

A GIFT TO THE RAILROADS.

Millions of Dollars Voted as a Free Gift By Congress What is the Mergerious Influence?

conduct of the Railroads in the Campaign-They Reduced the Power of Employers and Reduced their Pay, While at the Same Time Enlarging the Pay of their Officials-They Were the Most Powerful Allies of the Gold Trust Why This Heinous Crime of the People's Money to Help the Shrink Campaign Fund?

has appropriated each year for the last mail service in New England and New York and Southern States, reaching as far as New Orleans. The total amount for the current year is \$100,000,000.

There has been a difference of opinion as to the necessity for making appropriations for the last mail service in New England and New York and Southern States, reaching as far as New Orleans. The total amount for the current year is \$100,000,000.

There is no answer. Congress has insisted and persisted in voting it, the Postmaster-General says he can interpret it as he pleases, but that they mean to expend it. That is what says himself in his report. They have given their argument time and again, and they get tired of it, and now the Postmaster-General refers you to the law.

He says he does not know what to do when Congress insists upon something when it is not necessary; they must mean to give it to the Postmaster-General. There is the answer.

By some who oppose the gold trust, yet who favor this subsidy, that we can not afford to fight anything. They may be true in some respects, but I submit that every man who opposes the gold trust, and who is not a member of the gold trust, must, if he is honest and brave, fight any and all the allied forces that combined and concentrated their powers for the shynocks and against the interests of the people in the last campaign. Any man who is not a member of the gold trust, must, if he is honest and brave, fight any and all the allied forces that combined and concentrated their powers for the shynocks and against the interests of the people in the last campaign.

By the railroads are in politics. The Rothschilds wrecking and driving the railroads in order to control transportation. In 1892 when the Rothschild combination was raiding the Treasury for gold for their gigantic Austrian speculation, at which time it was the duty of the Administration to pay Government obligations in silver, the scope of the entire scheme was not developed. The Austrian loan of \$2,400,000,000 in bonds payable in silver to \$2,800,000,000 in bonds payable in gold. It was asserted, and it is probably true, that more than \$200,000,000 was paid by that single transaction.

It was robbed and her debt doubled. The Austrian loan was betrayed, its Treasury wrecked, and a panic inaugurated under the pressure of which the only way to save the country was to issue silver as money was swept up by the Administration four thousand millions of railroad and other securities have gone to the bad and the best investors have lost that amount.

It was not all of the gigantic scheme which the Administration of President Cleveland played and is playing so conspicuous a part. The majority of the railroads of the country were wrecked. It is stated that the public press that same year, the combination, acting through its agents, Morgan and Belmont, has done in the \$2,000,000,000 bond deals during Cleveland's Administration, have absorbed all the railroad transportation east of the Mississippi river, the Pennsylvania and the Chesapeake and Ohio, and that they have under their eye for the Pennsylvania, which is in danger of following in the same path that all the other railroads have gone. The surprising fact in all these transactions is that since Bryan's nomination at Chicago and the absorption by purchase under judicial sale of railroads has been enormous. The Road cost \$250,000,000, and only \$100,000,000, sold for the price of \$20,000,000. The North Pacific, with between two and three hundred millions of obligations outstanding, sold at judicial sale for the small sum of \$13,000,000. The entire Southern system, except the Seaboard line, has been owned by the Rothschilds for several years. The Seaboard line has now been taken in by that great syndicate within the last few days. Why is it that this vast European combination is perfecting itself to American railroads just at this time? It is well known that they own railroads to wreck them; that it is their policy after a road has been wrecked and bought for a pittance to rebind and restock it, run it for dividends until the bonds and stocks can be sold, and then wreck it and go through the same process. The activity in wrecking railroads during the present campaign is evidence that the Rothschild combination think it probable that Bryan will be elected, in which event they could stock and bond their railroads and sell them at a vast profit. In case, however, Bryan should be defeated they would have another recourse. They would do up the roads to the starvation point. Such cuts would be followed by labor strikes, which would be put down by the strong arm of the Federal Government, and thus the form of our Government would be changed.

There is no doubt that is the cherished policy of every European monarch, as well as of the great Rothschild money combination, to consolidate the Federal Government on the United States and make it a despotism. It is not necessary to be a despot on either side of the Atlantic who will not tell you that what is wanted is a strong government to make the people behave. If Bryan is elected, hundreds of millions of dollars in the next few years will be expended. If he is defeated, wages will be reduced, dividends will be made, and the stocks and bonds will be sold all the same, and millions will flow into the coffers of the gold combination.

destroy business confidence, and paralyze industry. Still, whatever the cause, why is it done? Why were so many made homeless and destitute, or nearly so? Why was other labor, already suffering from contracted business, because of contracted currency, made to feel the weight of this added competition for employment in other branches of industry? Why, if retrenchment was imperative, was not the fifty-seven and a half millions taken pro rata, and with reference to amount of compensation received, from all classes of employees and officers, instead of depriving nearly 100,000 men of their customary livelihood? When during the single year was the number of general and other officers employed so greatly increased, while the number of subordinate employees was so largely decreased? Why was it that during this beginning year of the panic more "officers" were required for a so greatly diminished industrial army? But besides the dismissals from the ranks of railway employees, there were reductions in the pay of the less than nine-tenths who were retained. How much these cuts amounted to is not indicated by the lower average daily pay stated in the table above set forth, but the aggregate is easily calculated. Mr. President, I have here another very interesting table. In this computation we only include those classes from which the dismissals above mentioned were made:

Table with 2 columns: Position and Amount. Includes Station men, Firemen, Conductors, Trainmen, Carpenters, Shipmen, Trackmen, Switchmen, Telegraph operators, and other employees.

During the identical year (ending June 30, 1894) when this vast sum of nearly eleven and three-fourths millions was secured by paring down the wages of subordinate employees \$2,929,000 a day, the aggregate amount paid to general and other officers was, upon the average stated, increased by the sum of \$3,447,998 05; that is to say, nearly one-third of the eleven and three-fourths millions taken from subordinate employees was added to the salary account of the officers. This includes the salaries paid to the additional officers employed in that year. The loss to the subordinate classes arising from dismissals and reduced wages amounted, as above shown, to \$2,929,000 00. After allowing for all errors resulting from the use of average rates of pay, the compensation paid to subordinate railway employees in 1894 as compared with the fiscal year 1893 was apparently diminished \$3,000,000. The general solicitude manifested by very many managing railway officials for the welfare of the subordinate railway employee during the campaign just closed, the fears they expressed that he would not vote on either side of the "sound money" which he had been receiving in such unstinted portions, and the earnest and often successful efforts of those managers to delude the employee into believing that his prosperous lot would be changed into a condition of starvation on a half of what he had been receiving in the light furnished by a study of the figures above given. Not less than \$60,000,000 was taken from the great mass of railway employees in a single year, and beyond question a very large proportion of this sum was "saved" in 1893 and 1896. The men who pilot the train, who govern the train, who serve the train, who switch the train, who make the track safe for the train, who repair the road, and compose an army of professional soldiers, who are the safety of millions of passengers and billions of dollars' worth of moving property, are freely made to bear the brunt of untoward circumstances. On the other hand, those who manipulate the company's finances, who derive their income from this or that large shipment is secured at any sacrifice of revenue, who establish a tariff of charges only to break it, who often are able to "stand on the ground floor" in little side schemes for money getting, who operate to the betterment of their own pockets, raise their wages, when hard times come, out of "savings" produced by shaving down the pay of subordinate employees or diminishing the number of men employed.

These startling figures almost persuade one to believe in the existence of a "trust" in railway pay as there is in sugar, meat, iron, coal, oil, lumber, leather, coffee, shrouds, and practically everything we need to live with or die without. Nearly a hundred thousand men turned from work on railway in a single year. Sixty million dollars taken from subordinate railway employees in a single year! Millions of dollars added to the salaries of railway officials in the same year! How easy it is to practice economy in the railway business, and how happy are the issues of the country. The present campaign were framed, but the conditions were continued throughout that struggle and are with us in all essential respects to-day. What was done with that six million dollars and various other millions in recent years from operating expenses of railways must be reserved for another chapter. The purpose of the foregoing is to expose one single stupendous sham, and to point out to railway employees and the public how much of prosperity and decent maintenance have been recklessly wasted to secure a good railway balance sheet as possible under the blessed sound money conditions that have had full sway in the United States in recent years.

Now, how can any Senator who opposes the gold standard vote to turn over the money taxed from the people to these goldbug corporations? It is a gift. No Senator can do it unless he thinks it right

to subsidize these corporations out of the public Treasury to enable them to contribute more next time to the goldbug campaign. Mr. President, I am sorry that I did not have these statistics in my pocket. They would have prepared them since. They would have answered all of the demagogues and lumberjacks of the railroads used to fool their employees and to help to fool the country. In spite of their power and the money that they now bring from us in their tolls and fares, and that we vote to them in subsidies, we hope to get the truth to the people before the next election, and to redeem the country in spite of them and their power thrown against the interest of mankind.

Mr. TILLMAN. Mr. President, I shall detain the Senate but a moment, but I feel constrained, as a representative of one of the Southern States, to explain why I, who am perhaps a radical, have been intervening since that time, the name has been given to many a move, and sometimes, alas! has been abused. A world-wide movement for the political liberty was a crusade; so was the movement for the purification of the one city of New York, led by "our Tom" of course, and incidentally, Mr. Tamm, in distributing mail through the country is to reach into the remotest sections without regard to cost. You send the star routes into the backwoods if there are but a dozen people there, although it may cost forty or fifty or a hundred times more than the revenue derived from the cancellation of stamps. Why do you do it? Because people in those remote settlements have some rights. Now, when you consider the fact that by reason of its dense population and wealth and the amount and rapidity of travel on the trains which accommodate the travel between the Eastern and Western sections of this country north of the Ohio and then compare it with the sparse settlement of the South, and the inability of the railroads to furnish fast, trains and pay expenses, you see at once the analogy between supplying the remote settlements with star routes without regard to cost and the case we are now considering. If you give the money to people and to the cities mentioned in the amendment this fast train, you delay the mails from twelve to forty-two hours to the great injury of ten or twelve States.

Mr. BUTLER. It will bring nothing to the Southern people, every dollar of this subsidy will go into the pockets of the railroads. You say it will add to the railway facilities. I deny it. Where is your testimony and your evidence? Show a particle. Mr. TILLMAN. It is not a question of testimony or evidence. It is a question simply with the Postmaster-General. If he does not think it is right and proper, he is allowed under the statute not to spend this money. If he will not do this, it is not his business. Mr. BUTLER. How would the distinguished Senator - Mr. DANIEL. I call the attention of the Senator from South Carolina to the fact that he is required not to spend it unless he believes in his own mind that it is necessary. Mr. TILLMAN. You mean to saddle the responsibility on us, because it is in an appropriation bill, and you want the Postmaster-General to say because we put it there he must spend it. Mr. BUTLER. He has the courage to advise you not to do it, and that is as much courage as it would take to vote against a subsidy if he were a member of this body. And when he has had the courage to do that you must go and vote it and tell him to spend it, and he will spend it. Mr. TILLMAN. You mean to saddle the responsibility on us, because it is in an appropriation bill, and you want the Postmaster-General to say because we put it there he must spend it. Mr. BUTLER. He has the courage to advise you not to do it, and that is as much courage as it would take to vote against a subsidy if he were a member of this body. And when he has had the courage to do that you must go and vote it and tell him to spend it, and he will spend it. Mr. TILLMAN. You mean to saddle the responsibility on us, because it is in an appropriation bill, and you want the Postmaster-General to say because we put it there he must spend it. Mr. BUTLER. He has the courage to advise you not to do it, and that is as much courage as it would take to vote against a subsidy if he were a member of this body. And when he has had the courage to do that you must go and vote it and tell him to spend it, and he will spend it.

THE CRUSADE OF THE AGES.

A RINGING, THRILLING ADDRESS BY A YOUNG WAKE FOREST STUDENT.

Let us remember that some coming men are looking ready to meet the great problem. A better than the spirit of justice lives and will prevail.

On February 22nd, Mr. Robert N. Simms, a student of Wake Forest College, delivered an anniversary oration on the subject being, "The Crusade of the Ages." It was as follows:

LADIES AND GENTLEMEN:—When I framed an announcing my subject under the name crusade, your minds, of course, instantly reverted to what are known in history as the crusades. Those magnificent movements of conscientious men against the infidel Turk originated, and therefore have a prior claim upon the name crusade, but the question of the crusades, as has been given to many a move, and sometimes, alas! has been abused. A world-wide movement for the political liberty was a crusade; so was the movement for the purification of the one city of New York, led by "our Tom" of course, and incidentally, Mr. Tamm, in distributing mail through the country is to reach into the remotest sections without regard to cost.

You send the star routes into the backwoods if there are but a dozen people there, although it may cost forty or fifty or a hundred times more than the revenue derived from the cancellation of stamps. Why do you do it? Because people in those remote settlements have some rights. Now, when you consider the fact that by reason of its dense population and wealth and the amount and rapidity of travel on the trains which accommodate the travel between the Eastern and Western sections of this country north of the Ohio and then compare it with the sparse settlement of the South, and the inability of the railroads to furnish fast, trains and pay expenses, you see at once the analogy between supplying the remote settlements with star routes without regard to cost and the case we are now considering.

If you give the money to people and to the cities mentioned in the amendment this fast train, you delay the mails from twelve to forty-two hours to the great injury of ten or twelve States. Mr. BUTLER. It will bring nothing to the Southern people, every dollar of this subsidy will go into the pockets of the railroads. You say it will add to the railway facilities. I deny it. Where is your testimony and your evidence? Show a particle. Mr. TILLMAN. It is not a question of testimony or evidence. It is a question simply with the Postmaster-General. If he does not think it is right and proper, he is allowed under the statute not to spend this money. If he will not do this, it is not his business.

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POPULISTS AND TARIFF.

A Statement Issued by the Peoples Party Caucus.

NO TARIFF LEGISLATION Will Restore Prosperity. There Have No Faith in the Dingley Bill as a Step Towards Prosperity - It Is Devised by the Republicans to Create a Tariff Alliance to Divert the Attention of the People from the Real and Vital Economic Hard Times Caused by the Gold Standard and Monopoly Rule.

WASHINGTON, D. C. March 31.—A joint caucus of the Populist members of the Senate and House was held Monday evening at the Hotel Hamilton to discuss the tariff bill. As a result the following address was issued: "The tariff has been the last-ditch and shuttleshot of politics for more than a hundred years, and its dual settlement has always been more than when the controversy began. During this period the country has experienced at different times both prosperity and hard times, but under a high tariff but also under a low tariff it has always experienced hard times when there has been a contraction of the money volume, no matter whether the tariff was higher or lower.

"When the Cleveland-Republican combination repealed the purchasing clause of the new money, it stopped the issue of new money, the crash came notwithstanding the McKinley tariff remained in force a year and a half thereafter, and when the Democratic Wilson bill became a law the evils of contraction were not mitigated by it, but times have continued to grow worse. We have no faith in either a Republican or a Democratic tariff as a remedy for the evils of the gold standard and monopoly rule.

We recognize the fact that all former tariff legislation, as well as the proposed measure, has many unjust discriminations, and works hardships to many industries and unreasonable fosters others. "The chief Republican complaint against the Wilson bill, however, is that it does not produce sufficient revenue for the support of the government. This lack of revenue is not the result of defects in the bill as it was passed by Congress, but resulted from a development of the Supreme Court, which declared the income tax unconstitutional. There are many ways to supply the deficiency without renewing the tariff agitation. The most direct and effective method would be to reduce the tariff and increase the circulating medium so as to restore the level of prices which existed prior to the demonetization of that metal. It could be done, the present tariff law, with the money derived from the sale of other bonds, would be sufficient to meet the deficiency. If the money power were strong enough to postpone relief in that way, ample revenue could be derived from a tax on a few articles which would produce revenue or what might be still better, a reduction of the expenditures, such as extravagant appropriations of money for rivers and harbors, not required by the needs of commerce, and the like.

"We do not regard the Dingley bill as a revenue measure, it is a tariff for protection. It is a just sense. It is essentially a tariff for agitation. The discrimination and inequality of the bill will create great animosity, which we are to be engaged by the Republican party to create such a tariff agitation as will divert the attention of the people from the misery they suffer from a contraction of money and the rule of monopolies. Tariff agitation is a method which is ordinarily or knowingly the tools of monopolists and the money trust, have succeeded for the last twenty years in deluding many voters into the belief that the misery they endure results wholly from the tariff. It is a just sense. It is essentially a tariff for agitation. 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