

THE SAGE OF CALHOUN TALKS

Hon. Lorenzo Grounse Condemns Railroad
Interference in Politics

HE ENDORSES THE MAY MEETING.
General J. C. McBride Favors Con-
servative Action—Judge Reese
Appeals for Men of Honesty

A convention of republicans will be held at Bohanan's hall in Lincoln on May 30, 1890, at 7:30 p. m., for the purpose of consultation and to devise the best method of wresting the control of the republican party from the hands of railroad corporations of this state. To prevent, if possible, a repetition of the outrages perpetrated by the railroad corporations at the Hastings convention last fall, in controlling the convention through the proxy system; and to transact such other business as may be found necessary to give effect to this object and benefit the masses of the state by providing a remedy for existing evils.

All republican voters in sympathy with this movement are invited to be present.

Republican papers please copy this call.

D. M. NETTLETON,
CHARLES R. KECKLY,

J. R. BALLARD,
Committee.

Lorenzo Crounse on the Convention.
Judge Lorenzo Crounse was called on by a representative of THE BEE at his home in Calhoun. He was actively engaged in preparations for the tour to Europe upon which he expects to start Thursday next. He will be accompanied abroad by his daughters, Gretchen and Marianne, and will spend three months in visiting places of interest abroad. In response to questions regarding the duty of the anti-monopoly conference, Judge Crounse said:

"The dual relation which railroads hold

toward the public, first as public highways and secondly as commercial enterprises, must, very naturally, result in more or less conflict between the roads and the people. This conflict, while it has been quite general throughout the states, so much so as to have received the attention of the federal government of an interstate commerce law, has been growing more and more intense in Nebraska, till it has become the one great absorbing political question. The conflict has been especially active here because of the extent of the transactions which must neces-

More than all, the condition has been aggravated by the use of the railroads, as may be said, outrageous interference of the railroads, particularly the Union Pacific and Burlington, in the practical policies of the state. This has not only brought with it so much of debauchery and corruption as to be a menace to the moral government of the state, but also to all well disposed citizens, but has aroused such a feeling of retaliation as may, in the end, prove very damaging, and even unjust to the innocent.

the roads. The commercial enterprises, intent on getting the greatest gains, they have resisted any legislation or regulation in behalf of the public which threatened to lessen the dividends of their non-resident owners. A corporation that the day after tomorrow would be born was attended by fraud and national scandal, and the construction of whose road was a little short of organized robbery, has resolved to permit nothing to interfere with its selfish scheming.

So it has conceived it cheaper to corrupt and prostitute the sources of power than submit to even just regulation ten years ago, when in Congress, I introduced a bill to require that the owners pay for the millions of acres, the value of which was daily enhanced by the levy made on the property of adjoining settlers, and was fortunate enough to see it passed by a vote of which I believed I took a part in the senate, however.

"Later, I introduced another bill having for its purpose the saving of some of the unjust tolls exacted for the transportation of

Omaha. The night of the Union Pacific company had been aroused by my former impertinence and my second bill met with such a resistance from lobby, committee-room and the floor that it came to a speedy death. From Free of Maine to Houghton of California my bill received a vote against every legislator which would have done credit to a high-fee attorney. Frauds like Blair of New Hampshire, the home of Rolins, the secretary of the road, a member whose excess of virtue takes the direction of temperance, educational bills, and good-in-

plenty of reasons why a poor corporation whose road was built by the people's money, and whose entire of land had been donated to it by the State, should be allowed to maintain the government. Not satisfied with the death of my bills, the company demanded the political death of their author and said that if I did not resign, they would leave your city that Mr. Crouse must not be returned. Mr. Crouse did not return. How much the road contributed to that end, those familiar with the facts of the case will particularly the boodlers who, it is known, received pay for their votes in the convention of 1878 can tell.

In making the reference to myself which I have introduced, not from any feelings of vanity but rather as a matter of history which may be new to many, and perhaps almost forgotten by those who were present when I was inaugurated in the early history of the Union

Pacine have been improved and applied by the company in the state and copied by its competitor, the two were equal. With the interest of the two were equal, the people, at times, were of consequence enough to hold the balance of power. But, with these differences out of the way, the contest between the public and the corporations is an unequal one, so that there is not virtue enough in the people to make them hold them in check, but of want of proper direction. The corporations are ever organized. Bright young men throughout the state who show an aptitude for politics are reduced, and corrupt men are sought. Ambitious men, though they are not fit to lead, are encouraged, and the people are deceived.

pass lying over the railroad track, take that way and swell the crowd. The small fraction of the money saved from going into the pocket of the man who belongs, silver-tongued orators can be bought to beguile and mislead the masses. Hired ostensibly as attorneys, their time is given to pulling down the curtain of the party and to pitting class among republicans, who can feel a patriotism they never felt a soldier among soldiers, if they never war in the war can find a patriotism that is not a patriotic masquerade behind the petticoats of a dead hero's widow to win the soldier boys into the railroad camp.

It is time to do the remedy. The remedy must come sooner or later. The railroads should withdraw from politics. It is my opinion that it will be in the very near future that their presence in the political convention is a source of constant

irritation. As the rightmost people arise against the domination of the left, the middle will be swayed by the demagogues and time-servers. The rule will be who can go farthest in railroad regulation. The middle will be crushed and the roads are seriously crippled. The people should ask nothing but justice. Let the railroads be allowed. Let them call it capitalism. Let them call it socialism. Let them be willing to accept right and slow a confidence in the people that right will be accorded.

The problem of how railroads should be regulated is a grave one. Very few know how to solve it. The trouble is that if the railroads continue the course they are on, they are sure to be accepted. Sometime later, the question will fall into hands wholly

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HE ENDORSES THE MAY MEETING.

**General J. C. McBride Favors Con-
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Appeals for Men of Honesty
and Integrity.**

A convention of republicans will be held at
Boltman's hall in Lincoln, on May 30, 1890,
at 7:30 p. m. for the purpose of consultation
and to devise the best method of wresting
the control of the republican party from the
hands of railroad corporations of this state.
To prevent, if possible, a repetition of the
outrages perpetrated by the railroad corpora-
tions at the Hastings convention last fall, in
controlling the convention through the proxy
system; and to transact such other business
as may be found necessary to give effect to
this object and benefit the masses of the state
by providing a remedy for existing evils.

All republican voters in sympathy with this
movement are invited to attend.

Republican papers please copy this call.

W. M. NORTON.

CHARLES R. KECKLY,
WILLIAM LEESE,
J. R. SUTHERLAND,
J. R. BALLARD,
Committee.

Lorenzo Crounse on the Convention.
Judge Lorenzo Crounse was called on by a representative of THE BEE at his home in Calhoun. He was actively engaged in preparations for the tour to Europe upon which he expects to start Thursday next. He will be accompanied by all of his daughters, Gretchen and Marianne, and will spend three months in visiting places of interest abroad. In response to questions regarding the duty of the anti-monopoly conference, Judge Crounse said:

"The dual relation which railroads hold toward the public, first as public highways

and second, as commercial enterprises, must, very naturally, result in more or less competition. The conflict, therefore, is inevitable. This conflict, while it has been quite general throughout the states, so much so as to have roused the action of congress to the enactment of an interstate commerce law, has been growing more and more intense in Nebraska, and has become one of the most absorbing political questions. The conflict has been, especially active here because of the extent of the transactions which must necessarily arise between the railroads looking to their commercial interest on the one hand, and an agricultural people raising immense quantities of cheap products for long distance from market and exporting their wares.

More than all, the condition has been aggravated by the policy of the Government, to say, outrageous interference of the railroads, particularly the Union Pacific and Burlington, in the practical policies of the state. The Government has been guilty of the same debauchery and corruption as to be a menace to good government and a source of concern to all well disposed citizens, but has aroused the indignation of the people, and has ended, prove very damaging, and even unjust to the roads.

*As commercial enterprises, intent on getting the greatest gains, they have resisted any legislation or regulation in behalf of the public which threatened to lessen the dividends of their non-resident owners. A considerable part of the profits of the railroads has been attended by fraud and national scandal, and the construction of whose roads

was a little sort of organized robbery, and was a very profitable one, and there, in its operating it for all there is in it. So it has conceived it cheaper to corrupt and prostitute the sources of power than submit to even just regulation. Years ago, when in congress, I introduced bill mandating the railroad to pay the millions of acres the value of which was daily enhanced by the levy made on the property of adjoining settlers, and was fortunate enough to see it pass the branch to which I belonged. It died in the senate, however.

Later, I introduced another law, having for its object the payment of some of the unjust exactions for the transportation of freight and passengers over the bridge at

Omaha. To night of the Union Pacific company had been aroused by my former impertinence and my manner in dealing with such a powerful lobby committee, and the floor that it came to a speedy death. From Frye of Maine to Houghton of California my bills received the earnest opposition which would have done credit to a high-class attorney. Friends like Daniel of Hampshire, the brother of Lincoln, the secretary of the road, a member whose excess of virtue takes the direction of temperance, educational bills, and "good-in-the-constitution" found in his good heart plenty of reasons why a poor corporation should not be helped. And had been donated

to it, should not share in the burdens of maintaining the government. Not satisfied with the death of my bills, the company demanded the political death of their author and president William Pitt. The death of you, Mr. Crouse, must not be mourned. Mr. Crouse did not return. How much the road contributed to that end, those familiar with the politics of the state, and particularly the hoodlums who, it is known, received pay for their votes in the convention of 1860, can testify.

Paraphrasing the reference to myself which I have introduced, not from any feelings of vanity but rather as a matter of history, which may be new to many and perhaps almost for

anyone else, but I wish to state that the methods practiced here are the same as those that the Pacific have been improved and applied by the company in the state and copied by its competitor, the Burlington road. When the interests of the two were in conflict, the poor people, at times, were of consequence enough to be considered, but now, when the interests of these differences out of the way, the contest between the public and the corporations is an unequal one. Not that there is not virtue and strength enough with the masses to hold them in check, but of want of proper direction and organization. The grandest of all the Bright young men throughout the country who show an aptitude for politics are reduced, and corrupt men are bought. Ambitious men,

ood enough when not under fear or temptation, seeing the road to success lying for the railroad track, take any way and mean the consequences. With a small fraction of the money saved from going into the public treasury where it belongs, silver-tongued orators can be bought to beguile and mislead the masses. Hired ostensibly as attorneys, their time is given to the study of the law of perjury and of the means among republicans who can feign a patriotism they never felt, a soldier among soldiers, if they never were in the war can discourse on Grant's political career and masquerade behind the petticoats of a dead woman, and win the soldier boys into the railroad camp.

"But now is the remedy. The remedy must come sooner or later. The railroads should withdraw from politics. It is my opinion that it will be in the end better for the country and the presence in caucus and convention is a source of constant irritation. As the righteous people arise against their domination and success is promised, their ranks will be swelled by the demagogues and time-servers. The road will be who can go farthest in railroad politics. The country will be ruined. The roads are passing and the roads are seriously crippled. The people should ask nothing but justice. That the railroads should allow. Let them call off their coppers and their silver-tongued

The problem of how railroads should be regulated is a grave one. Very few know how to solve it. The trouble is that if the railroads continue the contest and are worsted, as they are sure to be, sooner or later, the question will fall into hands wholly