elapsed after the deficiency was discovered before the bondsmen were notified, and the negligence of the government was set up as a defense unsuccessfully in both instances. The statute of limitations runs in the case of postmasters but with no other class of government officials. There is no reason or equity in the exceptions. Grave injustice is done by the failure of the accounting officers of the treasury to settle accounts more rapidly, and still graver by their neglect to notify the responsible parties where deficiencies are discovered. Senator Manderson introduced in the last congress a bill to remedy this condition of affairs. He has introduced it in the present session, and it ought to become a law. It provides for prompt notification of principal and sureties whenever any deficiency shall be found in the accounts of any disbursing officer and makes a five year limitation on bonds after the date of the audit of accounts by the treasury. Senator Manderson very properly intimated that congress and the senate, by reason of their inaction, must bear their share of the odium attaching to such cases of hardship and injustice as that in which Mr. Etheridge is at present the sufferer.

OUR CONGRESSMEN.

Gen. Braeg of Wisconsin says a Fitz John Porter restoration bill will be passed by the house by a large majority.

Some of the mugwump papers complain that the democrats in congress have no leaders to suit the complainers.

Congressman Stahluecker, Hiscock and Le Fevre, Springer, Burrows, Cobb and Bliss are among the handsome men of the country, according to a Washington special.

Mr. Lawler, says the Chicago Times, is not on many of the committees. It is believed, indeed, that his duties in the committee rooms will not require even the number of hours that he holds should always constitute a legal day's work.

Mr. William Morrison, familiarly known as Horizontal Billie, is said to be a "ready to stand or fall by his convictions." This anticipation of calamity accounts for the gracefulness with which the Hon. Mr. Morrison bites the dust every once in a while.

A congressman complains that he received 4,000 letters from constituents, nearly all of which related to office and failed to be answered. It is this sort of thing that raises up advocates for Senator Hampton's bill making it unlawful for congressmen to solicit appointments.

Congressman Maybury, of Michigan, has introduced a bill setting aside the St. Clair basin as a national shooting and fishing resort. The president's long stay in the north woods last summer is an assurance, perhaps, that a bill so pleasing to the sportsman need stand in no fear of a veto.

Congressman Scott, of Erie, Pa., takes the shine off everything on the Washington drives with a \$3,500 span of horses. Both are sixteen and half hands high, one by Harry Campbell and the other by the late Mr. Dillard, owned by King William, of that name, of course, being Kentuckians, they are good democrats.

Unhappy lies the congressional head that rests on the shoulders of a democrat these days. If his district is made up, as is usually the case, of several counties, each county has a half dozen men who want to fill his shoes. As he has to choose in his recommendation for postmasters in his district between a dozen applicants for every office, he makes eleven men mad when he pleases one. The eleven at once attack themselves to the cause of some one of his rivals and begin to make the district his enemy. The chief of the new candidate, Objector Holman is just now encountering a cyclone of this nature in his district.

Sullivan's Belligerency. John L. Sullivan must think that Mitchell is a newsboy. He wants to fight him every day in the week.

Nothing Mean About Them. The land-grabbers would willingly give Secretary Lamar six feet of their earth if he would only die.

Anybody Can Run a Newspaper. Anybody can run a newspaper. Of course they can. It is light, easy, congenial employment, to be successful in which neither capital, business experience nor brains is absolutely essential.

Pleasantly That Follows the Blizzard. Now that a blizzard, four-story high, which swept through Iowa, Kansas and Nebraska, will be presumably followed by the cheerful anecdote about wearing dusters and gathering wild flowers that bloom in the blizzard.

The Debate Ought to Close. Two men robbed the bank at Clinton, Mass. One of them, an ordinary bank robber, is now in Canada. The other, a brilliant young student of Harvard university, is in jail. The debate over the comparative advantages of practical and theoretical education ought now to close.

Church Howe's Retirement.

The Omaha Bee announces that the Hon. Church Howe, of Nebraska, has retired from politics. This strikes us as being a state news. Unless we are grievously mistaken, Mr. Howe retired very permanently from politics about eighteen months ago, when he went down south with the intention of going to the office to carry the old slave states for Jim Blaine. As we distinctly remember Mr. Howe telling into a big hole just about that time, and it was reported at the time that he pulled the hole in after him.

The National Silverites' View.

An able correspondent wants to know what, in brief, is the position of the silver question. It is that silver is a money metal, and that we have coined enough of it—enough, at least, for immediate use—and that congress should have sense enough to stop the forced production of silver dollars. The only objection in going on with the coinage of silver, as the case stands, is to depreciate our money standard and confuse our commercial relations. This is not desirable. It would degrade us from our position as a first-class nation to lower the standard.

Omaha as a Port of Entry.

Senator Manderson has succeeded in getting Omaha recognized as a port of entry. This we think eminently proper. Omaha is unquestionably the eastern gateway to a mighty territory—a fertile paradise of numerous cowboys, marauding aborigines, scrub catwags, thieving Indian agents, and conscienceless land sharks—an infinite expanse of sand and buffalo chips, coyotes and prairie dogs, cyclones and blizzards. Yes, we can see why Omaha should have been created a port of entry; but he who passes her should leave all hope behind.

The Bovine Aristocracy.

In the cattle growing industry of the west an attempt is making to build up a bovine aristocracy by making the owners of less than 50,000 head ineligible to seats in the annual convention at Denver. Although there is more or less objection to the arrangement on the part of small owners, they are not left entirely without resource. The western cattle raiser with a bunch of a hundred head, or more, can get a license for the year for \$50.00 of them by the time he can travel from his ranch to Denver, is a very poor stock raiser for that part of the country.

Active and Experienced Liars.

The active and experienced liars employed by the land thieves to attack and misrepresent Land Commissioner Sparks through the columns of the New York Tribune and other organs of the ring are striving to deserve the full measure of reproof administered to their class by making the owners of less than 50,000 head ineligible to seats in the annual convention at Denver. Although there is more or less objection to the arrangement on the part of small owners, they are not left entirely without resource. The western cattle raiser with a bunch of a hundred head, or more, can get a license for the year for \$50.00 of them by the time he can travel from his ranch to Denver, is a very poor stock raiser for that part of the country.

Miss Cleveland Positively Handsome.

It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Miss Cleveland Positively Handsome. It is encouraging to state, in the midst of gloomy forebodings, that Miss Cleveland is unquestionably handsome. This may not have its true value in the opinion of outsiders, but with a cloud that contains a silver lining, it is a fact that there will be so toughly interfered with have forsaken the public domain, and entered upon equally congenial careers in railroad wrecking or "salted" mine swindling.

Hymn to a Plumber.

Sweet man, so cool, so calm, so bright, Owner of earth and sky; I fear it's going to freeze to-night— It's in your eye.

That glitter, that enchaining gleam, Bespeaks your own sweet trust, And pipes for water, gas and steam, I know will last.

Great man! Some fourteen days ago You came and looked and found it so— And in a week

You sent two men to look again— They came and saw and went, And came again, and stopped, and then they proposed the veto.

Your bill therefore, great man, is here, By special post it came, And I resign whatever was mine, To pay the same.

How could the world move on its way Of your great grasp bereft? We know, however cold the day, You're never left.

STATE AND TERRITORY. Nebraska Jottings. The boiler house of the Fremont foundry was destroyed by fire Tuesday.

Several Dixon county farmers will expect to improve the blizzard next season. The Citizens' bank of Plattsmouth has increased its capital stock to \$100,000.

A store building and several residences were destroyed by fire in Gothenburg last Saturday.

An old man named Dickman, living near Scribner, blew his brains out with a shotgun last week.

The store department of the B. & M. at Plattsmouth handled \$2,000,000 worth of material last year.

Fourteen engines were wrecked while bucking snow drifts on the Burlington & Missouri river line last season.

The Plattsmouth shops of the Burlington & Missouri have received an order to build four pony engines and ten way cars.

Work has been resumed at Trinity college, Blaine, Mo. The four-story brick structure is owned by the Danish Lutheran society, and is the only one of its kind in America.

A lightning jerker at Hastings recently skipped out of town with a married woman. The deserted husband is now camping on their trail, and a bloody collision may be looked for.

Two locomotives and a plow took a drive at a snow bank near Fairbury last week. When quiet was restored both engines were in the ditch. The conductor and fireman were injured severely.

A party by the name of Smith ran foul of Jack Donovan's shot gun at a ranch ten miles north of Sidney last Saturday. Smith claims that Smith insulted a friend and was justified in firing his lungs with lead. Smith died easily and Donovan surrendered to the officers.

Edward Anderson, a stage driver, turned up his toes at the notorious hog ranch of Octavia Reeves, in Sioux county, recently. The dive is the headquarters of the worst gang of toughs alive. There was a general fusillade of profanity when Anderson dropped, and the murderer cannot be apprehended.

Three Plattsmouth sports started out to search for b'ar on the Iowa bottoms. Tuesday, K. McKenzie, an expert can opener, headed the procession, with Dan Coffey, the Keweenaw warbler, and Dan Coffey, an express messenger, trailing cautiously in the rear. Suddenly a crash was heard and McKenzie and his gun were crossing a slippery cake of ice.

The ice was so thin that McKenzie and his gun were crossing a slippery cake of ice. The ice was so thin that McKenzie and his gun were crossing a slippery cake of ice.

A sensational scandal struck North Bend within the last few days, which promises to keep the tongue of gossip greased for the winter. Two years ago a young man struck the town with only a good suit of clothes and a veneered trunk to recommend him. He hung out his shingle as a lawyer and plunged into the social vortex like a veteran. He became the chief sponser and leader in all reform movements, as well as the defender of the town's interests. A few weeks ago he was married to one of the belles of the town and started for the east on a bridal tour. He had scarcely crossed the Missouri river when an Indiana sheriff arrived in North Bend with a warrant for the arrest of W. H. Claire, the identical leader of society and recently wedded lawyer. Claire's career in Hoosierdom had been so successful that he had been named in Richmond in that state, and borrowed a team and buggy with which he traveled overland to Nebraska and finally sold the outfit in North Bend. This trial of goods was so successful that he moved to Richmond, and shook the confidence of several prominent bankers, one of whom started in pursuit of the bridal party, and they were overhauled in Iowa. He has since returned to her home, and Claire settled with his pursuer.

Iowa Items. A proposition is on foot at Indiana to establish monthly live stock sales on an extensive scale. During December Manchester shipped 78,400 pounds of butter, 100,200 poultry and 2,050 hogs, 625.

The clock factory which was looking all over Iowa for a location has finally anchored at Rock Island, Ill. The shot tower at Dubuque is closed, and the proprietors will remove to Omaha, which is a better point for manufacturing.

THE RAILROAD PROBLEM.

Lopping Off Withered Branches of a Great Evil, While the Root Spread and Flourish. True statesmanship will search first for the real cause of evils, and then will seek to apply a remedy equal to the removal of the cause. Accepting symptoms for diseases, treating effects instead of causes, is as disastrous in politics as it is in physics; and the political and medical charlatan can be classed together as alike ignorant of sound principles and harmful instead of helpful to the disorders they would cure. Legislation upon the transportation question to the present time peculiarly illustrates this kind of superficial treatment. The last act in the legislative drama in Nebraska offers a case in point. By it a pseudo commission was established having power to investigate complaints and make recommendations. This is the limit of its authority. Its action under this authority has come to be a laughable farce, with no serious aspect whatever save the one of cost to the people, coupled with regret that any effort by a sovereign state, even though an unchristian one, should be allowed to be barren of result, or entirely powerless to reach the real evils for which it was proposed as a remedy. What are these evils? If any man supposes they are embraced in a great disease of the railroad system, or greater or less inequality of rates on the long or short haul or any temporary inadequacy of conveniences at way stations or terminal points, he has sadly failed to comprehend the situation. These are not the evils which require correction—some of them evils which are far-reaching and injurious. But if there were no more deep-seated and threatening evils, the universal dissatisfaction upon which public opinion has fixed its attention—the disease for which statesmanship must find a cure, or stand confronted with a remediless and fatal malady—could be distinguished by its leading characteristics of modern railroad building. The first of these is the constantly increasing volume of stocks and bonds, the second is the predominant influence of railroad bondholders in parliament and our courts. The second of these is the corollary of the first. Eliminate the first evil, and the second will eliminate itself. In their comprehension of these facts the common people are in advance of the statesmen. They have realized the primary facts of the case, and have swiftly made the correct deduction. The primary facts are that the enormous and ever-increasing volume of watered securities constitutes a national debt—in every essential feature, as surely as does the United States bonds; and that this debt is, just as surely, as that upon the product of the land of the country, as impossible to escape as the indirect tariff upon the necessities of life, or the direct tax for the support of public schools, the people pay a national debt of four thousand million dollars loaded upon the producers and consumers of the nation. They see the system under which this was accomplished—under which the one dollar in bonds and stocks and bonds and stocks and bonds taken up—going forward with constantly accelerated speed. They see the projectors and owners of railroads loading upon the nation the enormous accumulations of wealth in the hands of a few, and a corresponding increase of poverty for the many, at the same time that the power of our executives are being transferred into the hands of an oligarchy of money, and our judges are being reduced to the position of recording its edicts. The common people have fairly reached the eminence from which they can not only plainly discern all this, but can faintly catch a reflection of the reflection of the reflection of all equality will have ceased, and the principles of republicanism have been trampled under the iron heel of the meanest aristocracy ever known on earth. The statesman, who is so ready to propose to alleviate their discontent or stop their agitation by filling up stagnant water pools, improving platform facilities, or adjusting trifling inequalities of freight rates, is the folly of Canute, who sat his chair of state by the ocean and proposed to stop its billows by a wave of his kingly hand.

Under this system of building railroads on credit for the sake of their nominal ownership and their actual debts, which have a prospective value far above the real cost of the roads when constructed, deluded investors are constantly pouring their money into the hands of projectors, who are not often the projectors, are dominated by imperative necessities. They must prevent bankruptcy and the withdrawal of their money. If every dollar of annual gross earnings forty cents goes to pay interest. But with this enormous disproportion of interest to gross receipts, they are forced to increase actually received is only 40 per cent, showing a capitalization of about nine dollars to every dollar of annual gross receipts. Thus dominated by their necessities, no fair and equitable freight rates is possible for managers. They have been compelled to adopt the rule of "what the traffic will bear," instead of a fair compensation for service rendered, and by the same token a classification, based upon commercial value alone, instead of upon weight and cubic measure. Says Mr. Albert Fink, the great port commissioner: "But while this knowledge of the cost of each service is desirable, it is of little practical use in regulating railroad charges. The charges are regulated by other considerations than the cost of the work to the railroad. They are regulated by the value of the service to the parties for which it is performed. If any article is to be moved between two points, the difference between the two points is all that can be charged." [See Mr. Fink's testimony before the Cullom Com., p. 10.]

I could pronounce this a robber system. But I am not now indulging in denunciations. I am only considering plain facts. And the plain fact is that the managers are compelled to adopt this rule, each road for itself, overruled by the competition. It is compelled to bring from the traffic "all it will bear" without mitigation, in a vain effort to float those securities to a respectable figure on the stock board of the country, and to offer the same uniform principle for the establishment of a just basis can be adopted. By inherent defects of human nature railroad managers are prevented from seeing the propriety of the law proposed for a basis for them, and are compelled to use all their enormous powers to prevent it from so doing, notwithstanding such a law would be a boon to them and a blessing to the people.

Now, the remedy needed is the establishment of a basis for freight charges founded on honesty, not on fraud. This remedy will never be applied from within. There is only one power that can apply it—that is the power that created the corporation and shared with them its inherent right of eminent domain. This basis must be a fair compensation for service rendered, which would comprise a fair interest at the actual cash cost of all roads, but no cent of return or illicit security.

THE RAILROAD PROBLEM. Lopping Off Withered Branches of a Great Evil, While the Root Spread and Flourish. True statesmanship will search first for the real cause of evils, and then will seek to apply a remedy equal to the removal of the cause. Accepting symptoms for diseases, treating effects instead of causes, is as disastrous in politics as it is in physics; and the political and medical charlatan can be classed together as alike ignorant of sound principles and harmful instead of helpful to the disorders they would cure.

Legislation upon the transportation question to the present time peculiarly illustrates this kind of superficial treatment. The last act in the legislative drama in Nebraska offers a case in point. By it a pseudo commission was established having power to investigate complaints and make recommendations. This is the limit of its authority. Its action under this authority has come to be a laughable farce, with no serious aspect whatever save the one of cost to the people, coupled with regret that any effort by a sovereign state, even though an unchristian one, should be allowed to be barren of result, or entirely powerless to reach the real evils for which it was proposed as a remedy.

What are these evils? If any man supposes they are embraced in a great disease of the railroad system, or greater or less inequality of rates on the long or short haul or any temporary inadequacy of conveniences at way stations or terminal points, he has sadly failed to comprehend the situation. These are not the evils which require correction—some of them evils which are far-reaching and injurious. But if there were no more deep-seated and threatening evils, the universal dissatisfaction upon which public opinion has fixed its attention—the disease for which statesmanship must find a cure, or stand confronted with a remediless and fatal malady—could be distinguished by its leading characteristics of modern railroad building.

The first of these is the constantly increasing volume of stocks and bonds, the second is the predominant influence of railroad bondholders in parliament and our courts. The second of these is the corollary of the first. Eliminate the first evil, and the second will eliminate itself. In their comprehension of these facts the common people are in advance of the statesmen. They have realized the primary facts of the case, and have swiftly made the correct deduction. The primary facts are that the enormous and ever-increasing volume of watered securities constitutes a national debt—in every essential feature, as surely as does the United States bonds; and that this debt is, just as surely, as that upon the product of the land of the country, as impossible to escape as the indirect tariff upon the necessities of life, or the direct tax for the support of public schools, the people pay a national debt of four thousand million dollars loaded upon the producers and consumers of the nation.

They see the system under which this was accomplished—under which the one dollar in bonds and stocks and bonds and stocks and bonds taken up—going forward with constantly accelerated speed. They see the projectors and owners of railroads loading upon the nation the enormous accumulations of wealth in the hands of a few, and a corresponding increase of poverty for the many, at the same time that the power of our executives are being transferred into the hands of an oligarchy of money, and our judges are being reduced to the position of recording its edicts. The common people have fairly reached the eminence from which they can not only plainly discern all this, but can faintly catch a reflection of the reflection of the reflection of all equality will have ceased, and the principles of republicanism have been trampled under the iron heel of the meanest aristocracy ever known on earth.

The statesman, who is so ready to propose to alleviate their discontent or stop their agitation by filling up stagnant water pools, improving platform facilities, or adjusting trifling inequalities of freight rates, is the folly of Canute, who sat his chair of state by the ocean and proposed to stop its billows by a wave of his kingly hand.

Under this system of building railroads on credit for the sake of their nominal ownership and their actual debts, which have a prospective value far above the real cost of the roads when constructed, deluded investors are constantly pouring their money into the hands of projectors, who are not often the projectors, are dominated by imperative necessities. They must prevent bankruptcy and the withdrawal of their money. If every dollar of annual gross earnings forty cents goes to pay interest. But with this enormous disproportion of interest to gross receipts, they are forced to increase actually received is only 40 per cent, showing a capitalization of about nine dollars to every dollar of annual gross receipts. Thus dominated by their necessities, no fair and equitable freight rates is possible for managers. They have been compelled to adopt the rule of "what the traffic will bear," instead of a fair compensation for service rendered, and by the same token a classification, based upon commercial value alone, instead of upon weight and cubic measure. Says Mr. Albert Fink, the great port commissioner: "But while this knowledge of the cost of each service is desirable, it is of little practical use in regulating railroad charges. The charges are regulated by other considerations than the cost of the work to the railroad. They are regulated by the value of the service to the parties for which it is performed. If any article is to be moved between two points, the difference between the two points is all that can be charged." [See Mr. Fink's testimony before the Cullom Com., p. 10.]

I could pronounce this a robber system. But I am not now indulging in denunciations. I am only considering plain facts. And the plain fact is that the managers are compelled to adopt this rule, each road for itself, overruled by the competition. It is compelled to bring from the traffic "all it will bear" without mitigation, in a vain effort to float those securities to a respectable figure on the stock board of the country, and to offer the same uniform principle for the establishment of a just basis can be adopted. By inherent defects of human nature railroad managers are prevented from seeing the propriety of the law proposed for a basis for them, and are compelled to use all their enormous powers to prevent it from so doing, notwithstanding such a law would be a boon to them and a blessing to the people.

Now, the remedy needed is the establishment of a basis for freight charges founded on honesty, not on fraud. This remedy will never be applied from within. There is only one power that can apply it—that is the power that created the corporation and shared with them its inherent right of eminent domain. This basis must be a fair compensation for service rendered, which would comprise a fair interest at the actual cash cost of all roads, but no cent of return or illicit security.

THE RAILROAD PROBLEM. Lopping Off Withered Branches of a Great Evil, While the Root Spread and Flourish. True statesmanship will search first