THE CAUCASIAN.

BRYAN ON MONOPOLY

BEFORE THE SUPREME COURT.

bought in by its rival.

UNION PACIFIC IN POINT.

the world, for the same length, I

think he will believe that the testi-

mony in regard to the cost of dupli-

cating for \$20,000 per mile. And

income on that enormous capitalizs-

start with a cone ded rule of law.

tion it is probable that a new road

more than \$100 000 a mile.

"There is the Union Pacific rail-

HE TAKES A VERY STRONG AND ADVANCED POSITION IN A VERY IMPORTANT CASE.

a monopoly and the people cannot WASHINGTON, D. C., April 6 - rely upon competition to protect William J. Beyan, of Nebraska, the them from the exactions of the morecent and prospective candidate nopely. The very existence of a for the presidency on the auti mo- road between the points within cer appoly platform, made his first ap- tain limi's prohibits another road pearance before the United States from building, because until the Supreme court to day as one of the rates charged by the existing roads wunsel for his State in a suit against are sufficient to pay operating exhe railroads.

The ann uncement that Mr. Bryan upon the total value of the roads a one of the largest crowds that have hibited, because if the new road is seared applauded him heartily.

HISTORY OF THE CASE. The case in which Mr. Bryan is in-

terrated arose out of an act passed by the Nebraska legislature in 1893

look the ground that the State law | tice Brewer in that case, I think, sets | value of that land by charging tablished a rate which was not suffi | ciple. cient to operate the roads and would

ment in a calm, slow and deliberate across the river must necessarily pay of his property. he proceeded he spoke more rapid- 000 000 ly and at times with some vehe

Mr. Bryan spoke for forty-five min utes. He had no notes, and stop verbatim for the World follows:

TEXT OF MR. BRYA' 'S ARGUMENT. eisions in this or any other court of work. last resort to which we bave access.

"It must be assumed that legislatures, when they attempt to fix a rate which is at the same time ress onable to the patron and reasonable miles through Nebraska. The testo the railroad, make the attempt in to the roads as well as the patrons. and we must assume that the lower courts, to which the complainants vorable for railroad construction in must go before they reach this court, desire to do justice between the contending parties. Therefore, it is unfortunate that there is no established rule for the guidance of the in yet that road is burdened with ferior Judges when they come to act upon the case.

"The interest of this case grows out of the fact that the establishment of a principle means a great deal of bother to patrons and the 18 & Z De between reasonable rates and ut reasonable rates.

"I believe Mr. Carter, in his brief, tries to fir a space between reasonable and unreasonable rates, through which motive can operate. In other words, he divides rates into reasonable, not reasonable and unreasona ble. We insist that there is no such division, in that rates are either reasonable or unreasonable; that the court cannot go into the motive of the railroad company; that there is no latitude allowed through which motive can operate

ters not whether the charge is made intentionally or unintentionally, the court will not consider the motive; the court will consider the motive; the court will consider the fact. It a resident will be reshedule of rates fixed by seek. is not permitted to charge

THE PRECEDENT AT HAND.

can be pointed to to guide the court charges. cation in such cases. "We contend that if the court can,

under any circumstances, consider the buildens of its mistake. what is reasonable as a return to the roads, this income must be calculatthe decision rendered below, the of the mill or of the farmer from the
ed, not upon the original cost of the present rates ueon local f eights producer to the consumer is entitled ent value of the roads.

penses and a reasonable income pacity of the court room. At least pay operating expenses and a rea-plication of that rule in the decision mile. pacify of the court room. At least pay operating expenses and the court room. At least pay operating expenses and the court room and been filled two long ments, each equal to the cost of the clines to apply that rule and insists that rule and insists that it would not be equitable to encount room above operating expenses, but, according to the calculation but, according to the leadership of the calculation but, according to the leadership of the calculation but, according to the leadership of the calculation but that it would not be equitable to encountered and bounded Mr. Bryan wore his usual costume cussing the value of the good will present value of the rad.

front and encircled by a black string new road attempted to parallel the but one rule, and that is that that yields a profit of 8 per cent upon the fore legislatures and who come be sisting that the Democrats shall not line, but because people had become which is reasonable in other occupa actual value of that road at \$20,000 fore courts." accustomed to use the old road this tions is reasonable in this business; per mile. new road was not able to compete, that basis which is reasonable in the and finally became bankrupt and was

ground that the State has no right Upion Pacific railroad and the Rock penses, must calculate that income to mact such legislation; that the Island railro'd and the Chicago upon the present value and must rate established were not sufficient Milwaukee & St. Paul railroad had only allow an income which is rea-State could not assume supervision Missouri river at Omaha, and after ness the rule that governs in every and bondholder. this contract had been in operation other occupation.

Judge Brewer left the case open for competition, and I ask the special power to secure an income upon the selves. the submission of further evidence attention of the court to that case. original cost of his goods. Neither "Can it be said that the right of on the question as to the established I will not read it. Mr. Justice has the ordinary citizen an opportulate before he took posrate on the revenues of the roads Brewer pointed out that if the con- nity to water stock and it flate capi tract was null, and these roads had to talization. He must calculate his in Mr. Bryan to day opened his argu- build a new bridge, then the traffic come upon the actual present value session and becomes a stockholder?

way, speaking clearly and looking an income upon an additional in- 'The fact that a new man can en-

done the work of the three roads oly.
and that the one road could have "It is only that person or that corbeen built for not more than half poration which has a monopoly that tect the stockholder or bondholder "I feel somewhat embarrassed in the expense of the building of the can lift itself above this general law, in his demand fer an income suffi \$1.00 the discussion of this case by the three roads, and that, therefore, if and I call attention of the court to cent to cover inflated capitalization fact that it may be necessary to esthat one road, with its double track, the fact that if a few occupations can be found in the fact that the \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 tablish a rule for the determination had been doing all the work, it can secure a monopoly, and protect States are attempting to protect a basis upon which to calculate an could have done that work at a less themselves from those rules which themselves from over capitalization. income, as there is no light on that rate than must necessarily be charge govern others, those who cannot subject to be gathered from the de- ed by the three roads to do that avail themselves of monopoly are the helpless prey of every monopoly orgapized.

"The court in trying to do justice road. It has built more than 400 between the railroad and the State timony shows that the building of upon the court to secure reasonable if any person here has seen that val. of ligation as the obligation to protect the man who invests his money ley, which is perhaps the most fa-

"The law says that the railroad is a common carrier. The law says that a man who uses it is entitled to stocks and bonds to the amount of able rates is as sacred as the right of the road to reasonable income. You cannot raise this corporation "Now, if the road should attempt out of the ordinary rules. to charge rates sufficient to pay an

"Corporations are created by law Laws are made by individuals. and the court cannot assume that the inwould be built. But that would be that particular question I want to an expensive means of protecting dividuals of the nation would raise those people, because if two roads up in their midst fictitious persons were there instead of one it would and endow them with rights and force. for appellees to the effect that there require a larger freight rate to pay privileges higher than the rights and interest on two investments than it privileges of those who created rules laid down in preceding cases; would to pay interest on the one in- them. The court cannot assume if the court assumes to determine weeks yet to fight a rising river. vestment of this one railroad is regulated and the rates made reasonawithout positive proof that the peoulated and the rates made reasonawhat is reasonable, and upon basis
crisis in the flood situation of the
perches in the last campaign. He

the patrons of a railroad is a rule other walks of life. "The court is invited also to confounded on justice. Now we may sider this fact -that there is no inno-"It has been affirmed and reaf- cent purchaser of stocks or bonds as firmed by this court that the several against the patron of the roads. States have the right to fix reason. The court can protect the innocent my time, or the time I intended to on the gauge. At 10 p. m. the condicharge reasonable rates—a railroad through a railroad commission— pany which would destroy the right to this fact, and I think it is proper hour is dreaded. reasonable passenger and freight of that holder as against the road. for the court to consider it: In rates upon traffic wholly within their The court may secure to the inno- laying down a new principle, in es-

fix a reasonable compensation and and that the government itself had with those who give us the means of AGAINST A liens amount to \$22 000 a mile, and "Will it be said that a common the court below referred to it as an earrier, who carries a farmer's pro-"In the discussion of this question injustice to fix rates that the road duct to market, deserves a higher I say we have no light; no decisions could not earn enough to pay fixed consideration than the farmer who

tice Brewer, in his decision in the court below, states that it is an unsettled question, and goes farther of the United States Government has and carries it to the consumer is enand adds that it is doubtful if a rule taken a second mortgage upon prop-titled to a higher consideration at can be established of general appli- erty for more than it is worth the the hands of the legislature or at the

roads, not upon the stocks and bonds yield an icome to that road-a pro- to a higher consideration than the issued by roads, but upon the pres- portionate income-sufficient to pay producer and the consumer whose the interest upon \$20,000 a mile, traffic and whose product alone give and might refer to a legal principle, and something besides, to the stock-value to that enterprise? referred to in the opinion of the court below to in the Texas case— the Resgen case—and I think in other cases, that if the legislature cal freight traffit, when compared transportation. If the court assumes should attempt to take the road, in with the general income on the to take care of that part of the queswas to address the court attracted new road is almost absolutely pro that case it would be necessary to theory that they were all reduced tion all that we ask is that the right one of the largest crowds that have hibited, because if the new road is allow to the roads the present value of the patron to a reasonable charge cent upon the value of \$20,000 per when he uses the road shall be

"Mr. Woolworth, in his brief even goes beyond that and, in discussing the stock if it exceeded the actual cussing the value of the good will cussing the value of the good will be readers and in the interest and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and in the interest and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends of the good will be unfair and different rule that commends different rule that co of the road, on that calcula- itse f to the judgment of those who "In deciding what is reasonable in tion this law, against which the believe that in this country there is an understanding with Speaker Reed and a standing collar wide open in Central railroad, in which he said a this case it seems to me there can be complainants complain, actually quality among those who come be-

"Another point. Is there a difbondholder, and the rights of a if the court is competent to go into Congress a chance to legislate. Simp JUSTICE BREWER QUOTED.

The railroads sought by injunctions and other methods to pr vent the State board of transportation the State board of transportation.

JUSTICE BREWER QUOTED.

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The railroads sought by injunctions and other methods to pr vent the State board of transportation to the Great board of transportation in the forty seventh Federal Reportation assumes to calculate an income for the law and the rights of a stockholder? Will the court is competent to go into the question at all as to the reasonable when applied to corporations; that which is reasonable the individual must be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable as the first seven no bends a certain sum would be reasonable and the rights of a stockholder? Will the court is competent to go into the question at all as to the reasonable when applied to corporation.

"I ask the court to consider the law and the rights of the question at all as to the reasonable when applied to corporation.

"We contend that this court, if it may be because the bonds in the forty seventh Federal Report."

The railroads sought by injunctions: the question at all as to the reasonable when applied to corporation.

"We contend the rights of a provide the question at all as to the reasonable when applied to corporation.

The railroads sought by injunctions: the question at all as to the reasonable when applied to corporation.

The railroads sought by injunctions: the question at all as to the reasonable when applied to corporation.

The railroads sought by injunctions: the question at all as to the reasona from earrying out the law on the ter, page 15. In that case the these roads above operating ex- have been issued the sum is not sufficient compensation? Has the bond holder rights superior to the stock holder? I do not mean in a contest to maintain the road, and in the case entered into a contract by which the sonable upon what those roads would between stockholder and bondhold of the Union Pacific, that, as the Union Pacific road agreed to let the cost today, when we assert that rule er, but I mean a contest between road was a creation of Congress, the other roads use the bridge across the we simply apply to the railroad busi- patron and stockholder, or patron

"Suppose the road fails to pay in Justice Brewer, who heard the a while the Union Pacific railroad all the points raised in attempted to terminate the contract; farm, and the price of his land goes what is the remedy of the bondhold. the injunction except that which and the language used by Mr. Jus- down, he has no way of raising the ere? Simply to go into court and was unconstitutional because it es forth an important economic prin- cessive prices for his products. If bid in the road if they desire to bea man is engaged in store-keeping come the owners. That is the only "The language used in that case and the prices of his goods go down remedy. It must be sold to some dispossess the owners of their prop shows very plainly how partial, how on the shelf because he is not en one else and the money applied to erry without due process of law. But insufficient is the remedy given by gaged in a monopoly, he has no them, or they may take it them-

session is greater than the right of the bondholder after he takes pos-"It seems to me that any calculation which attempts to give to

directly at the dignified justices. As vestment of some \$2,000 000 or \$3,- ter into business side by side with an the road the advantage of suffi existing store and buy a stock of cient income to pay all its indeb ed-"And in the case of the roads be- goods at present prices, compels the ness or interest upon it, and then tween Pueblo and Denver, Colo., man who owns the first stock to sell something to the stockholder be there being three roads there, in the his goods in competition with those sides, is simply an encouragement opinion rendered, he asserts that it who are in business and who bought to those who build railroads to make ped only to read references from is reasonable to believe that one at present prices. This is true of the stock and bonds sufficient to law books. His address as taken road with a double track could have every occupation except a monop cover all possible incomes. "I might state here that another

reason why the court could not pro- \$1 00 "If you will look in our own State

you will find that we have a constitutional provision, and it reads this way: 'No railroad corporation shall issue any stocks or bonds except for money, labor or property actually tal stock or indebtedness of any such street, rendering it impossible to un. Dingley bill for its text corporation shall be void.'

will be powerless to prevent fictitions three weeks longer at New Orleans. capitalization.

such as to invite people to violate the flood is over in Arkaneas and Misthe constitutions of the States, then sis-ippi. The Yazoo, Sunflower and those constitutions will be of little

ble.

"I want to call the attention of the court to this to show that the rule of the corporate persons and shield them the courts which gives protection to from the rules that govern in the all other people; shall be made to pations, so that they will be inter-

"And I might say, in conclusion,

raises the crop which is carried to in the fixing of this basis. Mr. Jus- "We insist, your Honors, that market? Will it be said that the United States Government cannot hands of the courts than the manupl-ce upon the patrons of that road facturer who produces that product? "Will the court say that a com-

"According to the calculation in mon carrier who carries the product

into it wisely or unwisely.

Mr. Bryan-"Yes sir."
The Court-"You also spoke of it to reproduce the road."

would cost to reproduce the road." cember at the opening of the regular to see if I understood you correctly. You mean the present amount of was a palpable hit; everybody enjoymoney that it would cost to produce ed it, and Reed was so completely floored that he did not attempt to re the road?" Mr. Bryan-"Yes, sir; that is the

calculation that has been made in this case. And the court in some cases already decided has suggested, as in the Resgan case, that the publican policy, and are openly backroad might have been built at a time when the cost of labor and material was highest, and Mr. Justice Brewer, in this case, suggests that there might have been extravagance in the contracts, as of course every one understands there was extravagance as well as fraud, in the contracts of the Union Pacific road. What we mean is the cost of repro-

ducing the road. \$1.00 \$1.00 \$1.00 \$1.00 make opposition to the Dingley bill Pays for THE CAUCASIAN one year.

LATEST FROM THE FLOOD.

NEW ORLEANS, La., April 14 .- The

other streams are falling and the backnow, but while the situation is more vailing here, and should it be general front in the last campaign. devastate a great and rich valley.

ested in these things which advance many miles of levees must succumb The difference between this address and permit the vast sea of water to of the clubs and Mr Bryan's speech is At 6 p. m. the river had reached 51 able rates either through an act of purchaser of a railroad bond from occupy, has already expired—I tions are such as to cause the greatest ment in the Democratic party will able rates either through an act of the court the legislature directly or indirectly through a railroad commission—
through

FRANKFORT, Ky., April 17 .- The motive: the court will consider the fact. It a railroad company erred unintentionally it must at the same time be subjected to restraint.

"In a government like this, those greatment of the schedule of rates fixed by such a point of the schedule of rates fixed by such a proposition of the schedul "In a government like this, those Senatorial candidate, former Conference of the party at this time. It systems and policies are best which gressman John C. Wilson, E. T. will be remembered that a committee COMPLETION INSUFFICIENT.

COMPLETION INSUFFICIENT.

COMPLETION INSUFFICIENT.

Completed in the configuration of the point. Counsel for appellers insist that competition will pellers insist that competition will relief from extortionate rates. A public sufficient from extortionate rates. A public sufficient from extortionate rates. A configuration of the brief of one of the counsel is devoted to a configuration of the counsel is devoted to configuration or con Mr. Bryan here quoted decisions of one extortionate rates. A construction of the brief of the country of the configuration of the confi

CONFERENCE. The National Committee of the Peoples Party Votes Against

the Proposition By a

Large Majority.

PACIFIC RAILROADS UP IN

- The Latter lesues An Address Favoring Tariff for the Issue-Bryan Declares Financial and Monopoly Reform Must Be Kept to the Front-B .d Lead-rable of the Populists in the House Jerr, and patriotic resolution. Simpoon Downs Sponker Reed-Other For The Caucasian.

WASHINGTON. D. C., April 19th, 1897

oppose the Republican "do-nothing" policy. As soon as this was apparant The Court-One question: As I the Peoples Party marched solidly to the front, and demanded that Speaker ordinary business affairs of life must ference between the rights of a understand your position, it is that Reed appoint the committees and give ply, one of his excuses for not appoint ing the committees was that he had not had time to familiarize himself in another way, as the present cost with the qualifications of the members of the House, stating that usually the Mr. Bryan- Yes, sir; what it Speaker had from March 4th till De would cost to reproduce the road."
The Court—"There might be a little difference in that, because the property, its present value, if decided by what it would sell for, might not bring as much as it cost might not bring as much as it cost might not bring as much as it cost may be designed in the second of the the country had ever with seed. It ply, but blushed deeply at his own inadvertence.

A considerable element of silver Democrats are rebelling against Bailey's position in approving the Reing up the Peoples Party in the position which it has taken. The New York Journal a few days ago published a leading editorial commending the position taken by the l'eoples l'art, Congressmen, and saying that the silver Democrats ought to fall in line and take the same position. It is clear that it is Bailey's purpos

to have Congress adjourn with noth tariff bill. He hopes by this means to give the Democratic party a chance to the leading issues in the next campaign. We have predicted this in former letters-tnat there was a deep laid plan between certain leaders of the two old parties to sidetrack the financial question with the tariff ques-

UNDER WHICH KING? In this connection it is important to note the diff-rence between the ad dress put forward on Monday of last week by the National Association of river rose here today six-tenths of a livered by Hon. William J. Bryan on foot, and at 1 p. m. stood 189-a foot Tuesday night following at the celehigher than the highest point ever bracion of Jefferson's birthday. The received and applied to the purposes reached. The rise was so unexpected address of the clubs is pitched dis for which said corporation was cre- as to cause a very panicky feeling tinctly in the key of the old Demogood faith. We must admit that road can be duplicated for rates to the man who hauls goods, ated, and all stock dividends and The water stood eix inches over the cratic slogan of tariff reform. In the legislature desires to do justice something fike \$20 000 per mile, and who uses the road, is as binding an other fictitious increase of the capitop of the wharf at the foot of Gravier short, the address takes the load or load freight there. There is spends its force in arraigning it "No one will question the wisdom tween the flood level and the top of chapter of the Democratic campagin of the legislature and of the people the levees at New Orleans, and most of book of 1892 when Cleveland was the in trying to protect themselves from this is composed of sand bags. The candidate and tariff was the leading fictitious capitalization, and yet if bad places in the levee at Algiers have issue. It lays cown afresh all of the able rates, and his right to reason the court pleases, if the courts of again developed themselves and the old Democratic contentions on the chances of a break there tonight are tariff and magnifies them. The adof railroads in their demands for income upon fictitious stock, the States will be powerless to prevent fictitious to the flood which will continue at least three weeks longer at New Orleans.

The authorabip is attributed to Hon All the reports of the last forty- Chauncey F. Black, the president of

"If the decisions of the courts are eight hours prove that the worst of the Association of Clubs, and a man who ranks high in his party. his address delivered the next der not much longer be borne by either water will rise no higher than it is after the address of the clubs was pub lished, insists that the fight must bin the key of financial and monopoly gerous position assumed by Greece, At 10 o'clock tonight a storm is pre- shadowing questions brought to the

exactly the difference that now appears among the Democrats in the nopoly reforms are the leading ques-tions for the future.

WILL NOT CALL A CONFERENCE. ples Party has by a large majority grand jury has indicted Dr. Hunter, voted against holding a general con-

al effort to bring the Arbitration freaty to a vote last week. He has er effert during this week It is great ly to be pregretted that this Treaty but little conception of how deep and dangerous a trap is set for them is this proposition which is being pres-erd under the false guise of peace and

good will. The various parties in the Senathave not jet been able to reach at agreement as to the organization or he committees. As is well known no party has a majority and whatever is done thurt be arranged by an unterstanding between the various par-

Senator Morgan has been pressing with vigor, and eloquently, his Cubar resolution. He has given notice that be will press it to a vote during the early part of the coming week, if pos oble. The country would certainly like to see the Senators put on record in favor of or against this very just

PACIFIC PAILBOADS AGAIN. The Proples Party Senators have determined to prevent the Presiden and Attorney-General, if possible iron disp sing of the Union and Cen tral Pacific railroads at a private or ecret sale. They will demand that the Executive take no action on this ent of Congress.

mportant question without the con-It will be remembered that when he Huntington Funding bill was beore the House at the last session tha t was generally understood that the nill, which proposed to extend the lebt of the Pacific railroad for one hundred years, would pass the House and that Huntington and his allieerre making a hard fight to secure a najority for it in the Senate. When bey ascertained that they could not was their measure through the Senate and realized that an attempt to do m would give the Peoples Party Sens forsan opportunity to ventilate the sected with the Pacific railroads, and o demand that it was the duty of the in good faith and thousands receivovernment to take charge of these | dit in good faith. For one, I proefaulting roads and run them in the aterest of the Government, then sud lenly Huntington and his allies banged their plan. The bill was deeated in the House, to the surprise of he general public. It was defeated therein. If they can inaugurate an hese roads. Wherupon the Senate promptly passed a resolution calling ple. But when we consider the upon the President to inform the Sen. | methods proposed to be employed to ate of the action he had taken and inaugurate this reign of prosperity, ontemplated. This information has it is permitted us to doubt its effiust reached the Senate. It seems to cacy. Already the chairman of the adicate that there is a movement on committee on banking and currency not to sell these roads for less than has introduced a bill for the retire-Government out of part of the debt ment of the greenbacks and treasury due. During the coming weeks bill notes. The ways and means comwill be introduced in the Senate by mittee have reported, and the House one of the Populist Senators direct | adopted the Dingley tariff bill. The ing the President and Attorney situation may be briefly summed up General to enforce the law as follows: which provides for the Government to take charge of the road upon default of the payment of the principle and interest due. This will bring the fight for Government wnership of railroads before the Senate, and the fight and result will be

own the railroads rather than have the railroads to own the Government. We Are Not the Only Pebble on the Beach, .-THE CAUCASIANis the LEADER of its

who prefers to see the Government

DECLARATION OF WAR

WASAINGTON, D. C. April 17 -Secre day from Minister Terrell. at Constaninople, containing an official notification of war b-tween Turkey and Greere. Hostilities between Turkey and Greece, said Secretary Sherman Inc Republican party promised tonight would not affect the United States. The records of the State De | can people took them at their word. partment show that trade of the United States and the two countries in volved is too small to cause any embarrasment to us.

LONDON, April 17.-The Observer has a dispatch from Constantinople we prevent them if we could. In -aying that the long threatened war my judgment, whatever measures between Turkey and Greece has at last tiey originate having for their end been officially declared by the porte.

VIETNA, April 14 - The best informed diplomats here regard war as inevitable. They say the strain can ad quacy and instility of such meth-Turkey or Greece, and that the time has passed for the powers to attempt to intervene. In view of the danthe question is reiterated, whether coming to her support at the erneral remedy for x sting diseases. moment. The situation i regarded here as analogus to the time when Servia attacked Turkey in 1876. when Russia and Great Britain saved defeated Servis from annihilation.

Brethren of Craven county: As it fails to bring prosperity, they can-House of Representatives. Which the your president I hereby call a meet not then point to us and say. We ing to be held at the court house in conceived a measure fraught with county. All persons who have ever and Populists prevented the employ-

> HARDY H. PERRY. President Craven Co. Farmers' Alliance.

Burned a Fine Block.

IS FUTILE.

The Foel Scheme of Trying to Strengthen a Country By

WEAKENING ITS PEOPLE

Maybe They Will Knew Something. ST HON, JOSEPH C. SIBLET, OF PENN STLVANIA.

Is the present tariff measure we are again witnessing another sham battle. The tariff problem has been an unsettled one for about one bastred years, and if the politiciane may have their choice it will be an agestiled problem for one hundred years more. I have never belonged to that school who have believed it possible that either a man or nation could be tax d high enough to inhered in a revenue tariff fairly and miformly adjusted, adequate to the spet ses of a government economi ally administered.

During the great campaign of 1886 their party platform, through the columns of the public press, and rom the throats of ten thousand rators, the K-publican party pledged to the people of America an apprecedented era of prosperity. ontingent alone upon their political success. The amurance of proc cerity was bedged about by no doubts or contingencies. The prom-Doubtless many made the promise foundly hope that they may be able to make good that promise of prosperity to all our citisenship, who by bonest effort are entitled to share

A man is staggering under beavy bardens. The doctors have been op-ning his veins and depriving him of that life current which, circulating through his system, afforded him a measure of strength to suswatched with interest by every man tain the burden. It is now seriously proposed to open his veins still further, take away more of bis circulation, pile more burdens upon his back, already bent, and then invite the country to rivet their eyes upon this man and see the efficacy of their treatment. They assure us that the taking away a little more of the life blood and heaping on more bardens in the f rm of increased tosation, will straighten his back, permit bim to stand erect and to walk with firm and buoyant step, give the color of life to bis cheeks and the light of hope to his eyes. We shall watch the treatment with profound interest, even though we doubt its

500000

the people prosperity. The Ameri-It is that party's du'y to make good their promises, to fulfit their ple of prosperity. We are powerless to prevent them if we would; nor should and design prosperity to all our pas-ple should neither be blocked nor bindered by any factions or captions opposition. Our duty will be performed when we point out the inods. It seems to me that the duty of the Democratic party, silver Republicans, and the Peoples Party reprecentatives in Congress is to point out the inconistencies of this measure and its absolute uselessness as a They off-r it as a panacos. There

fore, if a high tariff is beneficent in

its operations, a still higher and

higher tariff must be more beneft. cent. Therefore, we would not thwart them is any attempt to build up a tariff so high that its effects will mean universal prosperity. If been members of the Alliance are ment of that prosperity which such earnestly requested to attend this a tariff must have afforded. Once for all I should like to see them frame a tariff without let or hindrance, and let it stand before the people, until even the dullest intellect could comprehend a simple probem in dynamies, namely, the