RATES REMAIN FIRM.

State Board of Transportation Will Not Lower Freight Schedules.

HISTORY OF NEBRASKA RAILROADS.

What the Secretaries Reported Concerning the Past of the State.

COMPARISON OF CHARGES ON STOCK.

What It Costs to Ship to Chicago From Nebrazka or Iowa.

RESULT OF A LONG INVESTIGATION.

Reduction at Present Would Be an Injustice to All Parties-Conclusions of the Board at Lincoln.

Lincoln, Neb., Sept. 18 .- Special to The BEE.]-A meeting of the State Board of Transportation was held late this afternoon and the secretaries submitted the following report concerning the request for reducing rates on the various railroads, and the board decided to adopt the report:

decided to adopt the report:

To Messir. Benton, Hill, Hastings, Allen and Humpher, Members of the Board of Transfortation—Gentlemen: Pursuant to a resolution of your board directing the secretaries to prepare a statement of facts in the matter of transportation rates in this state, we respectfully submit the following:

In order that you and through you the people of the state may have an more comprehensive view of the whole controversy on the question of freight rates between the people and the railroads of the state we call your attention:

To a brief history of the controversy from its earliest beginning, showing the situa-tion as it was, up to the time when the present members of the board went into office. Second. To such facts, floures and arguments as we have been able to gather from both sides to the controversy at the recent public investigation held by this present board, and to other facts ascertained by the secretaries, prior to and since the recent public investigations.

When it Commenced.

The present controversy between the people and the railroads of this state originally grew out of the question, not of rates or reduction of rates, but of control. The people recognizing the railroads as common cerriers, not entitled under the state constitution to the same broad liberty of action in business that the individual citizen has, wanted to control the roads. The roads, impatient of interference, wanted to control themselves and manage their business in their own way. The roads were aggressive in business matters. They crowded the rapid development of their systems in all directions throughout the state with an energy never before equaled in history. Had they been less energetic and less forceful in the early settlement of the state, there would have been less progress and less material development.

Not only were the railroads energetic and forceful, but they were arrogant and overpresent controversy between the people

there would have been less progress and less material development.

Not only were the railroads energetic and forceful, but they were arrogant and overbearing in their methods. By the very force of their splendid energy they were natural usurpers of power, and the individual citizen stood in awe of a magnificent combination of capital, brains and energy that had no conscience and no soul. To protect himself against its aggressiveness his first instinct was to pass laws that would curtail its legic rights. To prevent the passage of such laws was the natural instinct of the roads. The citizen at once appealed to public sentiment with a view of securing the passage of such laws as he deemed necessary to check this growing railroad power. Had the railroad people at this point calmly considered, yielding to the passage of such laws, for general control, as the people under the constitution were entitled to, submitting to control, rather than to the passage of such laws, for general control, as the people under the constitution were entitled to, submitting to control, rather than seeking to control, they would have secured popular sympathy instead of arousing popular distrust. And had the citizen pursued the even tener of his way, holding fast for what was his by right, moving forward in the line of his own good common sense, avoiding rather than seeking a quarrel with the railroads, electing only honest men to the legislature, he would have secured earlier in the struggle the legal control and the legal remedies which he sought for, and preserving his oven temper and cool judgment he would have been able to recognize justice when he found even temper and cool judgment he would have been able to recognize justice when he found it and to know when he had gone far enough. When the public will is moved by judgment and not by prejudice there is always inherent in the nopular heart a love of justice and fair play, but when baffled by tricks and builted by unlawful assumption of power the public will becomes perverted and moves by caprice and not by reason. At such times the professional agitator finds public sentiment an easy prey to his mischevious doctrines.

They Drifted Apart.

Never in history has a better opportunity been given to arouse popular prejudice than was given by the railroad managers in this state in the earlier stages of this controversy. As the anti-railroad sentiment grew and be-came more threatening in its attitude railroad manipulation became less scrupulous; and

manipulation became less scruptions; and she louder the clamor for railroad legislation and sulfroad control the more the railroads refused to yield to the reasonable demands and the more they sought through political intrigue to defeat the popular will.

It seems strange that a community of producers of more than average intelligence and a community of railroad managers and builders having so much at stake of mutual interest should allow a dangerous feud to grow up between them as to riginally began there is no don't the depute as it originally began there is no don't then the railroads were in the wrong. They were stubborn and unyielding at a time when they should have been satisfied to live and let live. The people asked only what was reasonable and what was guaranteed to them under the state constitution. For many years the roads were able through their political power to defeat legislation. They were the stronger of the two in the contest. They were the only capitalists in the state, and were rich. The producers were few in number and were poor. The railroads had plenty of money, and they spent it lavishly in the construction of new lines. They were powerful in politics and were aggressive and arrogant in their manipulations of men and measures to accomplish their purposes. Their overmastering influence in the state aggravated the temper of the people and banded them still more closely together in a still stronger anti-railroad sentiment.

At length, in 1831, came the first victory for the people in the form of an act by the legislature dxing a maximum rate, it was not a reduction of rates, but a fixing of a definite limit, above which the rate tariff might not go. This rate was taken from the lowest published schedule of rates then in force. In this the people had gained one point—that of control, No sooner had this law been enacted grapting control over rates, than the people had now general supervision over the roads, with power to judge and decide questions in dispute, before when they were the reducti

The only question yet to solve was as to what extent rates could be reduced. Here the struggle shifted from the people in general against the roads to the Board of Transportation against the roads.

Result of the Controversy. The result of this contest between the Board of Transportation and the railroads was a general average reduction on local and through rates of 335 per cent. This was the most aweeping and Tar-reaching reduction

ever accomplished by any board of railroad commissioners in the United States. It not only affected the local rates, over which the board had absolute control, but interstate rates over which the board had no control, and that were of greatest importance. In this attack the Board of Transportation was so vigorous, and their demand was crowded with such determination and force, that the roads were compelled to make great concessions on the interstate rates. And when these concessions were made it was tacitly understood and agreed between the board and the roads that the local rates should not again be disturbed until such time as the local interchange of business in this stateshould be of more general importance to the people than it was then. In order that you may more fully comprehend what was involved in the issue between the board and the roads at this time you should bear in mind that a reduction of the local rates in Nebraska meant to the roads a general corresponding reduction in local rates in Kansas, Colorado, Wyoming, Montana, Utah, Idaho, Nevada, Oregon and Washinton. The board saw this point as clearly as the roads did. The Nebraska Board of Transportation had Indirect power to cause a reduction in all these other western states, where there were no boards of control.

these other western states, where there were no boards of control.

The board used its power over local rates to extort from the roads broad and liberal concessions on interstate through rates, which was the vital question to Nebraska producers. So swift had been the progress of the anti-railroad sentiment in this state, and so ficree had it become in its demands, its topped not to recognize what the board had done, but passed on from the demand for reduction to the deon from the demand for reduction to the

on from the demand for reduction to the demand for more requestion.

In the trial that took place in the summer of 1887 the roads resisted reduction with great force and determination. They fought most determinedly every inch of ground from beginning to end. The board being composed in part of men of high legal standing, being assisted by a "rate expert" of recognized ability, investigation was most thorough and complete.

pete.
In view of the fact that the board secured this sweeping reduction and has since that time made still further reductions, it would seem that as a rate reducer it had fairly earned from the producers of the state some slight gratifule, if not respect; and it would seem that after having brought the railroad power to terms the anti-railroad sentiment should have been, for a while at least, reasonably satisfied. The seems had now changed, since the earlier part of the struggle. The roads had expended their money in the building of new lines that were unprofitable. They were obliged to exercise the strictest economy in order to make even a small dividend. The Chicago, Burlington & Quincy railroad lost in the strike of 1888 \$1,000,000 which together with the reduction of rates caused its stock to decline 50 cents on the dollar. Hard times was staring it in the face. In the mean time farmers in the state had prospered. in view of the fast that the board secured prospered.

Some Further Information.

Some Further Information.

We have shown to you how this controversy first started, over the question of control. How in 1881 a maximum rate was fixed, which was control. How the people then demanded more control, and how in 1885 the commission was created for more control. How the people then demanded still more control and reduction of rates. How in 1887 the commission was abolished and the Board of Transportation created, which had not only power to exercise still more control, but to reduce rates, and which actually did in the contest with the Eikhorn road cause a reduction of 30½ per cent supplementing this reduction with still further reduction on coal and grain. How the railroad power of this state had been rebuked for its audacity, punished for its rapacity, and yet the agitation was not one whit cooled in its fury, but grew in force and violence and called louder than ever for still more reduction. Again the second newly elected Board of Transportation took up the question and called a meeting for still further investigation.

The board saw no way of arriving at the

ion.
The board saw no way of arriving at the facts only by investigation. The question then pending before the board when the pres-ent members came into office in the earlier part of the year, was "still more reduction." Recognizing its duty as a court to render judgment according to facts and according to ustice, it at once set about to ascertain facts On the 13th of August this board set at Lincoin as per previous announcement, to take evidence and hear argument. It is worthy of note that no person appeared at that or any subsequent meeting of the board who advocated the lowering of the rates on the products of our farms to our markets. But at the Lincoin meeting it was urged upon the board that the short haul rates be modified, with no complaints whatever as to rates as now fixed on grain, live stock or coal.

It is also worthy of special notice that the gentleman making this argument made no effort to show that the rates on our outshipments of Nebraska farm products were unreasonably high, his entire argument being confined to a criticism of the local distributing rates. He charged that the rates in this state were founded on what is known as the long haul theory. He said: "The purposes for which the rates are fixed are as follows: First, to protect the existence, under the rule of charging all the traffic will bear, of such internal industries of the state as corn, oats and packing house products upon which they can co feet freight charges for a long haul. Second—To prevent and prohibit, as far as possible, such internal industries of the state as might supply the home markets of the state which those commodities which the road is now haulling into the state. coln as per previous announcement, to take evidence and hear argument. It is worthy of tries of the state as neight supply the home markets of the state with those commodities which the road is now haulling into the state from long distances at high freight rates."

He also claimed that the local distance tariff of the Chicago, Burlington & Quincy was formulated with this second purpose in view. He claimed the freight most used by the people is that shipped under the rates for fourth and fifth class. The rates on the fourth and fifth class freight, are those, therefore, which are of the most importance to the people, yet it is on fourth and fifth class freight that we meet with the greatest discrimination under the local distance tariff in Nebraska, a discrimination operating against the local shippers and in favor of the shippers living in cities far distant from the state. This discrimination against the shippers in interior Nebraska results from the disproportion existing between the low throub rates to the state and the high local rates in the state.

Long Hauls and Low Rates. It must occur at once to any ordinary man that a low rate for the long haul is the very life of Nebraska. If the principal business of the people of the state was to exchange commodities among each other. from town to town, on short hauls within the state, then they would want rates based on the short haul theory. But if the principal business of the people of the state is to raise grain and stock for a far away eastern market and to import building material and family supplies from a far away eastern market, then the low rate on the long haul is absolutely vital to their interests.

The producer in Nebraska is interested in rates only on such articles as he buys and

family supplies from a far away eastern market, then the low rate on the long haul is absolutely vital to their interests.

The producer in Nobraska is interested in rates only on such articles as he buys and sells. It makes no difference to him what the rate is on hoop poles if he never buys or sells hoop poles. He is interested only in the freight he pays, either as buye; or seller. Admitting for the sake of argument that he pays the freight both ways both on what he buys and what he sells, he then pays both the long haul and short haul freight, and to determine which of the two hauls he would have the rate based on he must first ascertain which haul he uses most. If the shipments on these articles which he buys and sells are mostly long haul shipments then he wants the rates favorable to the long haul theory, but if the shipments are mostly short haul shipments, then he wants the rates based on the short haul theory.

Let us take an average Nebraska farmer, and see whether the tournage on which he pays freight is handled mostly on the long or shorthaul. The average Nebraska farmer ships or receives in one year 2,000 bushels, or 120,000 pounds of grain, 40,500 pounds of five stock, 20,000 pounds of grain, 40,500 pounds of the stock, 20,000 pounds of coal, salt, lumber, etc., 5,00 pounds of grain, 40,500 pounds of miscellaneous articles, making in all a total of 200,000 pounds, on which he pays freight either as buyer or seller. Not over 500 pounds, or one-quarter of 1 per cent of this is handled on the local distributing rate.

Would the farmer who pays freight on 300 pounds of sugar and two car loads of fatsteers prefer to have the rates adjusted in favor of the sugar rather than the steers? Or if he sells a fat hog and purchases a paper of pins, will he complain that in the adjustment of freight rates discrimination is made in favor of the brog and against the pins?

The principal transactions of our poople in Nebraska do not consist in buying but in selling. We are producers of their nearest town, but on t

the interest of the steer should stand paramount.

Bear in mind, always, that of all the freight paid on all the articles bought and sold in a whole year's traesaction of our ordinary farmer, the short haul freight is only one-quarter of i per cent, Less than 1 per cent of all the tonnage of Nebraska roads is included in agricultural implements and merchandise shipped locally. The principal items of commerce in the state are grain, coal, lumber, live stock and meat products, they being 70 per cent of all the comducts, they being 70 per cent of all the com-

what May Be Done.

An agitator may stand before an audience of people and set them wild with excitement, or he may appeal through the press and raise an army of 70,000 voters by quoting technical instances in which the local rates on these articles seem disproportioned to the long haul rate. But when these 70,001 men stop to consider that less than 1 per cent of the coal, grain and lumber is local business, the argument falls to the ground and the agitator only proves how mischisvons a man can be when he talks with the purpose to deceive. Now it may be asked, if the distributing rate is so little used by the people of the state and to reduce it would not seriously affect the income of this roads, why not reduce it and stience the popular clamor? It is easily explained why a reduction of this tariff in Nebraska although it is little used by the ordinary farmer, might seriously affect those Nebr ska railroads which have extended their lines into states west of us. It is pialn to any man that as we approach the west, where the country is more sparsely sottled and the tonnage is lighter, higher rates must prevail in proportion to the decrease of business. Nebraska doing a much less business on the distributing rate must have shigher rate than lows, and Colorado and Wyoming and other western states must stand a still higher rate than Nebraska, and the tariff should be so arranged that the proportion in advance of rates shall be consistent with the decrease in business in each state. If the Nebraska distributary rate is put on a plane with that of Iowa the discrepancy between the Nebraska drates and of the states west of us would then be too great, and immediately the demand would come from those states for a reduction consistent with the Nebraska farmer insist that for the sake of the reduction of one-fourth of 1 per fines.

in use.

Will the Nebraska farmer insist that for the sake of the reduction of one-fourth of 1 per cent of his freight bills he will jeopardize our present low through rate to the eastern market?

But it is also urged that our local distance and in Nebraska should be put on a par with But it is also urged that our local distance rate in Nebraska should be put on a par with that of lowa. In considering that question the one point vital to the farming interests of Nebraska is whether our stock and grain can be shipped from the interior of the state to Omaha and Lincoin on the local distance tar-iff, and from thence to Chicago and St. Louis, and whether when these products reach Chicago and St. Louis they have paid per mile in proportion to the distance traveled more than the same products would have paid had they started in lowa instead of Nebraska.

Travels of a Steer.

Travels of a Steer.

When a Nebraska, steer reaches Chicago in the form of dressed meat, the question with him is not what it cost him to travel through Nebraska or Iowa or Illinois, but what he paid for the whole trip, and whether a proportionate reduction has been made in accordance with the distance traveled. If he has traveled twice as far as the Iowa steer, then he should have paid, not twice as much, but less than twice as much as the fowa steer. For the purpose of ascertaining whether in the adjustment of rates the Nebraska steer is being fairly treated, in comparison with the Iowa steer let us take one of each, follow them to Chicago and see how they stand in relation to cost of transportation.

Take a Nebraska steer at Hemingford, Neb., ship him to Gmaha under the Nebraska tariff, which is 228 cents per 100 pounds. Hill him and ship the dressed meat to Chicago at 22 cents per 100 pounds. He has has now traveled 931 miles and has paid 448 cents per 109 pounds. Kill him at the Cedar Rapids packing house and ship the dressed meat to Chicago at 17 cents per 100 pounds. He has now traveled 551 miles and has paid 48 cents per 109 pounds. Kill him at the Cedar Rapids packing house and ship the dressed meat to Chicago at 17 cents per 100 pounds. The has now traveled 555 miles and has paid 48 cents per 101 pounds. The Nebraska steer travels 650 miles and pays 48 cents per 100 pounds. The horraska steer travels 651 miles and pays 48 cents per 100 pounds. The flow as teer travels 650 miles, at 37.5 cents per 100 pounds. The nebraska steer thas traveled once and one-half the distance of the Iowa steer at a natual less cost. Take a Nebraska steer at Funk, Neb., ship him to Omaha, 200 miles, at 37.5 cents per 100 pounds, and add rate on product from Cedar Rapids over an "A" road at 15.5 cents per 100 pounds, and rate on product from Cedar Rapids to Chicago than the Iowa steer and ship him from a point 200 miles west of Cedar Rapids to Chicago than the Iowa steer, and yet he travels nearly twice the distance.

Now ta

against 410 miles for the lowa steer and pair only eight-tenths of 1 per cent per 100 more. Juggiing with Figures. In all the ages of the world's history since commerce was first instituted among men there have been opportunities, by the skillful use of figures, in proving to the poor man that he is being abused by the rich man and in prov-ing to the individual that the corporation is his natural enemy, but never was a subject is his natural enemy, but never was a subject more capable of being twisted with mischlev-effect by the skillful use of figures and the singling out of technicalities than the subject

of transportation.
In discussing freight rates a man in Adams

effect by the skillful use of figures and the singling out of technicalities than the subject of transportation.

In discussing freight rates a man in Adams county might say: "Gentlemen, you are corn raisers; I wish to show you wherein you are paying extortionate rates on corn." He then points out that the rate on corn from Hastings to Sutton, twenty-five miles, is 5 cents per 100 pounds, while the rate from Omaha to Chicago is only 19 cents, the distance being 500 miles, or twenty times as far. He shows how this discrimination in local rates keeps the farmer poor, and wishes to have it so adjusted that the corn rate between Hastings and Sutton shall be as low proportionately as that between Omaha and Chicago. In telling only half of the truth he has deceived the Adams county corn raiser in a most mischlevous manner. In the first place the Adams county farmer has no occasion to ship corn from Hastings to Sutton.

If the conditions were such in this state that we consumed all our own products here in the state, shipping it from one town to the other on the short haul, and if we had forests for our own lumber and mines for our own coal and salt; if we exported nothing to a far distant market and imported nothing from a far distant market; if our commerce as a state consisted in the mair in an exchange of commodities among each other, then we would want the rates adjusted so as to favor the short haul, and discriminate against the long haul. Not only would the Adams county farmer want a low corn rate from Hastings to Sutton, but he would want the through rates between Illinois and Nebraska as high as possible, to prevent the Illinois farmer from sending his farm products into Nebraska and Chicago on his hat it would practically exclude Nebraska grain and stock from the Chicago market. The Adams county farmer is not engaged in selling corn in the Sutton market, but in the Chicago market, and the price he receives for his grain is the price in Chicago, less what it costs to get it there. In reckoning this cost it is

Corn Rates Compared.

Corn Rates Compared.

By investigation we find that the discrimination is in favor of the Nebraska product as compared with the lows. Take an example. The rate on corn from Hastings to Chicago is 25 cents per 100 pounds. To reach Chicago it travels 828 miles and pays at the rate of seven-tenths of 1 cent per mile. From Murray, In., to Chicago the corn rate is 17 cents per 100 pounds. The distance is 355 miles and the rate per ton per mile is one ceat. The Nebraska corn travels at seven-tenths of 1 cent, while the Iowa corn pays 1 cent per ton per mile.

Now let us take a Nebraska hog to Chicago, and see whether the discrimination is against him, and in favor of the lowa hog. Take him from Republican City to Lincoin alive at 16 cents per 100 pounds, and your Nebraska hog has paid 41 cents per 100 pounds to reach Chicago, 720 miles away. his freight being at the rate of 1.14 cents per ton per mile. Take the Iowa hog the same distance over a class "A" road, and from the packing house at Ceder Rapids, take the product to Chicago and your Iowa hog has paid 31 cents per 100 pounds a distance over a class "A" road, and from the packing house at Ceder Rapids, take the product to Chicago and your Iowa hog has paid 31 cents per 100 pounds to reach Chicago, a distance of 40 miles, and has cost at the rate of 1.5 cents per ton per mile.

Take the question of coal rates. From Rich Hill, Mo., to Lincoin, Neb., the distance is 287 miles, and the rate is \$1.15 per ton, or four-tenths of I cent per mile per ton. The Iowa rate on an "A" road for 287 miles would be

merce of the state. Less than I per cent of the grain, coal and lumber is local business, because we have no forests, or mines, and small local demand for grain shipped by rail.

What May Be Done.

An agitator may stand before an audience of people and set them wild with excitement, or he may appeal through the press and raise an army of 70,000 voters by quoting technical instances in which the local rates on these articles seem disproportioned to the long hall raic. But when these 70,000 mon stop to consider that less than I per cent of the coal, grain and lumber is local business, the argument falls to the ground and the agitator only proves how mischisvous a man can be when he talks with the purpose to deceive when he talks with the purpose to deceive and to reduce it, would not seriously affect. Net carnings 1,401,739

For cont per annum, 464.

For the year ending June 20, 1890, the Union Pacific system had a total length of 1,188,97 miles.

Cost at \$50,000 per mile. \$ 35,867,800

Gross carnings. 7,979,127

Operating expenses and taxes 4,798,297

Per cont.

Summing It Up. We have given you in the foregoing a brief history of the rate matter as we have found it, and from that history and from the evidence and reports on file in our office we beg leave to submit in conclusion the following findings of fact:

First. We find from the evidence, and sworn statements and reports on file in our office, and from personal inspection, that the railroads in this state could not be duplicated for a less sum than £9.000 per mile, taking into consideration their equipments and depot and terminal facilities.

Second. We find from the evidence and sworn reports heretofore filed in our office, that the railroads have for the years 1887, 1888, 1889 and 1800 made the following rate per cent per annum upon what, in our estimation upon a careful investigation, would be the lowest amount for which they could be duplicated or paralleled:

Net earnings. 2,280,920
Per cent per annum, 953.
Total number of miles of road for 1890, 5,196.47.
Total cost of road \$154,024,100
Total gross earnings 21,102,085
Total expenses and taxes 1,043,256
Total expenses and taxes 1,043,256
Total net earnings 7,120,629
Average per cent. 960.
For the year ending June 20, 1891, the Fremont, Eikhorn & Missouri Valley railway had a total ength of 1,012,14 miles.
Cost at 830,000 per mile \$30,254,200
Gross earnings 2,5504,420 Gross earnings 2,500,120
Operating expenses and taxes 1,984,886
Not earnings 1,265,534
Per cent per annum, 0416
For the year from June 30, 1830, to July 31, 1851, the
Chicago, Burlington & Missouri River railroad had
a total length of 3,135,74 miles.
Cost at \$30,000 per mile \$94,972,000
Gross earnings 4,572,073 Gross earnings.

Operating expenses and taxes.

Net earnings. Net earnings 1,189,447

Per cent per annum, 0/264.

In obtaining the net earnings of the railroads for the years 1889 and 1890 we have peen Exhibit A Classes 1, 2, 3, 4, 5, A, B, C, D, E in cents per 100 pounds. 8 .60 8 .60 1.00 1.30 .90 1.17 1.00 1.30 1.00 1.30 .65 97 45.00 40.00 35.00 30.00 24.00 16.00 14.00 45.00 40.00 35.00 30.00 27.00 19.00 16.00 44.00 45.00 40.00 35.00 30.00 27.00 19.00 16.00 14.00 45.00 40.00 35.00 30.00 27.00 19.00 15.00 45.00 40.00 35.00 30.00 27.00 19.00 15.00 36.00 27.00 19.00 15.00 36.00 27.00 19.00 15.00 36.00 27.00 19.00 15.00 36.00 27.00 19.00 15.00 36.00 27.00 19.00 15.00 17.00 15.00 12.00 27.00 19.00 15.00 17.00 15.00 17.00 15.00 17.00 15.00 17.00 17.00 15.00 17.00 Nebraska South Dakota. orado.... Minnesota lows "A" lows "C" 200 miles.

Iowa "C". 300 miles. Nebrashn. South Dakota. Kansas. Colorado. Wyoming. Missouri. Minnesota. Iowa "A". Iowa "C".	52.00	39.26	29.90	24.18	18.46	25.67	16.90	14.43	1
Nebraska	. 83.00	75.00	68,00	56.00	51.00	44.00 37.00 44.00 57.00	86.00	27.00	1
Kansas	83.00	75,00	60,00 68,00 60,00	46,00 56,00	37.00 51.00	44.00	33.00	28.00 27.00	1
Colorado	92.00	78.00	60.00	46.00	37,00	37.00	32.00	28.00	-
Missouri.	87.00	67.00	50.00	46,00 43,50	49.6 (43.00)	87.00 85.50	32.00 25.75	28,00 21,25	- 1
Minnesota	75.60	63.00	50.50	38.00	33.50 30.00	30.00	26,00	23.00	ij
Iowa "C"	72.80	32.00	39.00	32,50	20.00	22.50 29.25	22.75	15.00	- 3
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For the year, end	ing June	80, 185	the C	hicago.	com	nelled	to fig	ure or	
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Cost at \$50,000 per mil	e	******	8 5	3,453,100	as a	whole	earnir	taking	
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For the year ending Kansas & Nebraska	had a to	tal len	gth of	134.13	simi	larly	situate ative l	ed, and	١.
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Dencit, etc.					that	in to	expla wa the	law h	14.8
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Cost at \$30,000 per miles				6,699,400	oros	erar	e "A"	roads	11
Gross earnings	1971201277			681,569	earn	ings a	re no	t less	i
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Per cent per annum.	.024.	100# 41	0.525.78	Description	the	ates i	or "A	'roads	5.
length of \$22.98 miles Cost at \$30,000 per mile Gross earnings. Operating expenses at Net earnings. Per cent per annum. For the year ending system had a total ler Cost at \$30,000 per mil Gross earnings. Operating expenses at Net earnings. Per cent per annum For the year ending	igth of b	81,52 mi	les.	Pacine	to e	barge	se gree e "A" ire no nile, a . The for "A'	er ce	nt
Cost at \$30,000 per mil	0		\$ 2	9,445,600	, raile	cont n	ore th	an 'A	41
Operating expenses n	nd taxes			2,900,639	follo	ws:	Burlin	gton &	C
Net earnings	117645110			2,228,851	bras	L'D. TIPE	DIME TH	Service Dilly	**
For the year endi	og Jane	30. 1887	the Fr	emont	all	operat	ted by	the	C
For the year endi Elkhorn & Missour length of 717.79 miles. Cost at \$30,000 per mil	Valley	rallway	had	a total	Quir	ey R	Southy ted by ailroa ray Tr d be th	d com	pa
Cost at \$30,000 per mil	e		8 2	1,533,700	line	Word	d both	unk lin	10
Gross earnings			****	2,270,990	Neb	raska.	Rep	ublica	'n
Gross earnings. Operating expenses a Net earnings. Per cent per annum Total number of m	na mxes		****	1,086,781	Nort	h Pla	tte ron	ids op	er
Per cent per annum	Lion for	the ver	r and	not Inno	the	St. Jos	n & Qu seph &	& Gra	110
30, 1587, 3,988,1.	1100 101	ene yer	enan	ng sune	the	Uni	seph a on Pac	acific	
Total cost of roads		******	\$ 11	9,643,000	Miss	Misso	Pac	valler	
Total expenses and to	xes			9,756,228	Slou	x (uri ity ni, El	& P	ac
Total cost of roads Total gross earnings. Total expenses and to Total net earnings Average per cent	for the	rear e	nding	7,470,664 Inne 30	the	renic	nt, El	chorn	&
					Omn	ha ra	the Ch ilway	would	b
For the year ending Burlington & Quincy	June 30	had a t	the C	nicago.	Line	oin &	Nort	hwest	ar
					publ	lenn	nd Isla Valley lls, O	nd &	11
Cost at \$30,000 per mi Gross earnings. Operating expenses a Net earnings.	ie	*******	5 6	4,469,200 6,888,885	Blac	ic Hi	lis, O	xford	de
Operating expenses a	nd taxes			4,895,168	Vall	ey &	Wyom ta bei n & Qu as City erated	ing, an	d
					Burl	Ingto	n & On	linev	K.
For the year ending Pacific ratiway had a	June 30	1988.	the M	issourt	the	Kans	as City	1 & O1	mi
Cost at \$30,000 per mile	Cotal len	gth of	ios mile	5,710 006	Vall	ey, op	erated	nd the	10
Cost at \$30,000 per mili Gross earnings. Operating expenses at Net earnings. Per cent per annum				526,082	bras	kn, K	any, a	City &	ĭ
Net earnings	id taxes.	*******		161.235	raily	vay in	Nebra all be and fi	aska, a	n
Per cent per annum	.028.				eigh	"B"	and a	freen	PA.
For the year ending Kansas & Nebraska					"A."	770.46	miles;	"B," 2	,39
141.50 miles.					fmile	5.			
Gross earnings	0			161 594	of N	obrasl	We fo	lower	th
Operating expenses at	id taxes.			161,594 222,326	state	, for	proof o	of which	h
120 0 0 15 800 751.					tion	bit "A	ne abe	ove co	m
For the year ending Paul, Minneapolis &	Omaha l	and a to	tal le	ngth of	Fif	th. W	e find	that	tl
244.52 miles. Cost at \$39,000 per mile					ship	ped f	e find or mil	lling 1	pu
Gross earnings. Operating expenses at		******		702,243	asth	e foll	ery fa	table	y w
Operating expenses at	d taxes.		••••	630,331	1	3 1011	Ournie	EAT FO	** 1
Net earnings Per cent per annum. For the year ending	.0096			11,014	1	194			_
					25	Stat	ues.		
Cost at \$30.00) per mile	C	*******	\$ 2	9,447,400	25	Net	raska.		
Cost at \$50.00) per mile Gross earnings Operating expenses at	A FAVOR	******		7,029,775	50	how	raska.		
Net earnings. Per cent per annum. For the year ending Eikhorn & Missouri length of 958.52 miles.				2,320,498	100	Low	1		**
For the year and an	.078.	1909	the P	omont	100	Neb	TREKE.		
Elkhorn & Missouri	Valley	rallway	had a	total	200	Iow	A		
length of 958.52 miles.	_ 77			205 205	200	Ken	raska.		• • •

Cost at \$80,000 per mile \$ 28,695,600 Gross earnings \$ 26,865,690 Coperating expenses and taxes \$ 1,882,965 Net earnings \$ 1,032,685 Per cent per annum, .035.

Total number of miles for the year 1883 4,829.75 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads at \$30,000 per mile \$138,832,800 Total cost of roads and taxes \$12,420,814 Total net earnings \$ 5,005,753 Average per cent, .030.

For the year ending June 30, 1889, the Chicago, Burlington & Ouleur railroad had a total jeruth of surface of the period of the perio Average per cent, .039.

For the year ending June 30, 1389, the Chicago,
Burnington & Quincy railroad had a total length of tiross earnings 540,002
Operating expenses and taxes 278,453
Net earnings 71,500
Per cent per annum, oliter 11
For the year HSS the Chicago, St. Paul, Minneapolis & Omaha railway had a 16tal length of 240.18 miles.
Cost at \$80,000 per mile 2777 \$ 7,205,409
Gross catnings L.096,195
Operating expenses and tages 704,335
Net earnings 891,893

Net earnings 704.343
Per cent per annum, 054. 331.893
For the year ending June 30, 1889, the Union Pa citie system had a total length of 1,176.39 miles.
Cost at \$30.000 per mile. \$ 35.286,000
Gross carnings 6,261.005
Operating expenses and taxes 3,252.107
Net carnings 2,207.003 141,28 miles.

Cost at \$50,000 per mile.

Gross caruings.

Operating expenses and taxes.

244,025

Net carnings.

For the year ending June 30, 1890, the Chicago, 84.

Paul, Minnospells & Omaha had a total length of 204 is miles.

compelled to figure on a mileage basis. By that we mean taking the earnings of the roads as a whole, and taking that proportion of the whole net earnings as the miles of the system in Nebraska bear to the entire mileage; which manner of figuring makes the road in Ne-braska earn the same amount per mile as in the states of Illinois, Iowa. Missouri and any other states in whice the system extends.

2.30 2.30

2.00

Local Rate Table.

Dencit, \$23,862. Por the year ending June 30, 1830, the Missouri Pacific in Nebraska land a total length of 322,22

Local Rate Table.

Third. We find that the local rates of Nebraska are as low as those of other states similarly situated, and the following tables of comparative local rates are conclusive evidence of these findings.

It will be noticed in the above table that we have given rates for "A" and for "C" roads in lowa. In explanation of this we will state that in lowa the law has divided railroads in that state into three classes, as follows: All roads whose gross earnings are \$4,000 per mile or over are "A" roads. All roads whose gross earnings are not less than \$1,000, and under \$4,000 per mile, are "B" roads. All others are "C" roads. The schedule rates of Iowa are the rates for "A" roads. "B" roads are allowed to charge 15 per cent, and "C" roads as follows: Burlington & Missouri River in Nebraska railroads were so classified they would be as follows: Burlington & Missouri River in Nebraska proper from Plattsmouth to Kearney, Omaha & Southwestern, Atchison & Nebraska, all operated by the Chicago, Burlington & Quincy Railroad company and the Union Pacific Railway Trunk line, from Omaha to state line, would be the only "A" roads. And the Nebraska, Republican Valley, Omaha & North Platte roads operated by the Chicago, Burlington & Quincy Railroad company, and the St. Joseph & Grand Island, operated by the Union Pacific railroad, and the Missouri Pacific Fremont, Elkhorn & Missouri Valley railroad, and the Fremont, Elkhorn & Missouri Valley railroad, operated by the Fremont, Elkhorn & Missouri Valley railway, and the Fremont, Elkhorn & Missouri Valley railway, and the Fremont, Elkhorn & Missouri Valley railway, and the Chicago, St. Paul, Minneapolis & Omaha railway would be "B" roads. And the the Fremont, Elkhorn & Missouri Valley railway, and the Chicago, St. Paul, Minneapolis & Omaha railway would be "B" roads. And the Lincoln & Northwestern, Nebraska & Colorado, Grand Island & Wyoming Central, Republican Valley & Southwestern, Lincoln & Hack Hills, Oxford & Kansas, Republican Valley & Wyoming, and the Chicago, Kansas & Nebraska being operated by the Chicago, Burlington & Quiney Railroad company and the Kansas City & Omaha, and Republican Valley, operated by the Union Paclific Railway company, and the Chicago, Kansas & Nebraska, Kansas City & Beatrice, and Paclific railway in Nebraska, and Nebraska & Western would all be "C" roads, making five "A," eight "B," and fifteen "C" roads in this state, "A," "770.46 miles; "B," 2,392.42 miles; "C," 2,267.41 miles,

"A." 770.46 miles; "B, ", out a miles,
Fourth. We further find that the coal rates
of Nebraska are lower than any other western
state, for proof of which we call your attention to the above comparative tariff rates,
exhibit "A."
Fifth. We find that the rate on wheat
shipped for milling purposes in Nebraska
compare very favorably with the rate in Iowa,
as the following table will show:

WHEAT FOR MILLING.

lowa Nebraska fowa Nebraska

CATTLE IN CARLOAD LOTS. State. Rate Per Rate in Cts
Car. Per Cwt Nebraska 45.10

The cattle rates in Iowa are based on cents per hundredweight and in Nebraska on dollars per car. Statistics show that in a thirty-six foot car the average car load is 25,000 pounds. Figuring on that basis the rate to market would be as above shown.

Question of Importance. Seventh—We further find that it is of vital importance to protect in every way the producers in this state, and that in order to do so the lowest possible through rate on the farm product must be obtained and maintained. That the local rate, which means the rate between station and station within the state, is of small significance as compared with the through rates and is of no interest to the farmer, as everything he uses is shipped to distributing points, such as Omaha, Lincoln, Hastings, Beatrice and Fremont, on a through rate, and then sent out over the state on what is known as distributive or jobbers' rates, which are much lower than the local rates now in forcer and that all his grain goes out of the state on a through rate, which at the present time is a far better rate than lowa enjoys. As an example we cite the fact that at a recent sitting of the interstate Commerce commission at the city of Omaha the lowa farmers made complaint to that body and produced absolute proof that this state has better market rates for its products than lowa. We cite the rate on corn from Creston 1a, 38 miles from Chicago, as compared with the rate from Venango, as compared with the rate from Venango. Neb., 872 miles from Chicago, Creston, 17 cents per 101 pounds for corn, and from Venango 25 cents per 100 pounds, making 17 cents per 101 pounds for corn, and from Venango 25 cents per 100 pounds for the Nebruska producer.

Eighth, We further find that the railroads are not in a condition to stand, nor does their net carmings, figured on a hasis of cost of Seventh-We further find that it is of vital Fighth. We further find that the railroads are not in a condition to stand, nor does their not carnings, figured on a basis of cost of \$10,000 per mile, and not on what they claim they cost, justify any cut in local rates of this state at the present time. And further, at a reduction in the local rates in this state would increase the through rates to market for our grain and would be a blow at the industry of the state. This last finding is fully established by the fact that the Board of Transportation reduced the local rates on hard coal 60 per cent, and yet the price to the consumer was not lowered nor the price at the mines raised which shows conclusively that the through rates must have been raised.

Recommendations. Cost at \$80,000 per mile \$ 7,205,400 foross carraings \$ 1,170,372 Operating expenses and taxes \$ 540,406 Net carmings \$ 203,526 Per the year ending Sune 30, 1890, the Fremont Eikhorn & Missborf Valley railroad had a total length of 1,010,40 miles. \$ 0,112,000 Gross o.irnings \$ 2,565,348 Operating expenses and taxes \$ 1,704,501

Recommendations.

the facts and figures as we find them from evidence obtainable, from sworn reports now on file in our office. And we would respectfully recommend that no action be taken that will in any way jeopardize the interests of the producers of Nebraska, but that all interests be protected in the fullest manner possible, as provided by the foregoing findings.

W. A. Dit. WORTH,
J. N. KOONTZ,
J. W. JOHNSON,
Secretaries.

P. S. In regard to the complaint of Charles. H. Johnson of Norfolk we make no report at this time for the reason that it is a local matter concerning discrimination against the city of Norfolk, and does not properly come in this report, but will be attended to further at once.

When the foregoing had been heard and discussed the State Board of Transportation

adopted the following as its findings: Findings of the Board.

After a careful and quite thorough investigation of the question of freight rates in Nebraska, which has occupied much time, and has taken a wide range, the State Board of Transportation has arrived at the conclusion that the rates now in force in this state cannot be generally reduced without doing violence to the business interests of the state, and at the same time injuring the shipping and producing classes.

We have come to this conclusion, not by taking the cost of construction and equipments nor the amount of stock and bonds issued per mile, but by making our computations upon the basis of what it would cost to duplicate the property, at the present time. It has been our endeavor to deal fairly and justly with the question, and in arriving at a conclusion, we have been governed only by the evidence, statements and facts produced for our consideration.

A candid examination and comparison of the figures presented to us, in the unanimous report of the Board of Secretarias, at the

for our consideration.

A candid examination and comparison of the figures presented to us, in the unanimous report of the Board of Secretaries, in the opinion of this board fully justifies the conclusion reached: That a general reduction of the rates, as now in force over the state is not practical at this time.

There may be, and probably are, cases existing where towns, cities and communities are being discriminated against, unjustly, by the common carriers. These matters the board will remedy, whenever such a case is brought to its attention.

The board is not unmindful of the fact that a large number of our citizens are earnestly and honestly demanding a general reduction of rates at its hands, and are of the opinion that as a matter of right, a sweeping reduction should be made. We ask only, at the hands of all such a careful examination of the schedules presented, which have been authenticated by the Hoard of Secretaries, and a candid judgment thereon.

Should conditions change, so that railroad investments could be made to pay more than a fair percentage on actual values, then it would be not only right, but exceedingly fit, that a general reduction be made; nor would this board hesitate to so order, and enforce such an order with all the means at its command.

Western Pensions.

WASHINGTON, D. C., Sept. 18 .- | Special Telegram to THE BEE. | - The following list of pensions granted is reported by THE BER and Examiner Bureau of Claims:

Nebraska: Original-Lorenzo Coppers. Dewitt Comstock, John McGuire, Samuel Funk, Hugh B. Withrow, Charles Richard, Leonard Gilbert, Joshua Smith, Daniel B. Bailey, Henry Shaw, Cyrus Fetterman, David Mather, Oliver D. Rhoades, Andrew Guinan, William G. Sadler, Elisha C. Culver, Thomas Stewart, William A. Bennett, Ransom M. Cope, John U. Metcalf, John W. Farrell, Samuel Montgomery, John Lawrence. Additional-John F. Morgan. Increase-William Hodges, James L. Shoemaker, Amiziah Reed.

Iowa: William Tompkins, John Rickenberg, Wickliffe B. Copeland, William Gift, David H. Morris, John Kinann, Aloazo Evarts, B. Franklin Jennings, Frederick Smith, Abraham Goodpasture, Patrick Mc-Cormick, Daniel P. Bowman, John H. Schvicker, James M. Bulard, William T. Mc-Kee, Moses Barce, John C. Leach, Edward Deborde, Riley H. Hatcher, John Egbert, Thomas J. Patterson, Frank E. English, Cyrus Hall, Shubel M. Shattuck, Anton Brincken, Lambertus Walter Marsh, Orville Fonda, Nelson B. Jacobs, William William M. Harvey, Amaza D. Work, Henderson Walker, Increase—George W. Potter, Joseph J. Erreman Henry Potter, Joseph J. Foreman, Henry S. Heninger, Felix W. Cozad, Canute Ptillips, William K. Hardenbrook, Edward L. Snyder, James T. Bell, Richard H. Greenway, Francis M. Enloe, Martin J. Esty, William H. Ferrin. Reissue—John W.

Reynolds, William Lust. Original widows-Ann Bird, Julia Kliey.
South Dakota: Original—Israel Wailioe,
John W. Switzer, John H. Gould, Addi

tional-Samuel R. Robbins, Increase Slias Zorzatt, Barton D. Woodburn, John W. Allo-way, Thomas Rodney. The Republican Rally.

The committee of the Sixth Ward Republican club having in charge the proposed jubilee for the purpose of raising funds to assist the citizens' committee in its work of securing the national republican convention for Omaha, reports satisfactory progress in

the way of raising funds.

It is proposed to hold the jubilee in the Exposition hall on the evening of October 17 and five speakers of national reputation bave been secured for the occasion namely: Hon, Roswell G. Horr of Michigan; Hon. J. P. Dolliver of Iowa, Hon. John M. Thurston, Colonel C. R. Scott and Hon. John L. Web-

Noted Desperado Escapes.

PHILADELPHIA, Pa, Sept. 18.-Lincoln Person, a noted desperado, one of a number of prisoners being taken to the penitentary, picked the lock on his handcuffs and then escaped from the train, which was going at the rate of forty miles an hour.

Helped a Burglar Out of Jail. CINCINSATI, O., Sept. 18. -In consequence of the revelation by Burglar Anderson, L. M. Hadden, attorney, and Cal Tucker, night watchman at the jail, have been arrested on

the charge of alding the prisoner to escape. PERSONAL PARAGRAPHS. Judge M. B. Rees of Lincoln registered at the Millard yesterday.

Miss Kathaleen A. Long leaves today for Baltimore, Md., where she goes to study. Hon. Lorenzo Crounse, assistant secretary of the treasury, left last evening for Washington. The judge honored THE BEE with a

Fred Benzinger, a well known newspaper man of Omaha and Lincoln, started last evening for a trip to his old home in New York. He will be absent about a month.

FUNERAL NOTICE. Notices of fee lines or less un les this head, Afty ents: each additional line ten cents.

COLE—The funeral of the late David Colq will be held from 839 South Twenty-first street Sunday, September 20, at 2 o'clock p. m. Interment at Forest Lawn.

DEATHS. Notices of the lines or less under this head, Afty

cents: each additional line ten cents. FORD—Mrs. Mary, age 90 years, at residence, 1107 South 9th street, at 2:30 p. m. yesterday, Mrs. Ford is mother of John and Andrew Ford of the Union Pacific railroan of this city. Funeral notice later.

OF PRICE'S Flavoring

NATURAL FRUIT FLAVORS.

Vanilla -) Of perfect purity. Lemon - Of great strength. Orange - Economy in their use Rose etc., Flavor as delicately

and deliciously as the fresh fruit

BROWNING, KING & CO. Reliable Clothiers.

Southwest Corner 15th and Douglas Streets

IST FLOOR:

MEN'S SUITS.

Fall and Winter Suits, made by our own factory, for men of fashion, for men of business, and for men of leisure. They are suits that will gracefully become any one of you, and the most astonishing feature you'll notice about them will be the extremely low prices marked on the dangling tickets. We'll show you many new fabrics in suitings this fall. WE'LL FIT YOU PERFECT, OR GIVE YOU THE SUIT. If you've got a suit in mind for the near future, you'll detect no mistakes in the make-up of this line.

2ND FLOOR:

Young Men's, Youths', Boys' and Children's Clothing.

Excellent styles this fall. No slight visible in the manufacture of garments for this department. WE KNOW that boys make men. We'll start you right in point of dress. All suits on this floor are money-savers to economists. They've got the style to "'em," the fit's perfect, and the price often less than paid for slop-shop. Boys, bring your mothers, and mothers, bring your Boys, and see how neat and how cheap you can be fitted out from a first-class stock.

3RD FLOOR:

We Devote to Overcoats.

The best light in the city. Our present stock of fall weight, medium weight, dress and general wear Overcoats you'll visit the ends of the earth and locate no finer or better assortment, and our prices, like quality and style, WILL BEAR well the light

IN FURNISHING GOODS AND HATS we're equally well prepared for you. Come early, come often and come in numbers.

Browning, King & Co., RELIABLE CLOTHIERS,

S. W. Corner 15th and Douglas.

SEND FOR OUR NEW CATALOGUE.