

Warning to Voters!

The Heim-Hunt-Parmelee-Hitchcock promotion outfit say "WE do not fear to compete with the trust." Who constitutes WE? Under the present franchise the promoters are compelled to turn over their franchise to a corporation not yet formed, and hence promises made by "WE" are not binding on any one.

There is no "Independent Telephone Company of Omaha." Read the franchise and see for yourself how dishonest they are. They are spending thousands of dollars to secure votes for their franchise, and to cover their tracks are accusing the Nebraska Company of spending money. It is the old cry of "Stop Thief," when they have the goods in their own possession.

Dual telephone systems mean a divided service and increased expense. Do Heim of Kansas City and Parmelee of Plattsmouth ask the Omaha people to vote them a franchise because they expect to help Omaha? No! They want the franchise in order to sell out; and a vote for their franchise is a vote to put money in their pockets.

They are spending money by the thousands of dollars to carry a franchise which will enable them to rob the people of Omaha. They are not honest or they would not sign their advertisement "Independent Telephone Company of Omaha" when there is no such company. Their promises are of no value as they are made for a company not in existence.

Their franchise says they MAY charge \$1.00 for Business telephones and 50 cents for Residence service—but does not say they SHALL. That is another of THEIR DISHONEST TRICKS. Ask any business man in any city where there are two telephone companies, and if he is not a stockholder in a telephone company he will tell you that two companies are a positive nuisance and an increased expense.

The proposed franchise was conceived in Plattsmouth, born in St. Louis, and, if adopted, will be damned by everybody except the promoters. Send Heim and Parmelee back to their homes by voting "NO".

The letters which the World-Herald has been publishing are in nearly every instance written by stockholders in telephone companies, or in the Herald office.

They promise to spend \$2,000,000 in Omaha for labor and material, when they know their completed plant will not cost nearly half of that amount and none of the material will be purchased in Omaha.

They have signed an agreement to increase the wages of employes and then laughed to think how they were fooling the labor vote, knowing that their promises are of no value and cannot be enforced.

RAILROAD LAND SCANDALS

Sensational Report Expected on the Union Pacific Leas.

REORGANIZATION OF LAND LAWS POSSIBLE

Big Companies Involved in Looting Valuable Parts of Public Domain—Advantage of Owning Alternate Sections.

The Washington correspondent of the Boston Transcript has this to say concerning the investigation into Union Pacific land deals and what the report of the investigator will show: "Something distinctly out of the ordinary is expected when Interstate Commerce Commissioner Prouty produces his report on the great land frauds along the Union Pacific road, which he has recently investigated. It is strongly intimated that he will prepare a report which will have to be written on subpoena, and that he will give a complete outline of the whole scheme of land frauds inextricably tangled with the processes of mining and transporting coal in Wyoming, Colorado and Utah. Sensational as they have been, the revelations about affairs in Union Pacific territory are said to have only scratched the surface. Other big railroad and industrial companies are said to present opportunities

for just as remarkable developments, involving the looting of the most valuable parts of the public domain. The Denver and Rio Grande, in particular, according to report, is likely to come in for some searching inquiry that will prove disappointing if it fails to uncover a situation as bad or worse than that in the Union Pacific's sphere of influence. The Santa Fe and the Colorado Fuel and Iron company are also named as concerns whose relations to government lands will not bear thorough investigation. All these, it is said, are about as deep in the muck as Union Pacific is in the mire.

Coal Lands Withdrawn.

These phases of the situation are understood to be slated for attention later, in connection with the interstate commission's series of investigations under the Tillman-Gillespie resolution. Largely as a result of these revelations, the president has issued an order withdrawing coal lands of the public domain from entry. But it is pointed out that much more drastic measures than this are necessary. To set aside the patents, fraudulently obtained, for millions and millions of acres of mineral lands is one of the duties requiring attention. To make some fundamental reorganizations of the land laws, so that the land-grant railroads may have their grip on the whole public land situation broken, is another. These who have looked into conditions along the Union Pacific say that until this is done there will be small chance of really bettering the situation as it involves the west's fuel supply. Some illustrative of the things which are done under present

laws will show the need of changing the statutes.

Every alternate section for twenty miles on either side of the Union Pacific belongs to that system's land grant. This is as if the black square on a checkerboard belonged to the road and the red to the government, subject to entry. There are almost no country roads through this region, and the railroad company, being extremely unfriendly to private development of mineral resources, easily finds ways to prevent anybody else getting access to the lands it does not own. To get to them it is necessary to trespass on the railroad land; and that sort of thing is promptly visited with the heavy displeasure of the corporation. In one case, a private owner came into possession of two quarter sections which "cornered" on each other. The two other sections which met at this corner belonged to the railroad company. The private owner tried to run a tunnel across the corner to connect his two tracts, and he was promptly warned of his trespass of a few feet upon the railroad lands and compelled to desist. He could secure no concession, and had to give up the effort. So far as concerned establishing any communication between them, his two tracts, although they touched, might as well have been 100 miles apart. That sort of interference with development of private holdings is experienced everywhere. It crops out in the making of roads also.

Manipulation of Rates.

Of this manipulation of rates an illustration is afforded by the case of the mines at Rock Springs and Hanna, Wyo. For a long time the Rock Springs were independently owned and operated. The Union Pacific owned the mines at Hanna, a short distance east. Back in 1894, it was developed, a group of officers of the Union Pacific conceived the idea of going into the coal mining business on their own account. Among them were General Manager Dickinson, J. E. Markell of Omaha (more recently known to fame for his contract to feed canal zone employes, which Chief Engineer Stevens denounced and which had to be cancelled), and Mr. Megeath, then in charge of the coal traffic of the Union Pacific. Megeath, having control of the coal rates, raised that from Rock Springs to the Missouri river, getting it by various manipulations so high there was no profit in operating the Rock Springs mines. The owners were forced to sell out, and the group of Union Pacific people got what they wanted—possession of the property—after which the rates were restored to such a basis that they could do business at a profit. Megeath was put on the stand during the recent investigation to explain this operation, and told a curious story to the effect that he did this to keep the Colorado Fuel and Iron out of the district that it was his intention to have the Union Pacific road take over the Rock Springs mine, and the road went into a receiver's hands, and this became impossible, so he and the other officials concerned did it. The explanation did not at all satisfy the conductors of the investigation. If it was accurate, then it merely shifted the blame for the conspiracy from the officials of the road to their private capacity to the road itself.

A Case in Utah.

Out in Utah another case of the railroad using its ownership of alternate sections to control the others also developed. The road leased its lands to a big cattle company for grazing. The lease covered only alternate sections, it is true; and other people were at liberty to lease the government's sections if they liked. But they couldn't fence the government lands, and in any case a single section by itself was of no value. They didn't trespass on the railroad lands. The result was that the lessors of the railroad lands got the benefit of the grazing on the government lands, as well, because nobody else could use them. These are only sample cases. Many others have been discovered. The greatest ingenuity has been devoted to the develop-

ment of devices for monopolizing the benefits of the public domain, for the railroad and its subsidiary companies.

The Union Pacific owns the \$5,000,000 capital of the Union Pacific Coal company, to which in recent years the coal business of the road has been largely turned over. A director of the Union Pacific holds the stock of the Superior Coal company, which also has big holdings. The railroad and the two coal companies, it is charged, work together in a most complete system for getting and holding the coal lands, and controlling their development. Nobody is willing to estimate the millions of acres of which the government has been defrauded by various methods.

Land Agents Criticized.

A deal of criticism has been aimed, in this connection, against the Department of the Interior for its failure to protect the public domain. The department has various agents throughout the public land country, but they accomplish little, and the success of Commissioner Prouty on his recent investigation was a revelation to some of them. They are largely amenable to local political influences for their appointments; and these local political influences are declared to trace fairly up to the management of the railroad. D. O. Clark, president of the Union Pacific Coal company, is a brother of Senator C. D. Clark, senator from Wyoming since 1893 and elected to serve till 1911. Commissioner Richards of the general land office is a former governor of Wyoming. Cyrus Beard, a judge of the supreme court of Wyoming, on the stand testified to using \$3,000 of money provided for him by the railroad company, in entering lands which he afterwards relinquished to the railroad interests, getting \$20 for his trouble. Others didn't get so much; bartenders and gamblers got as low as \$3 and \$5 for the use of their names in entering property which they afterwards turned over to their coal companies. By these methods the law's provision that a company or association may not secure more than four quarter-sections has been nullified.

A widely-known magazine writer who attended some sessions during this investigation says it has uncovered the most startling and extensive series of systematic frauds against the public lands that he had ever known. This system of looting is not new; it has been going on for many years, dating back to the Gould control of the system.

PRESIDENTS IN RETIREMENT

Ten Have Lived Longer Than Mr. Cleveland After Leaving Office.

Only ten men who have held the office of president reached or surpassed Mr. Cleveland's present age of 67; only six exceeded it by so much as ten years, and none exceeded it by quite twenty years. Only ten presidents have survived their retirement from office longer than Mr. Cleveland, and four of these lived to a great age. Washington, who survived his retirement less than three years, thought himself an old man when he was first made president, at the age of 57. John Adams survived his retirement a quarter of a century, and his son, John Quincy, who outlived his retirement nearly twenty years, was the only president who had nearly as conspicuous a public career, after occupying the presidency, as before. Monroe's six years after his retirement from office were passed in comparative obscurity as a resident of this city, and his dying hours were embittered by scandalous accusations in connection with Jackson's seizure of Spanish forts in Florida during the first Seminole war. Polk outlived his retirement less than a year, and there is every reason to suppose that had Arthur compassed his ambition of an election to the presidency in 1844 he would have died early in his term, for he outlived his retirement less than two years.

After he outlived his retirement less than two years. Tyler, who outlived his retirement twenty years, emerged from obscurity near the end of his life to preside over the vain peace convention on the eve of the civil war. He afterward served in the congress of the confederate states.

Duchanan lived more than seven years after his retirement, and took the opportunity to write what was in effect a defense of his administration. Jefferson and Jackson were the only presidents who exercised a really powerful influence over party councils after their permanent retirement from public office, though Van Buren was an active politician as long as he had hope of renomination at the hands of any party.

Johnson was the only retired president to enter the United States senate, and the younger Adams was the only one to serve in the house of representatives. Cleveland and Harrison have been the only retired presidents to be conspicuously successful in private business. It is not generally known that Mr. Cleveland still serves as consulting counsel in law cases, in which his experience in the office of president may be supposed to have given him special qualifications, as an adviser. His fees in such cases are large, as were those of Mr. Harrison as a legal adviser and a lecturer on constitutional law.—New York Sun.

ODDITIES IN RAILROAD LAWS

Some Requirements Which Are Peculiar to Certain States—Court Rulings.

Montana requires its railroads to maintain a station at plotted town sites of 100 inhabitants or more. This states have state railroad commissions, twenty of which have power to fix rates on purely state traffic. Intoxication while on duty is a misdemeanor for a railroad employe in California, and if death results, a felony. California makes the wrecking of a train or an engine a felony punishable by death or life imprisonment, at the option of the jury. Railroads running within three miles of a county seat in Oklahoma must build a line through the county seat and establish a station. In South Carolina it is a misdemeanor to transport cattle, sheep or swine in railroad lots for more than thirty-six hours without stopping for ten hours' rest. Virginia has found it necessary to pass a law declaring that for all legal purposes the words "railroad" and "railway" are to be considered synonymous. In Massachusetts the illegal sale of street railway transfers is made punishable by a fine not exceeding \$50 or imprisonment for not more than thirty days. The legislature of Washington at its latest session passed a law making the maximum railroad fare for adults 3 cents a mile and for children 1 1/2 cents. A trolley company in Vermont whose cars fail to come to a full stop and display a signal at a grade railroad crossing is subject to a fine of \$25 for each omission. By the terms of a new statute in Michigan in a suit by or against a railroad company the books of the company are subject to the inspection of the attorney general of the state. The state of Mississippi has effected an increase of about \$2,500,000 in the amount of taxable property in the state by a recent readjustment in the assessment of railroads. In Minnesota railway, telegraph and express stations must bear the local name of the community, unless it is likely to be confused with the names of other stations on the same line. California resides in a law making the circulation of fraudulent reports regarding

the value of the stock of a corporation formed in the state a felony punishable by two years' imprisonment or \$5,000 fine or both.

Down in Georgia the supreme court has concluded that an engineer is not justified in acting on the presumption that a child of tender years on a railroad track will appreciate its danger and use the discretion of an approaching train.

According to a recent act of the legislature of that state, Florida railroads failing to pay a claim for loss or damage within ninety days must pay 25 per cent on the judgment obtained by the claimant in excess of the amount offered by the railroad in settlement of the claim.

The mere fact that a great many people have been in the habit of using a railroad trestle as a footbridge and that the railroad company had made no complaint, says the court of appeals of Kentucky, does not give the people any special rights on the bridge or compel the railroad company to exercise a special degree of care for their safety.—New York Sun.

Counsel's Request Honored.

Governor Folk once told of a lawyer in Arkansas who was defending a young man of malodorous record. Ignoring the record, however, the counsel, proceeded to draw a harrowing picture of the white-haired, aged father in St. Louis, awaiting anxiously the return of the prodigal son to spend the Christmas holidays with him. "Have you the heart," declaimed the lawyer to the jury, "to deprive the poor old man of this happiness?" The jury, however, found the prisoner


guilty. Before passing sentence the judge called for the prisoner's jail record, and after a careful examination of the same he blandly observed:

"I find that this prisoner has some five previous convictions against him. Nevertheless, I am happy to state that the learned counsel's eloquent appeal will not remain unanswered, for I shall commit the prisoner to the Little Rock jail, where, at the present moment, his aged parent is serving a term of ten years, so that father and son will be enabled to pass the ensuing Christmas under one roof."—New York Times.

The Gentle Cynic.

Many a vaulted family tree is merely under brush. A drop in the bucket is worth two in the bucket shop. Idle curiosity is one of the busiest things in the world. Most brides promise to obey rather than make a scene. The greatest illusion of all is to think you haven't any. An entertainment for charity covers a multitude of sins. Many an elopement is really planned by the girl's parents. Lots of people who are sure they are right don't go ahead. You might as well give the devil his due, for he'll get it anyway. The horses we bet on always cost us more than those we buy. There is a ray of hope for the boy who wears curls if he hates them.—New York Times.

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We make no misleading statements, no deceptive or unbusinesslike propositions to the afflicted, neither do we promise to cure them in a few days, nor offer cheap, worthless treatment in order to secure their patronage. Honest doctors of recognized ability do not resort to such methods. We guarantee a safe and lasting cure in the briefest time, and at the lowest cost possible for honest, skillful and successful treatment.

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