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RAILROAD WRONGS IN NEVADA.

SPEECH

OF

HON. ROLLIN M. DAGGETT,

OF NEVADA

IN THE

HOUSE OF REPRESENTATIVES,

FEBRUARY 25, 1881.

WASHINGTON:

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SPEECH
OF
HON. ROLLIN M DAGGETT.

The following joint resolution of the Legislature of the State of Nevada being presented for reference—

Joint resolution to the Congress of the United States in relation to discrimination in fares and freights by interstate railroad companies.

Whereas the people of the State of Nevada have long suffered and do now suffer under the impositions and exactions of the Central Pacific Railroad Company, which, besides retarding enterprise, injures the business and prosperity of the people of this State, and amounts to the most enormous, unjust, and oppressive tax ever laid upon the industry of a people. The said railroad company exercises over the persons and property of others an almost absolute power, vicious and tyrannical, destructive of the rights of persons and of property, and opposed to common justice, as well as to every principle of civil and constitutional liberty known since the days of Magna Charta; and

Whereas it is proper that the truth should be known concerning this corporation and its transactions, the following facts are herein stated: The people of Palisade, distant four hundred and thirty-five miles east from Sacramento, have to pay for freight on flour (fourth-class freight, per published special-rate tariff of Central Pacific Railroad) per car-load the sum of \$282 from Sacramento, while the people of Toano, one hundred and twenty-nine miles further east, pay freight on flour per car-load, according to the printed special rate, the sum of \$275 per car-load, while the merchant having a contract for some so-called competitive point with this railroad company pays freight on the same article, to wit, flour, per car-load, only \$200. The merchant at Toano, having a special contract pays \$82 per car-load less freight than the merchant at Palisade, although, as before mentioned, the carriage is one hundred and twenty-nine miles more. The goods delivered at Palisade or Battle Mountain, distant respectively four hundred and thirty-five and three hundred and eighty-three miles from Sacramento, have a freight charge of \$480 per car-load, while at Toano the freight amounts to \$275 per car-load to persons having special contract rates for so-called competitive points, the greater service being performed for the less amount. Persons shipping wool or other products from Palisade, Battle Mountain, Elko, or other points in this State to the Eastern States, have to pay local rates to Sacramento, thence freight at through rates back over the same road to the point of destination, the shipper being often compelled to pay freight at local rates for a distance of over five hundred miles, a service useless and unnecessary even if rendered. The same unjust discrimination is practiced by this railroad company against the people of this State in the rates of freight upon goods shipped from points east of this State. The freight on a box of eggs from Ogden to Toano costs one man \$3.35 per box, and the same number of eggs, in the same sized box, and of the same weight, costs another man sixty-five cents. A hundred pounds of squashes costs one man in freight \$1.36, while it costs another fifty-five cents. Hams and case goods costs one man \$2.04, while it costs another but fifty-five cents. The distance from Ogden to Toano is one hundred and eighty-three miles. The same unjust discrimination is also practiced by this railroad company in passenger fares. A ticket from Omaha to San Francisco costs \$100, while a ticket from Omaha to Palisade, being six hundred miles nearer, costs \$95. A person desiring to go East is charged within a fraction of the full fare, through and from San Francisco to the point he desires to reach, although he may ride over one-third or less of the line of the Central Pacific Railroad. More appalling examples of injustice than are shown by the above instances, selected from among a myriad of kindred transgressions, are hard to conceive; and

Whereas such pernicious practices should be no longer tolerated: Therefore,

Be it by the senate and assembly conjointly resolved, That the passage of the bill now before Congress, known as the Reagan bill, prohibiting discrimination in fares and freights on interstate railroads, will be hailed with joy by the people of this State as a measure of justice and relief.

Resolved, That our Senators in Congress be instructed and our Representatives

requested to vote for and use all honorable means in their power to secure the earliest passage of said Reagan bill.

Resolved, That his excellency the governor is hereby requested to transmit an engrossed copy of these resolutions, under the great seal of the State, at the earliest moment, to each of our Representatives in Congress.

STATE OF NEVADA,
Secretary's Office, ss:

I, Jasper Babcock, secretary of state of the State of Nevada, do hereby certify that the foregoing is a true, full, and correct copy of the original joint resolution which passed the Nevada Legislature February 10, 1881, on file in my office.

In witness whereof I have hereunto set my hand and affixed the great seal of State. Done at office in Carson City, Nevada, this 12th day of February, A. D. 1881.

[SEAL.]

JASPER BABCOCK,
Secretary of State,
By J. J. CHESLEY, *Deputy.*

Mr. DAGGETT said:

Mr. SPEAKER: In presenting this joint resolution of the Legislature of the State of Nevada, I ask permission, since the story is but partially told, to supplement its declarations with certain other facts and figures pertinent to its prayer.

RAILROAD METHODS AND PRACTICES.

Some one has said, or should have said, that excessive discretion is the twin-sister of cowardice, and he who recognizes and fails to rebuke a wrong is scarcely less guilty than the one who commits it. Whatever may be the prevailing judgment here, to my humble thinking the time has at length been reached in the history of national railroad legislation when it behooves every Representative upon this floor whose action has not been circumscribed by unwholesome influences, or whose lips have not been sealed with doubt, to speak plainly.

It is impossible for any member to shut his eyes to the character of the struggle which, since the convening of the present Congress, has marked the action of this House concerning the legislation referred to in this joint resolution. In every feature have been made manifest the resources, the craft, the audacity which the railroad rulers of the land are prepared in extremity to summon to their assistance.

With their millions wrung from the many they have purchased and enslaved abilities ennobled in better fields of effort. They have subsidized the public press. They have fouled the fountains of justice. They have stifled the expression of public sentiment. They have corrupted the ballot, and sought to undermine the morality of every department of State and National Government; and their accredited agents have abused the privileges of this floor by obtruding their presence among the members during legislative hours.

Nor this alone. Many-tongued rumor, the unblest evangel of calumny, has more than hinted that to the glitter of gold have been added the enchantments of beauty to warp the judgments of men, and that the corporate Aladdins of the land, whose influence it is impossible not to feel, even in the inner chambers of this temple, have called to their councils both the sightless son of Ceres and the star-eyed cyprian whose home is on the heights.

I must not, dare not, will not give credence to reports so humiliating to the membership of this House; and, to borrow a figure for the occasion, even were it possible for me to believe them, over my shoulders I would hang the mantle of doubt, and, like the blessed of Noah's sons, walk backward with it to cover the infamy before the world beheld it or our own eyes were blasted by the unwelcome vision.

RAILROAD BILLS BEFORE THE HOUSE.

But let us glance for a moment at the situation, without further reference to the circumstances which may have conspired to create it. During the last Congress what is known as the Reagan bill passed this House by a large majority. Its provisions were everywhere discussed, and almost everywhere approved. It was plain, straightforward legislation, and the people could understand it. If it did not completely correct railroad discriminations, it fixed a limit, at least, beyond which they could not be exacted, and embodied a principle in interstate railway transportation so just, so reasonable, so necessary, that it received the prompt indorsement, I am warranted in believing, of a majority of the constituents of four-fifths of the members upon this floor. If they doubt it, let them call the roll on the question at the next election, and they will return to their seats instructed.

After passing the House this bill died with the Forty-fifth Congress in the Senate. The manner of its death was never reported by the committee having it in charge. One Washington correspondent said it died of neglect, another that it was disemboweled and then strangled, and a third that the chairman sat down upon it, I presume by mistake. But, whatever may have been the cause of its death, let him be punished according to his deserving who harbors a suspicion that the funeral expenses were paid by the railroad companies. I am not permitted to believe it.

The same bill was reintroduced in the House during the extra session of the present Congress. After due consideration the Commerce Committee authorized their chairman to report it back to the House. Such action thus early in the session did not accord with the plans of the railroad managers. Should it go to the Senate within two or three months of the opening of the session, it would be difficult to hold it in committee there until the close. Hence, they asked that the report might be withheld long enough for them to be heard before the committee. They intimated that they had some new and overwhelming testimony against the bill, and their request was granted.

Their ablest attorneys were hastily summoned to the capital; their lobby force was increased and redrilled in desperate and shameless tactics; they interrupted communication between the committee and the House; their subsidized journals threw open their throttle-valves, and the assault began. We know the result, if we do not the details, of the struggle. The committee yielded to new convictions, and in the end agreed to a new bill instead of the one which they had a few weeks before authorized their chairman to report.

THE COMMISSIONER BILL.

When the committee finally reported, in graceless compliance with a popular demand which could not be well disregarded, it was to hand in silence to this House three distinct railroad bills. The first was the commissioner bill, agreed to by a majority of the committee after the rehearing, and which, it seems to me, should be satisfactory to the railroad companies. The second was the Reagan bill, modestly appearing as an amendment—a bill which has already received the indorsement of the people. The third was the substitute bill of Mr. MCLANE, which says nothing, means nothing, and provides for nothing. It is a ghastly mockery of railroad legislation—something which resembles an uncharged shell from a railroad battery, spluttering, fizzing, but harmless, and therefore entitled to no further attention.

Now, let us glance for a moment at the two bills remaining for consideration. The commissioner bill, or the bill of the majority, is a dangerous measure, for it wears upon its face the smile of honesty. It is adroitly and carefully drawn; so carefully that its enforcement as a law would not seriously interfere with existing discriminating railroad practices. Its aim seems to be to supply the people with litigation rather than legislation, and perpetuate evils which it is the duty of Congress to correct.

In a speech before the committee one of the attorneys of the railroads remarked that there was a knife in the fourth section of the Reagan bill, and the trouble seemed to be that his clients could not get hold of the handle. The hallucination was not new with the gentleman, and in recalling similar examples of mental distemper the air-drawn dagger of Macbeth presents itself as a kindred case. But if there is a knife in the fourth section of the Reagan bill, there is a whole cutlery establishment in this commissioner bill, with every edge turned toward the people. Read thoughtlessly it sounds well. It abounds in sections of tender solicitude for the people and clauses of stern restraint of railroad rapacity. Both are mere mouthings. Accommodating public journals have been prompted to say that there are sections in the bill highly unsatisfactory to interstate railroad managers. This may be so. It may be more difficult to please these gentlemen than we imagine. But the sections are coupled together like a train of cars, and in reading them we can catch the echo of the sound of wheels.

Now, permit me to make a very brief synopsis of the vital provisions of this commissioner bill in plain English, and I will then dismiss it. It provides for the appointment of a board of three railroad commissioners, who shall have supervision over the interstate business only of interstate railroads. This supervision is limited—now mark this provision—to questions of commerce between the States, and does not extend to any other portion of the business of the roads. That is, the commissioners are not permitted to inquire either into the cost of construction and maintenance or the earnings or expenses of the roads gravely mentioned as being under their supervision. They can take cognizance alone of the methods of operating railroads by railroad corporations, as affecting interstate commerce. This, and nothing more.

Having no supervision, then, of practical value over interstate roads, what are the commissioners authorized to do in the way of equalizing or reducing the rates of carriage for freights passing from one State or Territory into another? Why, they are to see that the railroads charge no more than "a fair and reasonable rate" for full car-loads of freights—for full car-loads, let it be observed, and nothing less—conveyed by rail from one State or Territory to another; and it is left with them to determine what rates are "fair and reasonable" for such service.

Now, I ask, what facilities have the commissioners for determining what are "fair and reasonable" rates, since they are expressly prohibited from inquiring into the costs of construction and operation of the roads under their exceedingly limited supervision? None, whatever. They must accept the figures of the railroad companies as they are given to them, and base their schedules of "fair and reasonable" rates upon a return to the corporations yearly of a "fair and reasonable" rate of interest on from three to five times the amounts actually expended in construction, together with a deduction from the gross earning of exaggerated expenses of operation. In this I am referring more especially to the overland roads.

Then, since the commissioners in their "supervision," as it is called, are permitted to do little more than watch the cars as they pass from State to State, and since the information is withheld upon which "fair and reasonable" rates alone can possibly be fixed, of what value can their services be to the public? Certainly of little or none in the investigation of complaints against railroad lawlessness, for they are not empowered to investigate charges of that character unless they are approved and forwarded by an incorporated board of trade or chamber of commerce, or a State or city government—thus practically locking the doors of relief against individual grievance and popular complaint.

The twelfth section of the bill says "the commissioners shall inquire into that method of railroad management or combination known as pooling." What for? Why, to ascertain whether or not it should be restricted by legislation! And then, to cap the climax of absurdity, a cruel farce is made of the entire eighteen sections of the bill by extending every interstate railroad restriction and prohibition to every "steamboat, canal or other water craft" engaged "in the transportation of property between the States."

"It needs no ghost come from the grave to tell us" the meaning of this provision. The purpose is to render the bill inoperative, should it become a law, and invoke for it merited derision and contempt, by attempting to apply general transportation laws alike to railroads constructed over condemned lands by legislative authority, and the grand river highways of the Republic, fed by cloud and fountain, and given in perpetuity to the free and unquestioned use of the dwellers in the lands they make fruitful by the providence of God. However it may be concealed, the aim is to subject to the same rules of interstate transportation the unpretentious barge floating with the current down the broad thoroughfare of the Mississippi, with its cargo of coal or lumber, and the train of freight cars flying from State to State under the impulse of special privileges, and robbing one community for the benefit of another.

But, sir, I have not the patience to discuss in further detail the provisions of a bill so disrespectful to the intelligence of this House, so flagrantly treasonable to popular demand. From every congressional district west of the Alleghanies comes the voice of petition asking for railroad legislation, and in response this masterpiece of ambiguity and deception has been laid before us. What the people demand is positive legislation, and not laws to inquire into the necessity of it. They want statutes that can be neither misunderstood nor evaded, and not boards of corrupt or incapable commissioners to tardily deliberate upon their grievances and extend the tenure of railroad imposition. They want laws, not empty promises. They want the substance, and not the shadow that vanishes when the twilight comes. They want definite action by Congress—ay, and they will have it, too, no matter what may be the result of the deliberation here to-day—and not wily subterfuges in eighteen sections to beguile the thoughtless and prolong the years of corporate tyranny.

THE REAGAN BILL.

In short, sir, what the people want—what the people will have, either at our hands or the hands of our successors, if we fail to do their bidding—is a law embodying substantially the vital features of what is known as the Reagan bill, the central provision of which is that connecting interstate railroads shall charge no more for conveying full car loads of similar freights a shorter than for a longer distance. This does not mean that the charge is to be no more *per mile*

for a shorter than for a longer distance in a continuous carriage, but no more in the aggregate. In other words, and to illustrate, the provision is, that if the freight charges on a car load of clothing from New York to San Francisco are \$1,800, they shall be no more than \$1,800 if the car is to be switched off five hundred or a thousand miles this side of San Francisco, thus giving the railroads the benefit of hundreds of miles of unaccomplished carriage. In the name of all that is reasonable, what more can they have the face to demand?

This question I shall now proceed to answer. I am not sure, now that a bill calculated to afford relief is again before this House, that the necessity of legislation is fully appreciated by a majority of the Representatives here. Hence, in the belief that I may be able to throw some additional light on the subject of railroad overcharges, I ask the privilege of presenting a few facts and figures, not generally known, in relation, more especially, to railroad management in the State of Nevada.

Bewildered in the mazes of a trackless forest, the sun obscured, and nothing in the surrounding vegetation to indicate the points of compass to an unaccustomed eye, the traveler moves round and round in a wearying and endless circle, and finally, when darkness closes around him, finds himself at the same spot from which he started in the morning. So, it seems to me, sir, is it with many who have sought and are still seeking to find their way out of the tortuous labyrinths and impenetrable jungles of interstate railroad government. To the right and to the left, to the East and to the West they adventure, but no furlong of real progress ever marks their steps. They attempt an egress, in turn, through the paths of compromise, the narrow avenues of competition, and the broader but no less bewildering thoroughfares of State legislation; but in the end they return, and must continue to return, discomfited to the spot from which they started, and upon which is based the broad warrant of the measure known as the Reagan bill:

The Congress shall have power to regulate commerce with foreign nations, and among the several States, and with the Indian tribes.—*Constitution*, article 8.

From this point, it seems to me, the pole star is plainly visible to all who know how to read the heavens, and with them there should be no doubt; and the way is clear to those who have the courage to follow it, and with them there should be no hesitation.

Although the course may be still uncertain to some of us, be assured that it is no longer so to the millions whom we in the aggregate represent. They have counseled together, for suffering has made them thoughtful; their purpose is fixed, for their wrongs have made them resolute; and now, from the very foundation of power and source of law itself, an undeviating finger is pointing the way to deliverance.

The Representative in these halls is worse than blind who fails to see it, and seeing, worse than dead who fails to heed; for he who turns his face against the right and his heart against his people, is dead to everything which gives a man the right to live.

RAILROAD OUTRAGES IN NEVADA.

I admit that I have not made myself very familiar with the details of railroad discriminations east of the Rocky Mountains; yet, were it possible for me to shut my ears to popular complaint and my eyes to unchallenged statement, the consideration of this bill, radical in purpose and general as it is in application, would in itself be evidence that the evil is as widespread in the States east of the Mis-

Mississippi and Rio Grande as it is unjust and commercially demoralizing everywhere.

But however oppressive or general may be the burden of railroad discrimination on this side of the Rocky Mountains, or however emphatic may be the demand for congressional action in restraint of interstate railroad imposition throughout the Central and Southern States, I am here to-day, sir, to place before and upon the records of this House a verified complaint of discriminations against the State of Nevada, in character so monstrous that beside the exhibit the recital of other grievances will sound like favors conferred and the sweet promise of still greater benefactions to come.

Gentlemen from Illinois may bring their statements of railroad wrongs, and I will pile an Ossa upon the Pelion of their complaints; they may bring them from Texas or Colorado, and I will Hood the Shasta of their appeals for relief, and still fall short of expressing in the double monument of outrage the full measure of discriminations practiced against Nevada. Their statements tell of a few dollars per ton unjustly collected; mine of \$200, \$300, \$400, \$500 per car-load wickedly, audaciously, remorselessly taken from the pockets of consumers without even the pretense of consideration.

Discrimination! They will never understand the full meaning of the word until they have settled for the carriage of a ton of freight, I care not of what kind, by rail from New York to any railroad point in Eastern Nevada.

Their railroad managers are comparatively mild-mannered gentlemen. They collect more than is honestly their due, but are gracious enough to try to explain the reason. This is not the case in Nevada. There the merchant is compelled to pay through rates from ocean to ocean, and from \$200 to \$500 per car-load in addition for the privilege of paying it, and the mouth of protest is closed by the threat of increased exactions.

These statements must be regarded as strange by those who know nothing of their truth; but I am strangely well prepared to establish that they are strangely correct.

Possessing no especial knowledge of railroad discriminations east of Nevada, and assuming that a majority of the members upon this floor can know but little of railroad tariffs west of the Rocky Mountains, inasmuch as the effort has been ceaseless to disguise or keep them secret, I shall confine myself to the operations of the eight hundred and ninety-five miles of road between San Francisco and Ogden, and incidentally to the 1,032 miles stretching eastward thence to Omaha. Of the eight hundred and ninety-five miles of track belonging to the Central Pacific Railroad Company, about four hundred and fifty miles wind across the State of Nevada, passing through or near its most populous counties and most productive mining districts. Hence, the general dependence of the people of the State for transportation over this road.

PERSONAL EXPLANATION.

And now, sir, lest I may overlook the explanation, I will take the occasion to mention here that, personally as well as politically, I entertain toward the directors of the Central Pacific Railroad Company no feeling of hostility, and no desire that they may be deprived of anything that is justly theirs.

Like myself, Governor Stanford, the president of the company, was a republican when the title carried with it persecution and reproach; when the public addresses of the Bakers and Traceys of California were answered, as they only could be answered, by tumult and vio-

lence; when the dissenting Brodericks of orthodox democracy were healed of their apostacy by half-ounce bullets and modest monuments in Lone Mountain. I assisted, and most cheerfully, in his election as governor of California, and well and faithfully did he perform the duties of his high office.

It is therefore with regret that I am compelled to assail the greater and later acts of his life, and make such showings as must bring in serious question his corporate integrity. But I have a duty to perform, and have neither the right nor the will to shirk it; and if in my allusions to the public acts of these gentlemen inferences may be drawn prejudicial to their individual honesty or sense of justice, friendship will permit me to offer nothing in return beyond the assurance of my pity for all whose greed of gain makes a footstool of equity, and in the midst of their millions bankrupts them in the respect of mankind.

THE CENTRAL PACIFIC.

Passing entirely through the State of Nevada, eastward from the Sierra Nevada Mountains, and tortuously following its most fertile valleys for the sake of the land grants, without especial regard to distances, is the railroad of the Central Pacific. Along its four hundred and fifty miles of track in the State are scattered fifty or sixty villages and other stations, a few of the more prominent of which I shall now mention, together with their distances from San Francisco. They are as follows:

	<i>Miles.</i>
<i>Distances by the Central Pacific from San Francisco eastward to points in Nevada.</i>	
From San Francisco to Reno.....	306
From San Francisco to Wadsworth.....	240
From San Francisco to Winnemucca.....	475
From San Francisco to Battle Mountain.....	535
From San Francisco to Palisade.....	557
From San Francisco to Elko.....	619
From San Francisco to Kelton, (Utah).....	803
From San Francisco to Ogden, (Utah).....	895

As it will be shown that the nearer these towns are to the Missouri River the greater is the charge for the transportation of freights from that point, or in other words, that the freight rates from the East increase in rigid and unconscionable uniformity with the decrease in distance, it is essential to a proper understanding of the figures following that the respective distances from San Francisco of the towns just noted be borne in mind.

TARIFF SCHEDULES OF THE COMPANY.

I will now give, under warrant of the printed schedule of tariffs of the Central Pacific Railroad Company, [Appendix A,] the through rates from New York to San Francisco on such freights as embrace the leading articles of consumption in Nevada. The schedule, however, which names and classifies between twelve and thirteen hundred distinct commodities, will be given entire as an appendix to these remarks, believing that it will be instructive reading to many. The charges are all the way from \$300 to \$1,800 per car-load of ten tons.

This schedule is issued and signed by the general freight agent of the Union Pacific in Omaha, the general freight agent of the Central Pacific in San Francisco, and the general agent of both companies in New York. The title of the schedule is as follows:

Special through freight tariffs, in force February 1, 1877, to San Francisco, Sacramento, Marysville, San José, Stockton, and Oakland, California.

Freights are rated from four different points and their surroundings in the East, namely, New York, Cincinnati, Chicago, and Omaha, and no distinction in prices is made between the cities named for delivery in California; that is, the prices are precisely the same, for example, at Sacramento and San Francisco, although the latter point is one hundred and fifty-one miles farther westward.

Although a distinct line in the title of the schedule announces that it is "published only for the information and guidance of agents and employes of the Union and Central Pacific Railroads," I have availed myself of its figures just as freely as if it had been printed for the benefit of the public; and as it is further declared that "no contracting agent has authority to deviate from the rates herein given," I must assume that they are, what I know them to be, the through rates actually charged, except in special cases where they are dishonorably lessened as a reward to sycophancy or a punishment of complaint.

With this explanation I present the through rates on a few articles, per one hundred pounds and per car-load of ten tons:

Through rates from New York to San Francisco.

Articles.	Per 100 lbs.	Per car-load.
Coal-oil	\$1 50	\$300
Candles	1 50	300
Machinery, in car-loads .....	.....	600
Dry goods, in bales or cases	6 00	1,200
Fine machinery, boxed	5 00	1,000
Clothing, in cases	6 00	1,200
Iron, (bar, band, or boiler)	1 50	300
Liquors, in barrels	2 50	500
Shovels and spades	3 00	600
Pumps, steam or hydraulic	5 00	1,000
Picks and mattocks	1 75	350
Nails and spikes, in boxes	1 50	300

These rates, be it remembered, are for the transportation of the freights mentioned from ocean to ocean, representing an aggregate carriage of over thirty-one hundred miles. The rates to Sacramento and San Francisco are the same, as shown by the schedule from which these figures have been compiled; but does the Central Pacific Railroad Company charge San Francisco rates to Reno, three hundred and six miles nearer New York, or to Winnemucca, four hundred and seventy-five miles nearer, or to Elko, six hundred and nineteen miles from the Golden Gate? Let us see. I may possibly be able to show that the collection of San Francisco rates, six or seven hundred miles east of that point, for freights delivered from New York does not quite satisfy the railroad freebooters who fix the rates of transportation in Nevada, but that to the through rates, from the Atlantic to the Pacific they add a godless, lawless, merciless tariff of their own.

Having given the through transportation rates on certain standard commodities from New York to San Francisco—all passing through the State of Nevada, let it be borne in mind—I now present another printed schedule of freight tariff on merchandise consigned to Nevada (Appendix B.) Consigned from where? No one knows. It may be from New York, from San Francisco, from heaven or hell—and from the prices it might be from any of these points—but the destination

alone is mentioned. The title of this mysterious schedule is as follows:

Special freight tariffs for freights consigned to Winnemucca, Wadsworth, Reno, Virginia City, and Carson, Nevada; and Truckee and Colfax, California; to take effect Monday, October 29, 1877.

Consigned from where, I repeat? The schedule is silent; but from anywhere, let me answer, since it seems to fix the rates either from Ogden, Omaha, New York, or San Francisco. Between two hundred and three hundred articles are enumerated and classified, and the transportation charges authorized by it are as follows to Reno and Winnemucca, respectively three hundred and six and four hundred and seventy-five miles from San Francisco:

Special freight rates from San Francisco to points in Nevada.

From San Francisco to—	Reno, per car-load.	Winnemucca, per car-load.
Coal-oil	\$236	\$416
Candles	236	416
Mining machinery	218	396
Dry goods in boxes	236	416
Clothing in bales	246	596
Iron	154	276
Liquors in barrels	236	416
Other machinery	246	596
Nails and spikes	236	416

As the schedule gives the rates no further east than Winnemucca, I must rely upon other information for the charges from San Francisco to other points beyond; and as the classifications at those places are vague and capricious, I have selected two of the cheapest articles of freight, as follows:

Special freight rates for coal-oil or candles from San Francisco to points east of Winnemucca, Nevada.

Coal-oil and candles.	Per 100 pounds.	Per car load.
To Battle Mountain	\$2 25	\$450
To Palisade	2 40	480
To Elko	2 50	500

A car-load of coal-oil or candles is taken from New York to San Francisco by rail for \$300. This is the printed rate, the rate that is actually charged; but here are charges of \$416 at Winnemucca, \$450 at Battle Mountain, \$480 at Palisade, and \$500 at Elko for precisely the same service. Whether representing the rates from New York or San Francisco, these charges are absolutely atrocious, and I cannot wonder that the directors of the overland roads have deemed it pru-

dent to withhold them from print—at least, the charges east of Winnemucca.

But these charges of from \$416 to \$500 for a car-load of candles delivered in Nevada do not tell the whole story of railroad pillage in that State. "What!" must in thought be asked, "Do you intimate that \$500 per car-load on the very cheapest freights scheduled does not pay the bill in full—that additional transportation charges are collected from the people of Eastern Nevada?"

The thought is natural. One would imagine that human rapacity had exhausted itself in these monstrous exactions; that the heart that could demand and mercilessly collect this lawless spoil—this excess of \$200 per car-load on through charges from New York to San Francisco, with a saving of six hundred and nineteen miles of carriage—was dead to every instinct of justice, every suggestion of humanity, and was already tottering on the decrepitating edge of burglary, arson, and murder.

But it seems that, within the scope and possibility of unbridled railroad brigandage, the gentlemen who fix the rates for Nevada did not think that in these charges—these outrageous advances over through tariffs—they had quite reached the limit between which and confiscation stretches a narrow and misty zone which honest traffic dare not travel; and, therefore, still deeper they adventured into the pockets of our people, and drew forth this additional mountain of charges which they cruelly and without remorse added to the already staggering burden of almost double rates.

In direct and authoritative proof and explanation of this, I quote from the printed schedule from which I have drawn the exhibit entitled "special freight rates from San Francisco to points in Nevada," the schedule which authorizes the charges of from \$416 to \$500 per car-load for the cheapest of freights consigned to prominent points in Nevada. The instruction, printed in two places that it may not be overlooked, reads as follows: "Freights for the points named below [Winnemucca, Wadsworth, Reno, &c.] may be contracted through to destination [from where is not mentioned] by adding to the through rates given in the tariffs dated February 1, 1877, the amounts stated below."

Is there any doubt about the intent or meaning of these words? If there is, sir, I am prepared to dissipate it with the receipted bills of the Central Pacific Railroad Company.

The plain meaning, verified by practice, is this: That on all merchandise consigned from New York to railway points in Nevada, and there delivered, must be paid the following charges:

First. Full through rates from New York to San Francisco, when in reality the freights are not taken through, but delivered six hundred or seven hundred miles east of San Francisco; and,

Second. Excessive way rates back from San Francisco to points of delivery in Nevada of the same freights, which have neither been forwarded beyond nor brought back by the railroad company making the cold-blooded charge.

So inhuman, so infamous are these combined charges, that, familiar as I am with their enforcement, I should refer to them with hesitation but for the proofs in my possession, to which I invite the scrutiny of the skeptical.

And now, sir, that the full rates exacted in Nevada may be seen at a glance on commodities of largest consumption there, together with the distinct charges embracing the unwholesome aggregates, I present the following exhibit, and challenge the world to produce a par-

alle of tabulated railroad robbery. Should the showing fail to appal, I will submit to a change in the title:

APPALLING EXHIBIT.

Through-freight rates from New York to San Francisco, added to way rates back from San Francisco through the State of Nevada.

Car-load of ten tons.	Through rates from New York.			Through rates from New York.		
	Back rates from San Francisco.	Charges at Reno.	Back rates from San Francisco.	Charges at Winnemucca.		
Coal-oil	\$300+	\$236=	\$536	\$300+	\$416=	\$716
Candles	300+	236=	536	300+	416=	716
Machinery, in car loads	600+	218=	818	600+	396=	996
Dry goods, in boxes	1,200+	236=	1,436	1,200+	416=	1,616
Clothing, in boxes or bales	1,200+	246=	1,446	1,200+	596=	1,796
Iron, bar, band, or boiler	300+	154=	454	300+	276=	576
Liquors, in barrels	500+	236=	736	500+	416=	916
Fine machinery, boxed	1,000+	246=	1,246	1,000+	596=	1,596
Nails and spikes, in kegs	300+	236=	536	300+	416=	716

The charges in this table are compiled from the printed schedules of rates of the Union and Central Pacific Railroad Companies, and must therefore be authentic. East of Winnemucca, as I have mentioned before, their figures do not extend. I therefore supplement the exhibit with the following figures, derived from receipted railroad bills and other information:

ADDITIONAL EXHIBIT.

Through-freight rates from New York to San Francisco, added to way rates back from San Francisco to points in Nevada east of Winnemucca.

Coal-oil and candles, per car load.	Through rates from New York.		
	Back rates from San Francisco.	Total.	
To Battle Mountain, 535 miles, from San Francisco	\$300+	\$450=	\$750
To Palisade, 587 miles, from San Francisco	300+	480=	780
To Elko, 619 miles, from San Francisco	300+	500=	800

Is comment necessary upon these terrible rates? Do they not speak trumpet-tongued of impositions unparalleled in the annals of railroad ruffianism? These charges have been neither known nor credited beyond the State of Nevada. When mentioned by the press they have been denied, and with threats of still greater oppressions the railroad dictators have silenced the complaints of their victims.

Nevada is an orange which for ten years these railroad vampires have been sucking in silence. We have been, and are still, bleeding at every pore, but the extent, I am satisfied, has not been even imagined by those in whose will has reposed the means of relief. I am here to-day to make proclamation of these wrongs, that others may understand them as I do.

THE TESTIMONY OF RECEIPTED BILLS.

The plans of the well-conditioned gentlemen who manage the affairs of the Union and Central Pacific Railroad Companies will doubtless be somewhat interfered with by these expositions, resulting, as they may, in acquainting the Forty-sixth Congress with the full measure of railroad tariffs in Nevada; but since their plans and purposes are equally lawless and infamous, they cannot reasonably expect that any consideration personal to themselves will check the development.

Tell it not in Gath, publish it not in the streets of Askalon; yet the figures I have presented have been drawn from their own printed schedules. Let it die with the unsavory breezes of the great basin, whose partial nature with foot of ashes has trampled out the green; yet will I add to their admitted rates the testimony of their receipted bills.

It may be imagined that, although the printed schedules of the railroad companies exact certain extravagant rates in Nevada, they are really not charged as a matter of fact; that they are simply an exhibit of what might be done in the way of charges, rather than of what the consciences of the railroad managers will permit their agents to do. In other words, that these printed schedules are but harmless exhibitions of power, intended to reconcile shippers to lower but still excessive rates.

Assuming that some such idea may be entertained, I will proceed to dissipate it at once by the production of copies of a few of the receipted railroad bills in my possession, all showing that the scheduled rates are adhered to. I will first present four or five bills for merchandise delivered from the east at Reno, the receiving overland railway point for the Comstock and its surroundings. Reno is three hundred and six miles east of San Francisco. Some of the freights were delivered at Virginia from Reno by the Virginia and Truckee Railroad, but to avoid complications I have omitted the latter carriage from the bills, and they embrace the overland charges alone. They are as follows:

Expense bill.

No. 2310.

RENO, NEVADA, 10—13, 1879.

Messrs. J. & J. B. Mallon, to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden :

	Weight.	Rate.	Amount.
500 boxes candles.....	20,000	\$1 14	\$228 00
Advances, (meaning through rates to San Francisco).....			302 50
State toll.....			-----
Total.....			530 50
Storage.....			-----
Date of way-bill, 10—9. No. of way-bill, 371. No. of car, 380.			

Received payment for the company,
(Signed)J. E. WRATTAN, *Agent.**Expense bill.*

No. 337.

RENO, NEVADA, 10—6, 1879.

Mr. J. J. Quinn, to Central Pacific Railroad Company, debtor, for transportation of merchandise from Ogden :

	Weight.	Rate.	Amount.
19 small six-plate stoves.....	1,470	\$1 19	\$17 57
B. C., (meaning through rates to San Francisco).....			36 75
Total.....			52 32
Date of way-bill, 10—3. No. of way-bill, 114. No. of car, 3404.			

Received payment for the company,
(Signed)HURD, *Agent.**Expense bill.*

No. 1137.

RENO, NEVADA, 10—21, 1879.

Messrs. Hagerman & S. to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden :

	Weight.	Rate.	Amount.
12 sacks ham.....			-----
1 case bacon.....	2,620	\$1 14	\$29 87
B. C., (meaning through rates to San Francisco).....			75 45
Total.....			105 32
Date of way-bill, 10—20. No. of way-bill, 816. No. of car, 4756.			

Received payment for the company,
(Signed)HURD, *Agent.*

Expense bill.

No. 253.

RENO, NEVADA, 9—11, 1879.

Messrs. J. & J. B. Mallon to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden:

	Weight.	Rate.	Amount.
500 boxes candles	20,950	\$1 14	\$238 83
Advances, (meaning through rates to San Francisco).....			312 00
State toll			
Total			550 83
Storage			
Date of way-bill, 9—8. No. of way-bill, 263. No. of car, 5008.			

Received payment for the company,
(Signed)J. E. WRATTAN, *Agent.**Expense bill.*

No. 689.

RENO, NEVADA, 8—12, 1879.

Messrs. J. & J. B. Mallon to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden:

	Weight.	Rate.	Amount.
250 cans lard-oil	22,200	\$1 14	\$253 08
Advances, (meaning through rates to San Francisco).....			441 02
State toll			
Total			694 10
Storage			
Date of way-bill, 8—9. No. of way-bill, 327. No. of car, 520.			

Received payment for the company,
(Signed)J. E. WRATTAN, *Agent.*

What do these bills show? They show that the rates of the printed schedules have been observed to the letter. Take, for example, the bill of the Messrs. Mallon for a car-load of candles from the East, which was switched off at Reno. I have shown that the through rates for a car-load of candles of ten tons from New York to San Francisco is just \$300, and it will be seen by this bill that the through rate of \$312, in payment for a car-load and nine hundred and fifty pounds, is added the back rate from San Francisco of \$1.14 per hundred pounds, making a total charge of \$550.83. And be it forever remembered that that car-load of candles was not moved a single mile beyond Reno. And so with the other bills.

THUMB-SCREWS TO SILENCE COMPLAINT.

It is possible that the railroad tyrants of the Pacific may devise

some punishment for the gentlemen who have furnished these bills, for they brook no interference with their plundering practices in Nevada. But I warn them to move with caution. This is an inauspicious time for them to single out men who have dared to speak for their especial vengeance, for there is a spirit abroad which is growing red-eyed under the contemplation of such tyranny, and those who are now intolerant of reproach have reached the verge of a visitation of radical, irresistible, and irrevocable retaliation. Up the bronzed and sturdy arm of toil is steadily being rolled the sleeve of preparation, and they are wise who will not provoke the blow.

I now offer the following bill from Palisade, five hundred and eighty-seven miles east of San Francisco. It is the railroad supply point for Eureka, in importance the second mining locality in the State:

Expense bill.

No. 418.

PALISADE, NEVADA, 9—17, 1879.

Mr. H. Johnson to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden:

	Weight.	Rate.	Amount.
6 boxes canned goods.....	.....	.....	.....
25 boxes common soap.....	.....	.....	.....
6 boxes Castile soap.....	.....	.....	.....
6 boxes maple molasses.....	.....	.....	.....
2 boxes sardines.....	.....	.....	.....
2 barrels baking powder.....	3,480	\$1 91	\$66 46
Advanc ^{es} , (meaning through rates to San Francisco).....			73 53
State toll.....			
Total.....			139 99
Storage.....			
Date of way-bill, 9—14. No. of way-bill, 1409. No. of car, —.			

Received payment for the company.

(Signed)

J. L. FAST, *Agent.*

THE TESTIMONY OF MERCHANTS AND OTHERS.

It will be seen by the foregoing bill that the excess over through rates to Palisade is \$1.91 per hundred pounds, while at Reno, as a rule, it is \$1.14. The Palisade tariff is charged from Ogden, and the Reno rate from San Francisco. But no matter at what point in Nevada east of Winnemucca the railroads begin to charge Ogden instead of San Francisco rates, the extortion is about the same; and under the India-rubber way rates prevailing there it makes but little difference to the Elko merchant whether he pays through San Francisco rates to Ogden and way rates thence to Elko, or through rates at his own door and way rates back from San Francisco. Through rates added to way rates, either from San Francisco or Ogden, are charged and collected, no matter how the bills may be made out to mystify the public.

In further explanation of the freight charges at Palisade, and of

the mysterious manner in which the business of the railroad is conducted there, I will now read a brief but pertinent extract from the letter of Mr. Johnson, referring to and inclosing with some others the bill last given. Mr. Johnson is a reputable merchant of Palisade and Eureka. He says:

The rate from Ogden to Palisade is almost invariably \$1.91 per hundred weight. We have the utmost difficulty in getting expense bills from the Central Pacific Railroad. All their business, to the most trivial matters, is clouded in mystery. In the matter of kerosene-oil in car lots, the price from Pittsburgh to Eureka is \$1,075 per car freight. (Equivalent to not less than \$975 at Palisade.) We find that we can buy oil in San Francisco, (that has gone past our doors,) and pay \$2.55 per hundred weight from that place to Palisade, and lay it down here \$100 per car-load cheaper than we can get it by direct shipment from the East. We have at this end of the State a tough time, being in the squeeze both ways, and are praying for relief. We have immense quantities of ores which cannot now be worked, as none yielding less than \$40 per ton can be reduced at a profit.

I have placed the rate from San Francisco to Palisade at \$2.40 per hundred pounds, while Mr. Johnson makes it \$2.55. These differences are doubtless due to the irregular classifications of freights between Winnemucca and Ogden. Either rate, however, is sufficiently monstrous.

I now offer the following bills for freights delivered at Battle Mountain, the point from which Austin and tributary mining districts receive their consignments by rail. The importance and extent of traffic of the locality will be appreciated when I mention that Battle Mountain and Austin were recently connected by rail, the distance being between ninety and one hundred miles. Like the country south of Palisade, the Austin section abounds in valuable mineral deposits of base and free ores, many of which would be worked but for excessive railroad rates, and the consequent high prices of almost everything consumed. Battle Mountain, permit me to repeat, is five hundred and thirty-five miles from San Francisco, and three hundred and sixty miles from Ogden. The bills referred to are as follows:

Expense bill.

No. 425.

BATTLE MOUNTAIN, NEVADA, May 16, 1878.

Mr. A. A. Curtis, to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden:

	Weight.	Rate.	Amount.
13 boxes machinery—100 boiler tubes; 3 iron drums, 1 casting, 2 sections W. pipes, 12 pieces W. pipe, 1 balance W. pipe	20,600	\$2 04	\$420 24
Advance, (meaning through rates to San Francisco)			502 88
State toll			
Total			923 12
Storage			
Date of way-bill, 5—13. No. of way-bill, 603. No. of car, 4764.			

Received payment for the company,

(Signed)

J. BROWN, Agent.

Expense bill.

No. —.

BATTLE MOUNTAIN, NEVADA, February 16, 1878.

Mr. A. A. Curtis, to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden :

	Weight.	Rate.	Amount.
1 punch, 4 boxes P. plates, 2 crates.....	7, 700	\$2 09	\$160 93
Advances, (meaning through rates to San Francisco).....			360 56
State toll.....			
Total.....			522 49
Storage.....			
Date of way-bill, 2—14. No. of way bill, 508. No. of car, 2740.			

Received payment for the company,
(Signed)JAMES BROWN, *Agent.**Expense bill.*

No. 6260.

BATTLE MOUNTAIN, NEVADA, 7—24, 1879.

Messrs. Gage, Curtis & Co., to Central Pacific Railroad Company debtor, for transportation of merchandise from Ogden :

	Weight.	Rate.	Amount.
260 cars refined petroleum.....	20, 600	\$2 25	\$463 50
Advances, (meaning through rates to San Francisco).....			810 25
State toll.....			
Total.....			773 75
Storage.....			
Date of way-bill, 7—16. No. of way-bill, 10829. No. of car, 776.			

Received payment for the company,
(Signed)JAS. BROWN, *Agent.*

Although this last bill has been made to conform with the others from Battle Mountain, the charges are really embraced in two distinct bills—the first from Pittsburgh to Sacramento, comprising the through rates, amounting to \$310.25, and the second from Sacramento back to Battle Mountain, with an additional charge of \$463.50, and a total of \$773.75.

INTIMIDATION OF BUSINESS MEN.

From Elko, the receiving point of Tuscarora, Cornucopia, and other important mining districts stretching to the southern boundary of Idaho, I have been unable to procure the testimony of receipted railroad bills. Why? Because, under the frown of their railroad tyrants, the merchants have been afraid to furnish them. Something of railroad rates at Elko, however, and the extent to which the merchants of that place have been terrorized by railroad management may be gathered from the following extract from a letter, under date of De-

ember 9, 1879, from a prominent and respected citizen of Elko. I quote:

In relation to getting railroad receipts for freights I have been unsuccessful, for the reason that merchants and business men are afraid to have their names connected with the matter. They say the railroad company could and would ruin them in their business; therefore, they decline to give any printed receipts. Hence, I have only been able to collect the following items from a few of our leading merchants:

The Central Pacific Railroad Company charge \$350 for a car-load of coal from San Francisco to Elko.

From Cleveland, Ohio, to Elko, freight charges on a car-load of oil, (ten tons,) \$806.

Car-load of wagons from Racine, Wisconsin, to Ogden, \$350; from Ogden to Elko, on the same, two hundred and seventy-five miles, \$350; total, \$700.

Car-load of stoves, from Ogden to Elko, two hundred and seventy-five miles, \$344.

The merchants and business men of Eastern Nevada would be perfectly satisfied if they were not charged more for the delivery of freights at Elko than is charged for through freights to San Francisco, a distance of six hundred and nineteen miles farther on; or, in other words, they believe the Reagan bill now before Congress will give the desired relief, and all join in hoping that it may become a law.

What little I have written you in this matter is in confidence, as the little property I have is on the line of the railroad, and I, like others, am at their mercy.

What, I ask any gentleman upon this floor, is the meaning of this strange revelation? It means a lawless and cold-blooded levy of over five hundred dollars per car-load upon the people of Elko, with a threat to increase the amount should they make it public. It means highway robbery, sir, with hot pincer and thumb-screw accompaniments.

The gentleman who furnished the Battle Mountain bills, writes as follows:

I inclose herewith several bills of lading of the Central Pacific and Union Pacific Railroads. It is difficult to understand their system, except that they get all they can, as they have four or five classes, and seem to use their own judgment or whim as to which class they will rate your freight under. The bills are all of the Manhattan Company, which has shipped a large amount of machinery from the East during the past two years. We have simply paid whatever they asked without growling, as that would do no good.

Certainly not; growling "would do no good." The agents of the Central Pacific Railroad Company are instructed to dismiss their consciences, close their ears to protest, their hearts to mercy, and their eyes to everything beyond the ghastly schedule of rates which has been placed in their hands, and charge—charge to the right of them, to the left of them, in front of them—charge everywhere and everything, and see that the charges are collected. That is their business, their sole business, and it is no part of their duties to listen to complaints and rectify wrongs. Life is too short for that; and the directors of the Central Pacific, who are fast nearing the misty realm beyond the cloud-rifts and the storm, have not yet completed by some miles the southern road, which they expect in time to exchange for the one they are now operating in Nevada.

FALSEHOOD AND AUDACITY.

I think I have now satisfactorily shown that the people of Nevada are struggling under a weight of railroad impositions alike unprecedented and unendurable. Yet, in his annual report of July, 1879, and in his late reply to Judge Black, the president of the Central Pacific Railroad Company audaciously attempts to defend these outrages. He says:

Discriminations, in one sense, may be said to be made only upon compulsion, and always against the carrier, as he would not take less than his maximum rate unless forced to do so by some of the causes above stated. Discrimination against an individual or a community is a thing unknown. The discrimination most prejudi-

cial to the interests of the company is that which arises from competition by other carriers, which forces a lower rate than could otherwise be wisely obtained.

Here is the cool admission that, but for competition, the managers of the Central Pacific would charge maximum rates in all instances, whereas it is now done on but 7 per cent. of the freight business of the road.

In reference to their freight charges in Nevada, I should like to know what they would consider "maximum rates," the rates I am warranted in believing they would fix but for the unembarrassing competition of pack mules and ox teams. Why, sir, incredible as it may seem, seventeen years ago freights were hauled on wagons from Sacramento to Virginia City, up through the heated valleys and over the rough roads and frozen summits of the mountains, for prices but a trifle in advance of existing railroad rates between those two points. In favorable weather Sacramento freights were then delivered in Virginia City at \$1.50 per hundred pounds. The railroad rates are now \$1.46½—but three and a half cents per hundred less than old teaming rates.

This is the only competition which the people of Nevada have to offer to railroad imposition, the only competition with which the railroads are confronted in fixing their rates between the Rocky and Sierra Nevada Mountains, for our streams die in the great basin, and desert barriers and mountain ranges fretting the clouds have closed to us all cheaper avenues of commercial supply.

Yes, pack-mule competition in Nevada, of which the directors of the Central Pacific inferentially complain as a sort of wicked and unnecessary menace to their financial well-doing, is indeed all that stands between them and the establishment of rates in keeping with their rapacity, and their charges are scheduled just a shade below figures that would line the roads again with pack-trains and wagons.

It will be observed that the directors of the Central Pacific, through their president, report that—

Discrimination against an individual or a community is a thing unknown.

In view of the terrible showing that has been and can be made to the contrary, what must be thought of an assertion such as this? The spirit of falsehood itself should feel like standing uncovered in the presence of the chilled-iron cheek and sublime hardihood of the gentlemen who, in their names, permitted this declaration to reach the eye of the public.

What is "discrimination?" What is the meaning of the word? Is it to charge the people of Elko \$800 per car-load for freight and \$300 for a precisely similar car-load delivered in San Francisco, six hundred and nineteen miles beyond? Is it to exact \$14 freight per ton for Wyoming coal delivered at Reno, the supply point of the Comstock, and \$9 or \$10 per ton for the same article taken through to San Francisco, three hundred and six miles farther westward? Is it to charge two prices widely apart for the same classes of freights delivered at Winnemucca or Kelton, the larger price to be paid for commodities to be consumed there and the smaller for such as are to be conveyed thence to Idaho? Is it to give one man special and another general rates in the same place for the same carriage of the same freights at the same time? If this is not discrimination against both individuals and communities, then in the name of Heaven what is it? Perhaps in the new railroad lexicon it has either been stricken from the language as an obsolete term, or given another definition. Very well; then let us drop the word and substitute the more fitting one of larceny.



No discrimination against either individuals or communities! I have shown by the schedules of the railroad companies and their receipted bills that the farther overland freights are moved in Nevada the less is the charge. This would seem to be a discrimination against communities, notwithstanding ox-team competition. I assert, and can prove, that special rates are given to the friends and supporters of the Central Pacific Railroad Company, both in California and Nevada, thereby affording the favored few unjust, dishonest, and unlawful advantages over their business rivals. This would seem to be a discrimination against individuals, notwithstanding the flimsy explanations of the directors in their annual reports, which must be regarded as specimens of commercial literature absolutely approachless in ingenious delusion and deliberate falsehood.

SOPHISTRIES OF RAILROAD BRIGANDAGE.

It is not denied by the Central Pacific managers—or rather it dare not be now denied—that back rates are added to full through rates on freights consigned to Nevada from the East. But this, they tell us, is not a discrimination against communities, but against themselves, and is the result of competing carriage which will not permit them to charge maximum rates at all points. In other words, they charge all that competition will allow them to charge where there is competition, and where there is no competition all their consciences can be made to approve under the inspiration of boundless greed and lawless enterprise; and when I mention that the charges in Nevada are the conscience rates of the directors, it seems to me that an appeal to this House for relief should be irresistible, without the exhibit of a single fact or figure beyond.

As it is assumed by the directors that all the discriminations are against themselves, it would be but natural that they should seek to correct the inequalities when pointed out, especially where they would be exclusively benefited by the change. A single illustration will show the manner in which these discriminations against themselves—and they admit no other—are corrected.

HOW RATES ARE "EQUALIZED."

Not long since Colonel C. was the owner of a large wheat-farm in Colusa County, California. The railroad rates for wheat from that locality to San Francisco were \$6 per ton. Considering the distance of the carriage, these rates were excessive, but the farmers of Colusa were compelled to submit to them. In San Joaquin County, about the same distance from San Francisco, was another wheat-growing section, among the prominent farmers of which was Mr. E. The railroad charges for wheat to San Francisco from that district were \$9 per ton. Learning of the Colusa rates, and not understanding why his should be any greater, since the carriage was about the same from both places, Mr. E., after consulting with the colonel, decided to confer with the railroad authorities with a view to their equalization. A few days after the gentlemen again met. "Have you equalized your wheat rates?" inquired the colonel. "Oh, yes," replied Mr. E.; "I had a long talk with President Stanford, and he promised that I should have Colusa rates." "Then your rate has been reduced from nine to six," returned the colonel; "I am glad to hear it." "Oh, no," was the answer; "the thing has been equalized by raising your rate from six to nine."

Thus was the railroad company happily relieved of a complaint of discrimination, which the directors declare to be "a thing unknown." It certainly ought to be when it is susceptible of a correction so satisfactory to the railroad company.

The annual reports of the directors of the Central Pacific are simply ingenious fictions, intended to deceive the world and divert attention from their conscienceless dealings with the public. Behind these narrow screens of deception and sophistry they attempt, like an ostrich with its head in the sand, to hide the body of their acts; but the sleek and greasy carcass of their misdemeanors, pompously adorned with feathers and bedecked with the gaudy trappings of vulgar taste, finds no concealment.

THE PASSENGER TRAFFIC.

But the impositions of the Union and Central Pacific Railroads are not confined to the carriage of freights. The through passage rates between San Francisco and Omaha are over five cents per mile, with the addition of \$14 for a single berth, and \$13.50 for meals at their eating-stations. The most of these eating-stations are appurtenances of the railroads, and the food hastily served is as economical in cleanliness, variety, and wholesome material as it is extravagant in price. I do not mention this in the way of complaint exactly, for passengers can carry their own lunch-baskets, and a rough pioneer experience of thirty years on the frontiers of the Pacific has rendered me somewhat indifferent to the luxuries and appointments of a well-spread table. My object is simply to show that the exceedingly thrifty managers of the overland roads are not restrained by any feeling of pride from swelling their annual receipts with the profits of badly-provisioned lunch-stands.

The price of a through ticket from Omaha to San Francisco is \$100.50; distance, 1,927 miles. But this represents the price as well from Omaha to Reno, 306 miles from San Francisco, and from San Francisco to Cheyenne, 516 miles from Omaha. Excessive and discriminating though the rates be, the passenger can at least congratulate himself on possessing the advantage over candles of not being compelled to pay way rates back from San Francisco should he stop at Reno on a through ticket from Omaha. His facilities for unloading the freight of his own person at his point of destination, together with a not unreasonable repugnance to being carried five or six hundred miles out of his way, are circumstances which have happily relieved him from the operations of the back-rate schedule.

EXCLUSIVE OUTRAGES OF THE CENTRAL PACIFIC.

Having thus far devoted myself to the freight rates of the Central Pacific in Nevada, in connection with other roads, I will now say a few words in relation to the freight rates of the company exclusively over its own rails. The rates from point to point in Nevada amount almost to an interdiction of internal traffic, and farmers wagon their grains to the mills and their produce to the markets from station to station along the railroad track. Why, the farmers of Big Meadows are to-day hauling their grains in wagons along the line of the railroad from Lovelock Station to Winnemucca for milling, and profitably competing with railroad charges. A correspondent of the Silver State, writing from Lovelock under date of November 29, 1880, gives the following:

The farmers of Big Meadows, not having received any encouragement from the Central Pacific Railroad Company, in the matter of reducing rates for transporting grain, have raised a yell of indignation and started eight teams, loaded with about sixty thousand pounds of wheat, for the flouring mills at Winnemucca. It looks like old times to see so many teams leave a small place like this at one time to compete with the railroad. The farmers purpose exchanging their wheat for flour, and by doing so will have loads back. They expect to make the round trip in seven days, and give employment to several men and a large number of horses, and make money by

doing so, and running in opposition to the railroad company. As soon as the teams return they will be loaded again and their number will be increased.

The farmers save on this trip \$1.08 per hundred pounds, making a total for the eight loads of \$648, and all this money is kept at home. Even by paying drivers \$2 per day and board, the farmers claim to make from \$10 to \$15 per day on each team, which they would have to feed if idle in their stables, and that is a good price for small teams nowadays. There is plenty of grain on the Meadows this year, and there is talk of hauling the barley by wagon to Wadsworth instead of shipping it by rail.

And no wonder the farmers of Big Meadows are hauling their grains to market along the line of the railroad when the charges for a distance of less than seventy-five miles are over two hundred dollars per car-load. Yet the gentlemen who manage the affairs of the railroad company talk of their efforts to develop the resources of the State.

PARALYZING OUR INDUSTRIES.

Nevada abounds in rich and rebellious ores, requiring the expensive aid of fire in reduction. To be reduced at a profit they must be either cheaply transported to cheap fuel, or cheap fuel must be cheaply transported to them. These railroad promoters of our industries will fulfill neither requirement, and while the mines remain undeveloped, and thousands of hands are vainly seeking employment, their cars are hourly running unburdened through the State.

Their object seems to be to crush, not to develop, the industries of Nevada, and to this end the competition of special rates from California is employed when there is danger of an industry growing into importance. Lest I may not be quite understood, permit me to cite an example or two:

Limestone is rare in the neighborhood of the Comstock. Finally, to the gratification of all, a quarry was discovered and opened about ten miles south of Virginia City, and for a few months lime was furnished on the Comstock cheaper than it had ever been sold before. California lime was no longer required in Virginia, and its transportation to Nevada almost ceased. The opening of this quarry was an interference with the business of the railroad company, and they promptly closed it by putting the rates on California lime to figures below the cost of local production. The quarry was abandoned, many men were deprived of employment, a growing industry was crushed, and the price of lime has gone back to its old figures.

There are valuable sulphur deposits in Humboldt County, and large quantities of the article were used in the manufacture of acids near Virginia. Nevada sulphur is no longer in demand. It can be laid down in Virginia City cheaper from Europe than from Humboldt County.

We have salt and soda in abundance, but they cannot be transported beyond the State, and farmers along the line of the railroad are kept in poverty by special rates from California.

SPECIAL DISCRIMINATIONS AGAINST NEVADA.

With San Francisco rates of transportation the foundries and machine shops of Virginia and Gold Hill would be able to supply Eastern Nevada and Utah with large quantities of mining machinery; but the Central Pacific folks will not permit it, and to prevent it they charge \$200 per car-load more for machinery forwarded from Reno to Utah than from San Francisco to Utah. In verification of this strange statement I submit the following copies of telegrams in my possession.

In explanation I will state that the Ontario Mining Company, in Utah Territory, required a quantity of heavy machinery, which Mr. Eckart, an enterprising foundryman and machinist of Virginia City, believed he could furnish at San Francisco prices, provided he was

charged no more than San Francisco rates for transportation. Mr. Eckart was in San Francisco at the time, and telegraphed to the freight agent of the Virginia and Truckee Railroad Company to get the lowest rates of transportation from Virginia City to Reno and from Reno to Ogden. In reply he received the following dispatch :

VIRGINIA, August 21, 1878.

(Received at San Francisco, August 21, 1876—11:50 a. m.)

To W. R. ECKART :

Your message promptly answered. Central Pacific rates from Reno to Ogden, \$2.66 per hundred. Our (Virginia and Truckee) rates to Reno, \$75 per car. Have no authority to name special rates over the Central Pacific, but I will join them in any reduction of tariff rates above named.

D. A. BENDER.

But no reduction in the rates telegraphed was made, and the machinery was furnished from San Francisco. Curious to know what rates had been charged on the machinery from San Francisco to Ogden, after its delivery Mr. Eckart telegraphed the superintendent of the Ontario Mining Company at Salt Lake, making the inquiry. The reply was this :

SALT LAKE, February 12, 1879.

(Received at Virginia City, February 12, 1879, 3:10 p. m.)

To W. R. ECKART :

Three hundred and twenty a car for machinery.

R. C. CHAMBERS.

Freights which the railroad company refused to take from Reno to Ogden for less than \$532 per car-load they forwarded from San Francisco to Ogden for \$320, and made a longer carriage by 306 miles. In this instance there was no connecting road to dictate terms. It was a matter entirely with the Central Pacific, and I am curious to know what the explanation can be for such heartless discriminations against the manufacturers of Nevada.

BLIGHTING THE FUTURE OF THE STATE.

Not only are these excessive railroad rates and discriminations an unjust and barbarous affliction to those who are compelled to endure them now, but they are blighting the future of the State with a cureless evil. To keep hot the flues of Storey County alone, tens of thousands of acres are being denuded of the grandest timber that ever lifted its wealth of green above the valleys. In a few years will vanish the snow-fed streams which now breathe their healthful balm upon the summer air, and deserts will crawl up to the feet of ravaged mountain sides, and with them curse the children of the men who made the land a desolation.

For these disappearing forests the owners of the Central Pacific Railroad are in a measure responsible. Years ago had they been grateful enough for what has been done for them to deliver Rocky Mountain coal in Reno at San Francisco rates, they would have taken every stick of wood from the furnaces of the Comstock, and saved from destruction hundreds of square miles of timber. Hence, I am warranted in saying that the passage and approval of the Reagan bill would be an important element in the legislation contemplated for the protection of the timber ranges of the Sierra Nevada Mountains.

HOW THE RAILROADS ATTEMPT TO JUSTIFY THEIR ROBBERIES.

When confronted with this array of outrages, what are the explanations offered by the overland railroad owners and their agents? I can answer the question, for I am somewhat familiar with their sophistries. They tell us that they are forced by the Eastern roads to discriminate against Nevada on through rates; that there is little or no

profit in the carriage of freights from ocean to ocean, owing to the low rates compelled by water competition; and, finally, that their charges and discriminations are in accordance with commercial law.

The assertion that they are forced by the Eastern roads with which theirs connect to charge way rates back from San Francisco or Sacramento to points in Nevada cannot be properly classed, I think, among the frozen truths which sometimes sanctify the utterances of men. If I am correct, and I shall assume that I am, Mr. J. C. Stubbs, the general freight-agent of the Central Pacific, testified before a committee of the Nevada senate, in 1879, that these back rates collected in Nevada were not accounted for east of the Mississippi, but were apportioned and retained as follows: Central Pacific, twelve-twentieths; Union Pacific, eight-twentieths. I shall believe Mr. Stubbs.

They next tell us that their profits amount to little or nothing on through freights. If so, then, in the name of all the gods at once, where have they made their millions annually? As about one-half the Central Pacific road lies in Nevada, and its owners have derived but little profit from through carriage, it follows that in some manner the people of Nevada have been plundered annually of an amount equal to about one-half the profits of the road. This gives the explanation an ugly look, but I shall not stop to smooth down its unpleasant features.

The "commercial law" under which they find warrant for their depredations is a statute of their own creation. All recognized laws are founded in justice. Theirs is the law of piracy; the law of him whose business capital is a skeleton key and dark lantern. It is the law of lawlessness; the very law which it is the purpose of the Reagan bill to repeal; a law which, carried to its ultimate by aggregated arms instead of aggregated dollars, would make tramps of its authors along the rails of their own roads. When all other explanations fail the railroad owners and their feed advocates fall back behind that ridiculous defense which, for the lack of a better name, we may call the "long" and "short-haul" theory. The Commerce Committee have courteously listened to a volume of this kind of argument, if argument it may be called, during their patient consideration of this bill; and I especially request that no shadow of reproach to the intelligence of the distinguished gentlemen who compose that committee may be inferred when I express the opinion that the "long" and "short-haul" theory is still something of a mystery to them. And it could not well be otherwise, for its advocates know not what it means. But it must mean, if it means anything, that long hauls can be made cheaper per mile than short hauls. No one will deny this; yet, in the name of common sense, does it follow that the cost of transporting a car-load of freight is in the aggregate greater for a shorter than for a longer distance, and that railroad companies may therefore charge more dollars for moving a car-load of freight five hundred miles than for a thousand?

"Springs to catch woodcocks." Sophistry itself furnishes but an indifferent prop to an argument so feeble, and for support it is leaned against the audacious assumption that the growth of the West has been promoted by railroad discrimination. Wherever prosperity has been thus created it has been dishonest, fictitious, and in the end hurtful, for other communities have been robbed to secure it. Without the restraints of legislation it is doubtless possible for railroads connecting with the Atlantic seaboard to penetrate lands in the West, which five years ago were purchased at a dollar and a quarter per acre, and advance their value a hundred-fold by giving their products

the advantages of cheaper rates of carriage than are exacted from farmers farther east. The fact that the railroads possess this almost omnipotent power—that they are permitted to do what the Government itself cannot do, which is to lay unequal burdens of taxation on the several States—is an overwhelming argument in favor of the necessity of railroad restriction. According to their own admissions, these railroad princes have become our State-makers. It is at their feet that “the solemn tides of empire ebb and flow.” They can make or unmake communities; destroy or commercially aggrandize whole sections; and yet we hesitate about taking from them these more than royal prerogatives.

This argument, then, briefly expressed is, that the prosperity of the West has been promoted through the cheap rates of “long hauls.” At what degree of longitude does the railroad West begin, and where does it end? The State of Nevada is well toward the sunset. From the croppings of the Comstock can almost be heard the beating of the waves against the pillars of the Golden Gate; yet the only prosperity vouchsafed to us has been under the inspiration of double the rates charged from New York to San Francisco. And as for the “haul,” ours is long enough, certainly, to entitle us to all the advantages of that seductive character of railway business; but the figures I have given show that the benefits of 2,500 miles of continuous carriage are not especially inviting.

The West of the railroads, like their “hauls,” is a movable and indefinite point, meaning anything or nothing, to meet the exigencies of defenseless discriminations and drown the clamors of complaint.

It may perhaps be said that it seems scarcely reasonable that men should thus oppress the people, discourage the industries, and retard the growth and development of a State holding within its boundaries so many miles of their road. But, sir, the future of Nevada is nothing to them. They have another continental road which will soon be completed—a road which they are building on the spoil of back rates—and I cannot question that it is their purpose to abandon the old road for the new, whenever the maturity of its accumulating obligations will warrant the transfer of the property to the Government. They have made and are making no adequate preparations to meet the bonds guaranteed by the Government, and in the end the road will be permitted to go for its mortgages. Meantime, they will have sold their vast subsidies of lands, and are not over-anxious to pass with the transfer of the road the competing advantages of the trade of a populous and prosperous State.

Hence, their sole object is to make the most of the present, and their operations in Nevada show how well they are succeeding. The flight of their trains through the State is like the winging of vultures, and ruin stalks in the shadow of their boilers and sleeps beside their depots. The whistle of their locomotives through our narrow valleys is a scream of defiance, and the thunder of their wheels a mockery of commercial law and individual justice. Behind their smoking chariots, with heels bored, is being dragged the living body of the State. Shall tardy legislation like Priam come hereafter to beg the corpse for sepulture; or will Congress now stretch forth its hand and rescue the victim before life becomes extinct? And who are the men who have been made the victims of these especial corporate cruelties? Are they outcasts, felons, fugitives from prisons, who, recognizing no law themselves, should be judged and treated without the pale of law? No, sir! They are a part of that grand army of men who years ago became the State-makers of the Republic; who,

with ax and rifle on their shoulders, plunged boldly into the wilderness, uncovering its riches, and blazing the ways for timid feet to follow. Strong arms and fearless hearts were their heritage, and their lives have been full of hardships and dangers. Many of them have gone down by the wayside, with no hand to help, no human voice to cheer, and their humble graves are found in the sands of the desert and under the shadow of the pines.

These, sir, are the men who, venturing beyond the reach of railroad competition, have been singled out as especial victims of unusual railroad greed. Had the overland roads been built by their owners, there would have been some poor excuse for these exactions; but when we consider that they were constructed by the Government, and paid for at almost double their value, the excess being absorbed by the directors themselves, it is difficult to refer with patience to the wrongs for which we are seeking a remedy.

HOW THE CENTRAL PACIFIC WAS BUILT.

Nor can the necessity of securing a fair return for the money invested by the Central Pacific Railroad owners be urged in explanation of their extraordinary charges. When they began the construction of the road they paid taxes in the aggregate on property of all kinds amounting to less than \$150,000. To-day their railroad property alone, with the indebtedness standing against it deducted, is valued by them at the enormous sum of over one hundred and eighty-six million dollars. But it cannot be shown that they ever advanced money enough from their own pockets to build a single mile of the road. The bonds of the Government and the subsidies and gifts of the people were more than sufficient to build and stock the road entire.

The original incorporators paid in 10 per cent. on \$1,000 a mile for one hundred and fifteen miles, the estimated distance from Sacramento to the Nevada line. Twelve hundred and fifty shares of stock were subscribed at \$100 per share, of which Messrs. Stanford, Huntington, Hopkins, and Crocker took six hundred shares. Assuming, however, that they advanced the required 10 per cent. on all the shares subscribed, and their original investment did not exceed \$12,500 all told. On this small investment the gentlemen have done well—so well, in fact, that in 1877 President Stanford reported the property of the Central Pacific to be worth \$187,003,680.66, while Mr. Crocker, president of the Southern Pacific, valued the property of that road at \$115,359,011.98, making a total valuation of \$302,363,592.64. The indebtedness of the Central Pacific was given by Mr. Stanford at \$85,391,350.64, and the indebtedness of the Southern Pacific was placed by Mr. Crocker at \$30,415,332.95, making the total indebtedness of the two roads \$115,806,683.59. The account then stood as follows:

Value of the property of both roads	\$302,363,592 64
The indebtedness of both roads	115,806,683 59
Assets over liabilities.....	186,556,909 05

Independently of the United States bonds loaned to the Central Pacific, the gifts to the two roads amount to \$91,011,280, according to the estimates of their executive officers. The net earnings of the roads are reported at \$75,000,000. In reality they have been much larger, as their expense, like their construction accounts, have afforded large margins of profits to their managers in other capacities.

A part of the wealth of these railroad gentlemen two years ago consisted of \$54,000,000 of watered stock of the Central Pacific and \$36,000,000 of the Southern Pacific, being an aggregate of \$90,000,000 in stock, which cost them only the price of printing, and upon which they are compelling the public to pay them 8 per cent. yearly in dividends.

The Southern Pacific has been constructed and paid for from the earnings of the Central Pacific, yet the owners issue \$50,000 in stock and \$40,000 in bonds per mile, and charge such rates as will enable them to collect annually 8 per cent. on the stock and 6 per cent. on the bonds.

But, inviting as the subject may be, it is not my purpose now to inquire into the methods by which the owners of the Central Pacific have acquired their stupendous wealth. I have desired only to show that their extortions are as unnecessary as they are ungrateful and dishonest.

WHAT THE PEOPLE OF NEVADA WANT.

In relation to excessive charges and discriminations in Nevada—and I have not deemed it necessary to go beyond—I have presented facts which in no essential particular will be denied. I have submitted the printed rates and instructions authorizing these merciless charges, together with receipted bills showing that they have been collected. I have shown that instead of advancing the industries of the State, the railroads are sitting like an incubus upon the breast of enterprise and dwarfing the energies of the people with the paralysis of their almost boundless impositions; that for every dollar they collect legitimately for services performed they extort another in addition in the form of charges for services never rendered; that their discriminations extend to individuals as well as to communities, and that their favor frequently decides who shall succeed and who fail in business; that with a full knowledge of this merchants along the line of their road, fearing the penalties they have so often seen meted out, tell in whispers of the rates they pay and hesitate to exhibit their receipted railroad bills.

And in connection with these facts and statements I now make the assertion, based upon a reasonable estimate, that during the past ten years the Union and Central Pacific Railroad Companies have insolently and without explanation taken from the pockets of the people of Nevada \$30,000,000 in gold more than they were justly entitled to, and for the collection of which they have had no authority more respectable in the eyes of fair-minded men than that of "Stand and deliver!"

All that the people of Nevada ask is that their freights from New York, Chicago, or Saint Louis may be delivered from two hundred and fifty to seven hundred miles east of the Golden Gate at San Francisco rates from the same points. Is this unreasonable? They are willing to pay for hundreds of miles of carriage which their freights never receive, but, in the name of humanity, they implore that they may be relieved of the additional burden of way rates back.

The Reagan bill will give them this relief. After the showing that I have made, will it be denied by this House? Let not the provisions of the bill be misunderstood. It speaks not of miles, but of distances, and provides simply that car-loads of the same classes of freights passing over interstate roads shall be subjected to charges no greater for a shorter than for a longer distance—not charges per mile, I repeat, but in the aggregate, without respect to miles.

This bill does not go far enough, but it will answer for the present

as a compromise between unchecked discrimination and complete restraint, and railroad owners will do well if they accept it. It embodies but a part of the true principle of railroading, which is that charges for carriage should be the same per mile for the same classes of freights, irrespective of distance, with a reasonable allowance for handling freights when carried less than a certain number of miles.

Congress created the Union and Central Pacific Railroad Companies, and has thereby made the Government a party to their acts. It is by the authority of their charters that for ten years they have exacted double rates in Nevada, and through the patronage of Congress they have been enabled to violate the laws of trade and set at defiance the decencies of commercial intercourse. Vainly may we look for relief in competition; in appeals for mercy; in popular or individual protest. The strong arm of that power alone which has rendered this railroad tyranny possible, must now be stretched forth either to curb or crush it.

PUBLIC RAILROADS ARE NOT PRIVATE PROPERTY.

I shall not consume much time in discussing the constitutional aspects of this most important of questions, or in referring to the relations between the railroad corporations and the political powers under which, and subject to which, they hold alike their being and their life. The decisions of the highest tribunals in the land, as well as the reasonable suggestions of common sense, warrant us in assuming without further question that corporations existing by virtue of special grants are entitled to special privileges just so long, and so long only, as they subserve the special purposes for which they were created.

Their roads are public highways, and not private property, and as such are as legitimately subject to the restraints of legislation as are toll-roads or private bridges, for the use of which tolls are exacted. The rolling-stock is theirs; the rails and the ties are theirs; the depots are theirs, to rent, sell, or give away; but the highways they have constructed through condemned private property and over the legal thoroughfares of the land can never cease to be the property of the public, for they become the estate of all through a sacrifice of private rights. This is a sacrifice which the State alone can command for its uses, and neither in its name nor by its authority can this prerogative be transferred, either directly or indirectly, to others.

The few who contend that railroads are private property, and as such beyond the control of legislation, attempt to sustain themselves with the assumption that, admitting the right of the law-making power to regulate railroad rates, there would then be nothing to prevent railroad corporations from being legislated into bankruptcy.

These railroad gentlemen are driving their tent-pins on high altitudes. It has been maintained by the Supreme Court, and properly, that if a State possessed the right to tax the securities of the General Government, then might it be taxed out of existence by State conspiracy. This position is based upon the theory of a supreme and indestructible central authority. Do our railroad autocrats claim exemption from legislative control on the ground that they too occupy a lofty plane beyond its constitutional reach? From their acts this presumption is reasonable. But the illustration is unfortunate, since it suggests the other extreme of unbridled railroad license. Say it were possible to legislate railroads into bankruptcy—a presumption too absurd to be seriously entertained—what, on the other hand, would there be to prevent railroad corporations, if unrestrained by

legislation, from taxing communities and individuals to the very verge of ruin? The answer to this is, that competition may be relied upon to prevent excessive charges. True, where there is competition rates are usually satisfactory; but instead of competing with each other railroads have fallen into the more profitable habit of making a combined assault upon the public by agreeing upon rates and dividing the plunder. Hence, even where competition is possible it cannot be depended upon for the maintenance of reasonable rates. But competition is not always possible, and where not, what are the people to rely upon then? There are but few practicable railroad passes through the Sierra Nevada Mountains. What if there was but one? This would render competition impossible, and enable the overland roads connecting at Ogden to absorb in charges, unless checked by legislation, the entire profits of our continental commerce, whereas they now content themselves with about two-thirds.

I spoke a moment ago of the purposes of legislation in granting special privileges to railroad corporations—of the considerations urged in warrant of the concession of unusual franchises, trampling to some extent upon personal rights. These considerations are public convenience and increased commercial facilities between communities, and whenever a corporation fails to confer these benefits, its contract with the State falls equitably if not legally void, and its chartered rights, forfeited by every suggestion of fair dealing, revert to the people. Railroads not only fail to benefit but wantonly injure communities when they discriminate against them, and by the act their charters are annulled and their corporate privileges cease. If we cannot take away these violated charters, we can at least compel a better observance of the spirit of their provisions. We might in justice do more. In strict regard to our obligations we cannot possibly do less.

LEGISLATION MUST CONTROL RAILROADS, OR RAILROADS WILL CONTROL LEGISLATION.

With a community of interest steadily drawing them together in aggressive as well as defensive alliance, the railroad corporations of the country, representing a capital of over four thousand million dollars, and as a rule controlled by able but conscienceless men, have at length acceded to a commercial and political power as omnipotent in some of the States of this Union as it is dangerous to them all.

With this menace to personal rights and good government, and with justices upon the supreme bench openly justifying their usurpations, it has become the unquestioned duty of Congress—a duty so plain that it seems to me that no member can safely disregard it, unless he is helmeted against his own conscience—to put an end to the encroachments of these overshadowing combinations, whose arms of steel, like the tentacles of the devil-fish, are taking a continent to their vast embrace.

And when should this duty be performed? Not next year, but this; not to-morrow, but to-day. We should not sleep until this gigantic power, growing bolder with its successes, shall have pinioned the arms of authority and stifled the voice of legislation. We are unshackled now, and may be able to do what the future might be powerless to accomplish. Therefore, let us act—act at once—and not leave to men who may be less resolute, and to events which may be less propitious, the performance of a duty already too long neglected and plainly ours.

CONCLUSION.

It is in no spirit of personal unfriendliness to the managers of the

Union and Central Pacific Railroad Companies that I have made this showing of their mesdemeanors. I have simply told a part of the simple story of the people of one of the States of this Union whose burdens have become well-nigh unendurable; and in the humility of a great grief I am here kneeling at the feet of legislation and imploring that relief for a brave and patient people which I believe the manhood and magnanimity of thirty-eight Christian Commonwealths will not deny.

APPENDIX A.

Special through freight tariffs in force February 1, 1877, to San Francisco, Sacramento, Marysville, San José, Stockton, and Oakland, California.

RATES PER HUNDRED POUNDS.

From—	First class.	Second class.	Third class.	Fourth class.	Class A.	Class B.	Class C.	Class D.
New York.....	\$6 00	\$5 00	\$4 00	\$3 00	\$2 50	\$2 00	\$1 75	\$1 50
Cincinnati and Indianapolis...	5 31	4 25	3 19	2 65	2 39	2 12	1 86	1 59
Chicago and Saint Louis.....	5 00	4 00	3 00	2 50	2 25	2 00	1 75	1 50
Omaha.....	4 50	3 75	2 75	2 25	2 00	1 85	1 70	1 50

CLASSIFICATION—NOTE IMPORTANT CHANGES.

[NOTE.—“D 1” indicates double first-class rates; “1½” one and one-half times first-class rates, and “3 t 1” three times first-class.]

A.	
Acids.....	2
Advertising almanacs, circulars, pamphlets, and posters.....	4
Agricultural implements, owner's risk, in less than car-loads, as follows:	
Reapers, mowers, harvesting-machines, thrashers, plows, feed-cutters, and harrows.....	1
Metal appurtenances of agricultural implements, iron-work and castings of reapers and mowers, when K. D., in small quantities, apply machinery rates.	
Seed-drills, corn-planters, cultivators, shovel-plows, fanning-mills, horse-rakes, and similar light and bulky machines.....	1½
Do., knocked down.....	1
Plows and harrows, knocked down and boxed.....	4
Agricultural implements, named above, in car-load of 20,000 pounds.....	A
Albums.....	2
Alcohol, in cans, boxed.....	A
Alcohol, whisky, highwines, and pure spirits, in wood, owner's risk of leakage.....	B
Alcohol, whisky, highwines, and pure spirits, in wood, shipped under valuation, \$1 per gallon.....	C
Ale and beer, in glass or stone, packed.....	4
Ale and beer, in wood, owner's risk of leakage.....	A
Ale and beer, bottled or in wood, owner's risk of leakage, in carloads of 20,000 pounds.....	B
Alum, in barrels.....	D
Ammunition, fixed.....	1
Anchors.....	D
Anchovies.....	4
Andirons.....	4
Antimony.....	4
Anvils and anvil-dies.....	D
Apples, dried.....	4
Apple-parers.....	4
Argols.....	4
Artificial flowers and feathers.....	D 1
Asbestos.....	D

Augers, post-hole, boxed.....	4
Axes, without handles, in boxes.....	C
Axes, on handles.....	4
Axle-grease.....	B
Axles, carriage and wagon.....	C
Axles, car.....	D
Axle-clips.....	4
B.	
Backing.....	C
Bacon, in boxes, barrels, or casks.....	4
Bacon, in sacks.....	3
Bacon, hams, and all cured and salted meats when not in regular packages, same as bulk meats.....	
Bags, paper.....	C
Bags and bagging, cotton, compressed, in bales, released.....	2
Bags and bagging, burlap, compressed, in bales, released.....	4
Bags and bagging, Gunny, compressed, in bales, released.....	B
Baking-powders.....	A
Bark, extracts.....	4
Barley, pearl.....	4
Barometers.....	1
Barrels, empty.....	1
Barrels, knocked down or set up, in car-loads of 20,000 pounds.....	D
Barytes.....	D
Base balls and bats.....	3
Baskets, willow.....	D 1
Baskets, splints, nested.....	1
Bath boilers, iron, rubber-coated, as machinery, boxed.....	2
Bath-brick.....	C
Bath-tubs.....	1
Bath-rims.....	1
Batts.....	1
Batts, compressed.....	2
Beans.....	4
Bed-plate of an engine, as machinery.....	
Beef and pork, (mess,) in barrels.....	4
Beef-tongues, as ham and bacon.....	
Bee-hives, prepaid.....	2
Beer, (see ale.).....	
Beeswax.....	4
Bedsteads and bunks, iron.....	1
Bed-slats, wooden, in bundles or packages.....	C
Bells, less than 100 pounds each.....	4
Bells, 100 pounds or over, each.....	3
Bellows, blacksmith.....	2
Belting, rubber.....	4
Belting, owner's risk, released from chafing.....	
Belting, leather.....	A
Belting, leather, released.....	3
Benzine.....	4
Benzine, owner's risk of leakage and fire.....	A
Bird-cages, boxed.....	C
Billiard-tables, boxed, owner's risk.....	D 1
Billiard-tables, complete, including slate or marble, car loads of 20,000 pounds.....	2
Billiard-tables, woodwork of separate, without slate or marble.....	3
Binder's boards.....	14
Bitters, in glass, owner's risk.....	D
Bitters, in glass, owner's risk, in car-loads of 20,000 pounds.....	4
Bitters, in wood, same as liquors.....	C
Blacking, in boxes and barrels.....	C
Blacking, liquid.....	C
Black lead, barrels and boxes.....	C
Blackboards, in racks and boxes.....	4
Bladders and sausage skins.....	1
Blankets in bales, released.....	2
Bleaching-salts.....	C
Blinds.....	1
Blowers.....	2
Blue vitriol, or blue stone.....	D
Blueing, liquid.....	4
Bobbins, wound.....	1

Bobbins, spools.....	A
Boats, not over twenty-six feet long.....	D 1
Boats, in sections.....	D 1
Boiler felting.....	2
Boiler flues, copper or brass.....	4
Boiler flues, iron.....	D
Boilers, not more than twenty-six feet long.....	1
Books.....	1
Books, blank.....	3
Boots and shoes, leather, strapped.....	1
Boots and shoes, leather, not strapped, \$1 above first-class.....	
Bottles, empty, in crates or boxes, owner's risk.....	D
Bottles, druggists', fancy and nursing.....	A
Box stuff, in packages.....	C
Brackets, bronze, brass or fine metal.....	2
Brackets, wood or iron.....	4
Brandy peaches.....	5
Brass kettles.....	2
Brass, castings, sheet, wire, nails, and tacks.....	4
Brimstone.....	D
Bristles.....	D 1
Bristol board.....	A
Britannia-ware.....	1
Bronzing powder.....	1
Brooms.....	1
Broom-corn, compressed.....	3
Brushes.....	2
Buckets, nested.....	2
Buck saws and frames.....	4
Buckwheat.....	4
Buffalo robes.....	1
Buggies, taken apart and all parts boxed in tight cases, completely inclosing them.....	1½
Buggies, taken apart and inclosed in open boxes, crates or skeleton frames.....	D 1
Buggy bodies, in the white, in crates.....	D 1
Buggy reaches, in the white.....	4
Bulbs and roots, (must be prepaid).....	1
Bulk meats.....	1
Bulk meats, car-loads of 20,000 pounds.....	3
Bungs, wood or iron.....	B
Burial cases, metallic.....	3
Burial cases, wooden.....	2
Burr blocks and millstones.....	4
Butter.....	2
Butter tubs.....	4
Butts, hickory.....	C
Butts, hinges, hooks, and staples, (if specified on receipt as such).....	B
Buttons, pins, needles, hooks and eyes, buckles, and corset clasps.....	1
C.	
Candles.....	D
Canned fruits and vegetables.....	D
Canned fish and meats.....	D
Canvas, in cases.....	1
Canvas, in bales.....	1
Canvas, in bales, owner's risk of chafing, released.....	2
Caps, percussion.....	1
Capstans.....	C
Cards, playing.....	4
Cardboard.....	A
Carpets, in cases.....	1
Carpets, in bales.....	1½
Carpets, in bales, owner's risk of chafing, released.....	1
Carpet lining.....	3
Carpet sweepers.....	3
Carriages, taken apart, wheels and poles taken off, and the carriage and all its parts packed in tight boxes completely inclosing them, if not too large to be loaded in a box car.....	1½
Carriages, taken apart, wheels and poles taken off, and the carriage and all its parts packed in tight boxes completely inclosing them, if too large to be loaded in a box car.....	D 1

Carriages, taken apart, wheels and poles taken off, and the carriage and all its parts packed in open boxes, crates, or skeleton frames, or covered with tarpaulin, if not too large to be loaded in a box car.....	D 1
Carriages, taken apart, wheels and poles taken off, and the carriage and all its parts packed in open boxes, crates, or skeleton frames, or covered with tarpaulin, if too large to go in a box car.....	3 t 1
Carriages, omnibuses, street-cars, buggies, and stages, released, in car-load lots, estimated at 20,000 pounds.....	3
Carriage castings.....	4
Carriage springs.....	B
Carriage and coffin trimmings, silver-plated.....	1
Car-wheels.....	D
Car-springs, rubber or steel, boxed.....	C
Car-springs, rubber or steel, in bundles, released.....	C
Car-springs, rubber or steel, in bundles, not released.....	A
Castor-oil, in cans, boxed.....	A
Celery salt.....	4
Cement, plaster, and stucco, in barrels.....	D
Chains.....	C
Chalk.....	4
Cheese.....	2
Chests of personal effects.....	1
Chicory.....	4
China-ware and porcelain, boxes or casks.....	2
Chocolate and cocoa.....	4
Churns.....	1
Churns, boxed or racked.....	2
Cider, same as liquors.....	
Cigars, packed in cases.....	D 1
Cigars, in cases, corded, sealed, and strapped.....	1
Cigar-molds.....	4
Citron.....	4
Clocks and weights.....	4
Clothes-pins, boxed.....	C
Clothes wringers and horses.....	4
Clothing, in cases.....	1
Clothing in bales.....	1½
Clothing, in bales, owner's risk of chafing, released.....	D
Coal-oil or petroleum, at owner's risk of leakage and fire.....	1
Coal-scuttles, nested.....	2
Cocoa and straw mattings and mats.....	4
Cocoa-nut, desiccated.....	4
Codfish, desiccated.....	4
Cod-liver oil.....	4
Coffee, in sacks.....	4
Coffee-mills, common, small, for family use.....	B
Coffee-mills, fine, grocers', with fly-wheels.....	2
Coffee extracts.....	4
Cologne spirits, in wood, same as liquors.....	
Coloring.....	4
Condensers.....	2
Condensing-tubes, iron.....	D
Comfortables, as dry goods.....	
Composition for roofing.....	D
Concentrated lye.....	G
Condensed milk.....	D
Confectionery.....	1
Copper—wire, nail, sheet, bolts, rods, rivets, and tacks.....	4
Copper, ingot.....	B
Copper bottoms, tubes, and pipes.....	4
Copper vessels.....	2
Copy-books, either impression copying books, or copy-books used in schools.....	3
Copying-presses.....	A
Cordage.....	4
Cork and corks.....	1
Corn and corn-meal.....	4
Corn and corn-meal, in car-loads of 20,000 pounds.....	D
Corn starch, prepared as food.....	A
Corner irons, or castings for trunks.....	B
Cornices, zinc or galvanized iron.....	1
Cotton, compressed.....	3
Cotton, uncompressed.....	1

Cotton, waste	4
Covers	1
Cove oysters.....	D
Cow-bells	4
Crackers.....	1
Cranberries, owner's risk only	3
Crayons	4
Cream of tartar.....	4
Crockery, in casks and crates	A
Crockery, in boxes and barrels	3
Croquet sets.....	3
Crowbars.....	C
Crucibles, black lead.....	4
Crucibles, clay	A
Currants, in casks, (original packages).....	A
Curry-combs	4
Cutlery, pocket and table.....	2
Cutters, for cutting out boot and shoe soles	4
D.	
Dates.....	4
Demijohns	1
Dental and surgical instruments.....	1
Dry goods, in cases	1
Dry goods, in bales	1
Dry goods, in bales, at owner's risk of chafing, released.....	2
Doors.....	2
Dressing-cases	1
Dried fruit, not otherwise specified	4
Drill-frames	1
Drugs and medicines	4
Drums, including all kinds, children's and musicians.....	D
Dumb-bells.....	4
Dye-stuffs, not otherwise specified.....	4
E.	
Earthenware	B
This rate applies only on common dark earthen or stoneware of domestic manufacture. All whiteware should be rated as crockery.	
Earth paints	D
Egg-beaters	4
Eggs, owner's risk	2
Emery	4
Emery-wheels, paper and cloth	4
Emigrant movables, including live stock, man in charge to pay emigrant fare from Council Bluffs, (must be prepaid)	A
Enameled cloth, as dry-goods.....	
Engines, steam and portable	2
Engines, steam and portable, car-loads, 20,000 pounds	4
Envelopes	4
Essential oils	1
Excavators	1½
Excavators, car-loads, 20,000 pounds	A
Excelsior	3
Excelsior cooking utensils.....	1
Extract of beef	4
F.	
Facing-sand	3
Fans, in boxes	1
Fancy goods, not otherwise specified	D
Farina.....	4
Faucets, brass or iron	4
Faucets, plated	1
Feathers, in bags	1½
Feather dusters.....	1
Felt.....	1
Figs	4
Files	4
Fire-arms, boxed	1
Fire brick and clay	B
Fire-works	1
Fire-extinguishers, boxed	2

Fish, pickled.....	3
Fish, pickled, released.....	4
If the difference between billed and correct weights is not more than 5 per cent, it will be considered the result of shrinkage in transit and no correction will be made.	
Fish, dried and salted, boxed.....	4
Fishing-rods and tackle.....	1
Flavoring extracts.....	4
Flax.....	3
Florida water.....	4
Flour, buckwheat or other.....	4
Fluting-irons.....	4
Fluting-machines.....	2
Fly-paper.....	4
Fulling-mills.....	1
Forges.....	2
Forks, hay and manure.....	4
Forks, wooden, grain.....	2
Fountains, automatic, well boxed.....	1½
Fountains, automatic, well boxed, owner's risk, released.....	1
Fruit butter.....	4
Fruit-jars, empty, owner's risk.....	A
Fruit juice, not otherwise specified.....	4
Fruit jellies.....	4
Furnaces, for heating, same as stoves.....	
Furnaces, for smelting, as machinery.....	
Furnishing goods.....	1
Furniture, except chairs, as follows:	
Set up, not boxed, not taken except in car-loads of 20,000 pounds.....	
Set up, well boxed.....	1
Knocked down, not compact, well boxed.....	2
If in bundles, knocked down, flat, and compact, finished.....	2
Finished or upholstered, knocked down, flat, and compact, well boxed.....	3
Black walnut or other valuable wood, in the white, not upholstered, knocked down, flat, and compact, well boxed.....	4
Same, crated or in bundles.....	3
Not black walnut or other valuable wood, in the white, not upholstered, knocked down, flat, and compact, well boxed.....	B
Same, crated or in bundles.....	A
School-desks, knocked down, flat, well boxed or racked.....	A
Chairs, set up, if completely boxed.....	1½
If set up in racks, released.....	D 1
Upholstered, knocked down, and well boxed, including ordinary upholstered chairs, barbers' and dental chairs, and iron-framed, invalid, and easy chairs.....	1
Not upholstered, made of black walnut or other valuable wood, knocked down, flat, and compact, if finished, well boxed.....	3
If finished, crated.....	2
If finished, in bundles, at owner's risk.....	1
If in the white, well boxed.....	4
If in white, crated or in bundles.....	3
Not consisting wholly or partially of black walnut or other valuable wood; caneseated; knocked down flat and compact, if finished and well boxed.....	B
If finished and crated.....	A
If finished in bundles, at owner's risk.....	4
If in the white, well boxed.....	C
If in the white, crated or in bundles.....	B
Any or all of the above-described chairs, with or without other furniture, in car-loads of 20,000 pounds.....	B
Common kitchen wood-seated chairs, knocked down flat and compact, in either car-loads or smaller lots, if finished, well boxed.....	C
If finished, crated.....	B
If finished, in bundles, at owner's risk.....	A
If in the white, well boxed.....	D
If in the white, crated or in bundles.....	C
Iron-theater-chairs.....	3
Furniture and chairs, consisting in part of black walnut or other valuable wood, will take the same rate as if consisting wholly of such wood.	
Furniture and chairs having one or more coats of oil, shellac, varnish, paint, or other similar preparation, will take the rates provided for finished chairs.	
The rates provided for chairs and furniture "in the white," will be applied only to chairs and furniture coming strictly under that designation.	

Boxes must be tight and completely inclose the freight to entitle it to the rates provided for freight "well boxed." Open boxes will be considered same as crates.

Chair frames, iron, reclining	3
Furniture, including school, released, in car-loads, 20,000 pounds	B
Furniture castings	4
Furs	1
Fuse	1
Fuse, car-loads	3

G.

Galvanized ring-bolts, ship's clews, belay pins	B
Gang-plow irons	4
Gambia	4
Garden seeds	2
Gas fixtures and burners, boxed	2
Gas stoves, released	4
Gasoline	A
Gasoline, owner's risk of fire and leakage	C
Gas-pipe, iron	D
Gelatine	2
Ginger	4
Ginseng	A
Glass chimneys, in boxes and barrels	5
Glass, plate, not over 6 feet long, released	1
Glass, plate, over 6 feet long, released	D 1
Glass, rough	D
Glass signs	1
Glass garden-vases or flower-pots	A
Glassware, except chimneys and globes	A
Glass, window, not over 3 feet long	D
Glass, window, over 3 feet long	4
Glaziers' triangular points	1
Glue	4
Glycerine, less than 5,000 pounds,	4
Glycerine, 5,000 pounds or more	B
Granite iron-ware, same as hollow-ware	
Grass and clover seed	3
Grass and hemp matting and mats	3
Grindstones	D
Grist-mills, iron, as machinery	
Gum, chewing	1
Gums, copal and shellac	4
Gum-kowrie	4
Gunpowder and other explosives not taken except by special contract	
Gun-stocks	4
Gun-wads	1
Guttering, copper and tin	4

H.

Hair, in sacks	1
Hair, compressed or in rope	2
Hair-oil	1
Hair goods, imitation	1
Hair, human	D 1
Hair-cloth, in cases	1
Hair-pins	1
Hames	4
Hams, same as bacon	
Hammers and hatchets	4
Hammocks	1
Handspikes	C
Handles, broom or mop without heads	D
Handles, ax and pick	B
Handles, drop, brass and ebony, used for bureaus, &c.	4
Handles, plow, in the rough	4
Hardware, not otherwise specified	4
Harness, in boxes	1
Harrow-teeth	4
Hassocks and ottomans	1
Hats and caps, men's, straw, fur, or wool, in cases, strapped	1 1/2
Same, not strapped	D 1

Hats, ladies', in case, strapped	1½
Same, not strapped	D 1
Hay-knives	4
Hay-presses	2
In car-loads, machinery rate	
Head-lights	2
Hearses, see vehicles	
Hemp carpet	2
Hemp, in bales	3
Hempseed	3
Herring and bloaters, in boxes	3
Herrings, in kegs. (See fish, pickled.)	
Hobby horses, knocked down	3
Hobby horses, set up	1½
Hoes and rakes	4
Hollow-ware, released	4
Hominy and grits	4
Hominy and grits, in car-loads of 20,000 pounds	D
Honey	4
Hoop-skirts	1
Hoop-skirt wire	A
Hops, compressed	4
Horse-collars	1
Horse-nails, in bags	A
Horse-nails, in boxes	B
Horse-shoes	D
Horse-posts	A
Horse-powers, tread-mill	1
Horse-powers, circular	2
Hose-reels, knocked down and compactly boxed	2
Hosiery, as dry goods	
Household goods and personal effects, packed in trunks, prepaid	D 1
Household goods, not new furniture, well boxed, released, must be prepaid	1
Household goods, car-loads of 20,000 pounds, must be prepaid	A
Hydraulic jacks and handles	4

I.

Ice-cream freezers	1
Indigo	2
Ink, in glass or stone, owner's risk	B
Ink, printing or other, in wood	C
Ink, printing, in cases	C
Ink-stands of crystal glass	1
Irish moss	2
Iron beams, columns, and girders, not over 27 feet long	B
Iron and coal facings	B
Iron, bar, band, or boiler	D
Iron.—All sheet or plate, band or hoop iron thinner than No. 12 (Birmingham wire gauge) will take the rates provided for hoop and sheet iron. No. 12 plate and band iron, and all thicker grades, when shipped at owner's risk of injury from wet, will take Class D rate. No 12 Birmingham wire-gauge is the number applied to iron twelve one-hundredths of an inch in thickness. Iron thinner than this is described by a higher number.	
Iron and steel, shoes and dies	D
Iron, furniture, carriage, wagon, and plow castings	4
Iron castings, not otherwise specified	2
Iron casters	4
Iron crowbars	C
Iron head-rests, photographers' use	3
Iron, hoop or sheet, except Russia or imitation	A
Iron, hoop or sheet, (except Russia or imitation,) released, at owner's risk of rust	C
Iron, malleable castings	4
Iron nuts and bolts, washers, and boiler-rivets	B
Iron rivets, other than boiler-rivets	4
Iron bolts, carriage, door, &c	4
Iron pipes and tubes	D
Iron pipe-fittings	B
Iron railing	A
Iron roofing	B
Iron shafts, wrought, not over twenty-seven feet long	3
Iron shutters	B
Iron vault fronts, linings, and facings	A

Iron, galvanized	4
Iron, galvanized, released	B
Iron garden vases and ornaments, owner's risk, released	A
Iron railroad chairs, spikes, splices, and bolts, taken only by special contract	C
Iron wedges, in cases	
Ironware, granite, same as hollow-ware	4
Irons, soldering, well boxed	4
Iron screw-plates and dies	4
Iron safes, weighing three thousand pounds each, or less	3
Over three thousand pounds, and not exceeding six thousand pounds, each ..	2
Over six thousand pounds, each	4
Iron sinks	1
Iron tubs, galvanized	4
Iron tubs, galvanized, nested	2
Isinglass	1
Ivory	
J.	
Jar rings	4
Japanned ware	1
Japanned tins, boxed	A
Jack screws	4
Jute and jute butts	4
K.	
Knitting machines	2
L.	
Ladders, not over fifteen feet long	1
Lamplack, casks or barrels	4
Lamp globes and shades	2
Lamps, lanterns, and fixtures	2
Lamp-posts, iron	B
Lard	4
Lasts, boxed	4
Lawn mowers	2
Lead, bar and sheet, in boxes	C
Lead bullets	4
Lead pipe, in casks	C
Leather	2
Leather belt-lacing	2
Leeches	4
Lemons and oranges, owner's risk, prepaid	2
Lemon peel	4
Lentiles	4
Licorice	4
Linen sets and collars, as dry goods	
Life rafts	D 1
Lignam Vitæ	A
Lime water, in wood	4
Liquors, in glass, owner's risk of leakage	4
Liquors, in wood, owner's risk of leakage	A
Liquors, \$1 per gallon valuation	C
Lithographic stones	2
Live plants and trees, boxed, prepaid	1
Live stock, at estimated weights as follows	1
Horses, mules, and horned animals, not valued at over one hundred dollars each—one, 2,000 pounds; two, 3,500 pounds; three, 5,000 pounds. Each additional animal, 1,000 pounds. Stallions, 4,000 pounds each.	
The same when valued at more than \$100 each, add to the rate 5 per cent. of the increased valuation.	
Hogs, sheep, lambs, and calves, actual weight, but not less than three hundred pounds each.	
Live stock (except blooded horses) shipped by special contract, in car-loads of not less than 20,000 pounds	3
At the above rate the owner is to enter into a contract, agreeing to feed, water, and take care of the stock at his own expense, and assuming all risk of injury or damage that the animals may do to themselves or each other.	
In consideration of the above agreement, one man, in charge of the stock, will be passed free with a shipment of two or three car-loads; two men with four, five, or six car-loads; over six car-loads, three men.	

No pass will be given with the shipment of one car-load, and no return passes will be given in any case.

Whenever the owner or man in charge requests or requires the use of a whole car for his animals, he will be charged the full car-load rate, though he has but one animal.

For blooded horses in car-loads, valued at over two thousand dollars to the car-load, add 5 per cent. of the increased valuation to the car-load rate.

Contracting agents are notified that the Pacific roads will not accept fictitious valuations, but the actual cash value of the animals must be stated.

Locks, exclusively of iron	B
Locks, iron, with brass bolts and keys	4
Locks, pad and prison	4
Locomotives and tenders, narrow gauge, on cars, taken only by special contract	
Locomotive tires	C
Looking-glasses, not over 6 feet long, released	1
Looking-glasses, over 6 feet long, released	D 1
Logwood	C
Lumber, hard and soft, less than car-load, not exceeding 16 feet in length	A
Lumber, car-loads of 20,000 pounds	C

M.

Macaroni and vermicelli	4
Machinery, coarse, not boxed, not otherwise specified	2
Machinery, fine, boxed	2
Machinery, fine, not boxed, not otherwise specified	1
Machinery, in car-loads of 20,000 pounds	4
Machines, woodworking	2
Mahogany	A
Mallets and handles, wooden, boxed	4
Manila, in bales	3
Mantels, iron and slate marbled, including grates, not boxed, released	3
Mantels, boxed	4
In car-loads, same as stoves	
Maps, boxed	1
Map rollers	4
Maps, not mounted on cloth and not on rollers	3
Marble, wrought, owner's risk, (if lettered must be prepaid)	B
Marble, unwrought, owner's risk	D
Marble dust, in barrels	D
Mast hoops	4
Matches	4
Matches, in car-loads of 20,000 pounds	B
Match-safes, bronzed iron	4
Mattresses and spring beds, and bottoms	1½
Mattresses, wire and spring beds and bottoms, knocked down or rolled together so as to form a compact package	2
Mats and rugs, not otherwise specified	1
Medicines, patent	4
Meat choppers	3
<i>Merchandise.—Shippers are requested to give full description of contents of packages. All articles described as merchandise will be charged double first-class rates.</i>	
Metallic cartridges	1
Metallic soda-bottle tops	3
Meters	2
Miller hooks, buffers, links, pins, and other attachments, truck frames, equalizers, brake shoes, and railroad draw-bars	4
Millinery and straw goods	D 1
Mills, bark, cider, feed, corn, and paint	D 2
Mineral waters, in glass or stone, packed, owner's risk, prepaid	4
Mineral waters, in wood, owner's risk of leakage, prepaid	2
Mince-meat	C
Molasses, owner's risk leakage	A
Monuments and headstones, cast zinc	C
Monuments and headstones, cast zinc, released	B
Money-drawers, in nests or boxed	4
Mops, in bundles	4
Moss, in barrels	1
Moss, pressed in bales	3



Moss and excelsior, when used as packing to protect furniture, same rate as the furniture. This applies only when in sufficient quantities to protect and no more, and does not include hair or feathers.

Moldings, either wood, iron, papier maché, or gilt.....	4
Mower knives and sickles.....	4
Musical instruments not otherwise specified.....	1
Mucilage and mucilage bottles, with caps and brushes.....	3
Mustard seed, in bags or casks.....	4
Mustard, ground.....	4

N.

Nails, in boxes.....	B
Nails and spikes, cut, in kegs.....	D
Nails, iron and brass shoe.....	4
Nails, yellow metal.....	4
Naphtha.....	A
Naphtha, owner's risk of leakage and fire.....	C
Narrow-gauge cars, taken only by special contract.....	
Nets, fishing.....	1
Newspaper files.....	1
Nickel-plated goods.....	1
Nutmegs.....	2
Nuts, in barrels, boxes, or bags.....	3

O.

Oakum, in bales.....	B
Oars.....	4
Oil-cloth, floor, boxed, not over 12 feet long.....	B
Oil-cloth, floor, boxed, over 12 feet long.....	2
Oil-cloth table covers, as dry goods.....	
Oil, in glass, owner's risk.....	4
Oil, (not otherwise specified,) in cans, boxed, or in barrels and casks, owner's risk of leakage.....	B
Oil-stones.....	4
Oil-tanks, in crates.....	1½
Oil-tanks, completely boxed.....	1
Organs, church.....	1½
Oysters in shell, in barrels, owner's risk, prepaid.....	4
Ox bows and yokes.....	4
Ox goads.....	4

P.

Packing, rubber and other.....	A
Pails, nested.....	2
Paintings and pictures, owner's risk, valued at not over \$200 per package.....	1
Paintings and pictures valued at over \$200 per package, not taken.....	
Paints in boxes, not otherwise specified.....	B
Paints, assorted cakes of water-colors.....	1
Paints, in glass, boxed.....	4
Paints, white lead or zinc, dry or in oil, in kegs or cans, boxed.....	C
Empty kegs with a car-load of white lead.....	C
Paper collars, cuffs, and bosoms, boxed.....	1
Paper collars and cuffs, flat and compact.....	3
Paper, gilt, fancy writing, or note.....	1
Paper, drawing, mounted on cloth.....	1
Paper, medicated.....	4
Paper, posters.....	4
Paper, tissue.....	B
Paper, blotting.....	B
Paper, blotting, printed.....	3
Paper, flat in boxes, not ruled or printed.....	A
Paper, printed or ruled.....	3
Paper, news, printing, in bales or bundles.....	C
Paper, news, printing, in bales or bundles, released.....	D
Paper hangings, in boxes.....	A
Paper, roofing and building, uncolored.....	D
Paper, building, tinted for inside walls, &c.....	A
Paper carpetings, or imitation oil-cloth.....	3
Paper, straw, wrapping.....	D
Paper, wrapping, manila and hardware.....	C
Paper, for covering trunks.....	A
Paper, paper goods, and paper ware, not otherwise specified.....	1
Pasteboard.....	A

Paraffine and spermaceti	A
Pease	4
Pedestals, cast iron	A
Peg scrapers	4
Pen racks	1
Perfumery	1
Pepper	3
Photographic goods	1
Photographic cardboard	A
Phosphorus, not taken	
Pianos, organs, and melodeons, boxed	1
Piano stools, boxed	2
Pickles, preserves, and sauces	4
Picks and mattocks, iron, boxed	C
Picture frames, boxed	1
Pigs' feet and sausage	3
Pill boxes	4
Pipes, clay	4
Pipes, other	1
Pitch, owner's risk	D
Plaster of Paris ornaments, released	1
Plated ware	1½
Plow beams, iron, steel, or wood	4
Plow beams, in the rough	B
Plow castings	4
Plow points	4
Plumbago	C
Pocket stoves	2
Pork, dressed, owner's risk, prepaid	3
Portmanteaus, satchels, and valises, boxed	1
Potash, in boxes, barrels, or casks	C
Potatoes	4
Potted ham	4
Poultry, dressed, owner's risk, prepaid	1
Poultry, live, car loads, 20,000 pounds	3
Less quantities not taken	
Printers' cases, racked	4
Printers' iron frames	3
Printing-presses	3
Prunes, in casks, (original packages)	A
Prunes, boxed	4
Prunes, canned in liquid, hermetically sealed	D
Prunes, when packed dry, in tin cans, not hermetically sealed, or if in glass jars	4
Prune-juice	C
Pulleys and blocks	4
Pumps, hand, released	4
Pumps, steam or hydraulic	2
Pump-valves	4
Pumicestone	4
Putty	D
Q.	
Quicksilver, in flasks	4
Quicksilver flasks, empty	4
Quicksilver flasks, car loads	D
Quilts	1
R.	
Rags, in bales	4
Rags, in sacks	2
Raisins, strapped	4
Rattan, reeds, and willows	1
Razor straps	2
Refrigerators and water-coolers	1
Regalias	1
Resin, owner's risk	D
Retorts, clay	3
Retorts, clay, owner's risk, released	A
Ribbons	1
Rice	C
Rice starch	A
Rollers, as machinery or castings, to be judged by inspection	

Roofing, felt	A
Ropes, exceeding one inch in diameter.....	C
Ropes, one inch or less in diameter. (See Cordage.)	
Rubber, boots, shoes, clothing, and goods not otherwise specified.....	4
Rubber hose, in bales	4
Rubber hose, in cases	B
Rubber hose, in bales, released	A
Rubber caps	C
Russia sheet-iron, or imitation	1
Russia sheet-iron, or imitation, released, owner's risk of wet	2

S.

Saddlery.....	1
Saddlery hardware.....	4
Saddles	1
Sad-irons	B
Safes, milk and cheese	1½
Same, at owner's risk chafing	1
Saleratus	A
Salts, epsom, in barrels.....	A
Saltpeter	A
Sal-soda	A
Sand, except "facing"	4
Sandpaper	4
Sardines	B
Sash cords	4
Sash weights, boxed	D
Sash, doors and blinds, car loads of 20,000 pounds	B
Sauer kraut	4
Saws, on board	2
Saws, boxed	4
Saw-frames	4
Scales and scale beams, boxed.....	A
School slates, boxed.....	B
Scrapers, road	4
Scrapers, car loads, 20,000 pounds	A
Screws	4
Scythes	4
Scythe snaths	4
Scythe stones	4
Seed, not otherwise specified	2
Seed sowers	1
Sewing-machines, boxed.....	2
Sewing-machines, knocked down and boxed.....	4
Sewing-machines, in racks	1
Sewing-machines, wood-work, when separate, in boxes.....	2
Sewing-machine heads, when separate, in boxes	2
Sewing-machines, (castings of,) when separate, in boxes.....	B
Parts of sewing-machines when all shipped together may come forward with the castings and wood-work, packed in separate boxes, at fourth-class rate.	
Shawls, as dry goods.....	
Sheep-shears.....	4
Sheep soap	4
Sheet music	1
Shipping tags	A
Ship and boot spikes.....	D
Shoe-thread	1
Shoe pegs and nails, iron or brass	4
Shoe-findings	1
Shot, in kegs and boxes.....	C
Shovels and spades, owner's risk	4
Show-bills advertising	4
Show-cards	1
Show-cases, owner's risk	D 1
Shuttles	1
Sickles	4
Sieves and rims	1
Silk goods, in boxes	1
Skins, sheep, goat, or deer, &c.....	2
Skiving-machines, as machinery.....	
Slate-pencils	1

Slate, roofing, car loads of 20,000 pounds	D
Sledges, with handles	4
Sledges, without handles	C
Snuff, boxes and barrels	2
Soap, common, lots of 5,000 pounds or over	D
Soap, common, lots less than 5,000 pounds	B
Soap, fancy, castile or imitation castile	4
Soap, (except castile or imitation,) when in bars, same as common soap	
Soapstone	3
Soda, in kegs and boxes	A
Soda caustic	C
Soda-fountains	1
Spectacle-glasses and optical goods	D
Spelter and solder	B
Spices	3
Spirits turpentine, in barrels or cases, owner's risk of leakage	C
Sponges	1½
Sponges, compressed in bales	1
Spring bars, in the white	4
Springs, rubber, as car springs	
Springs, steel	B
Springs, wire, in boxes or casks	4
Squares	4
Stamped ware, (articles each made from a single piece of metal without solder)	B
Stair-rods	2
Stamps, for stamping impression for office use	2
Starch	D
Stationery	1
Statuary, owner's risk, valued at not over \$200 per package	1
Statuary, valued at over \$200 per package, not taken	
Staves, headings, and shooks	4
Staves, headings, and shooks, car-loads of 20,000 pounds	D
Steam gauges and indicators	2
Steam-drums, as machinery	
Steel, cases and bundles	B
Steel wedges	4
Steel shanks, for boots and shoes	4
Stirrups	4
Stoneware. (See earthenware.)	
Stoves, ranges, registers, radiators and reservoirs, released	4
Stoves, ranges, registers, radiators, reservoirs, stove furniture and hollow-ware, in car-loads of 20,000 pounds, owner's risk of breakage	B
Stove-pipe and elbows, in crates or boxes	1
Stove-castings, bundles, released	4
Stove-castings in boxes	B
Stove-polish	C
Straw boards	D
Straw, saw-dust, and tan-bark, used to protect property in box-cars	D
Sugar	C
Sugar-cane	1
Sugar, maple and lemon	3
Sugar, grape	A
Sulphur, flour of	4
Sulphur, roll	D
Sumac	A
Swords	1
Sirup, released, owner's risk of leakage	C
Sirup, maple, owner's risk of leakage	3
Sirups and coloring, in wood, not molasses	3
T.	
Tacks	A
Tallow	B
Tar, owner's risk	D
Tassels, cord, &c	1
Tea	1
Teazles	1
Telegraph instruments	1
Telegraph insulators	4
Telegraph-battery material	4
Telegraph cable	4
Thread	1

Thread cabinets.....	1
Tiling, marble or slate.....	D
Tiling, earthen, fancy.....	4
Tin-foil, boxed.....	4
Tin-pans and covers, nested.....	A
Tin-plate.....	D
Tin-plates, nested.....	B
Tin, pig or bar.....	C
Tin tubes and pipes.....	1
Tinned spoons.....	4
Tin-waiters, boxed.....	A
Tinware, boxed.....	1
Tinners' trimmings.....	4
Tire benders.....	4
Tobacco, manufactured.....	2
Tobacco, manufactured, released.....	3
Tobacco, leaf, domestic.....	3
Tobacco, leaf, domestic, released.....	B
Tobacco, leaf, foreign.....	3
Tool chests, mechanics'.....	2
Tools, edge.....	4
Toothpicks.....	4
Tow.....	4
Towel-racks.....	4
Toys, boxed.....	1
Traps, animal.....	4
Trucks.....	3
Trunks, empty or filled, released.....	D 1
Trunks, when completely boxed, rate on actual contents.....	
Truss hoops, not too large to be loaded in box-car.....	3
Tubs, nested.....	2
Turbine-wheels.....	A
Twine, in cases or barrels.....	3
Twine, in bales.....	2
Twine, in bales, owner's risk chafing, released.....	3
Twine, fish-net, linen.....	1
Type or type-plate, in boxes.....	4
Type-writers, as fine machinery.....	
U.	
Umbrellas, boxed.....	1
Underwear, as dry goods.....	
V.	
Varnish, owner's risk of leakage.....	B
Vases, China, bronze, or Bohemian glass, as chinaware.....	
Vault lights.....	D
Vegetine.....	4
Vehicles of all kinds, not boxed, set up, owner's risk of chafing, fire, weather, and breakage, at estimated weights, as follows:.....	1
Stage-coaches, omnibuses, hearses, carriages, hacks, and extra large wagons or sleighs, five thousand pounds each.....	
An ordinary two-horse express wagon, buggy, or sleigh, three thousand pounds each.....	
A one horse buggy, chaise, cab, cart, wagon, or sleigh, with top, twenty-five hundred pounds each.....	
Same, without top, two thousand pounds.....	
A gig or sulky, fifteen hundred pounds.....	
An ordinary one or two horse wagon or buggy, without top, cart or sleigh, taken apart so as to be loaded in a box-car, fifteen hundred pounds each.....	
A two-horse peddler's wagon, 3,000 pounds.....	
A one-horse peddler's wagon, 2,500 pounds.....	
Fire-engines, hand, each, 4,000 pounds.....	
Fire-engines, steam, each, 8,000 pounds.....	
Hose-carts, each, 1,500 pounds.....	
Street-cars, one-horse, 6,000 pounds.....	
Street-cars, two-horse, 8,000 pounds.....	
Fire-engines and fixtures, hook-and-ladder trucks, in car-loads of 20,000 pounds.....	3
Velocipedes, knocked down, boxed.....	1
Verdigris.....	4
Veneering, boxed.....	4
Vinegar.....	C

Violins and cases, boxed.....	1½
Vises.....	A
W.	
Wadding.....	1
Wagons, children's, set up.....	D 1
Wagons, children's, knocked down and boxed.....	3
Wagons, common, in pieces.....	1
Wagon fellies, spokes, and hubs.....	B
Wagon rims and bows, bent.....	4
Wagon rims and bows, bent, released.....	B
Wagon whiffletrees.....	B
Wagon single and double trees.....	B
Wagon and carriage wheels, poles, and shafts.....	1
Wagon poles and shafts, rough.....	4
Wagons—ordinary farm wagons—without springs, car-loads of 20,000 pounds.	A
Smaller lots, taken apart, wheels and poles taken off, actual weight.....	1
Spring wagons, car-loads of 20,000 pounds, not released.....	3
Car-loads, of 20,000 pounds, released, at owner's risk of chafing.....	4
Smaller lots. (See Vehicles.)	
Mixed car-loads of ordinary farm wagons and spring wagons will take the rate provided for spring wagons in car-loads.	
Wagons, Concord, knocked down and boxed, same as carriages knocked down and boxed.	
Wagons, Concord, set up same as stage coaches.	
Wagons, express, knocked down so as to be loaded in a box car, shall be classed same as buggies and carriages knocked down and boxed.	
Wagons, in car-loads; shippers frequently load with these wagons kegs of nails. In all such cases charge car-load rate on 20,000 pounds of wagons and tariff rate on actual weight of the nails.	
Wagon, castings, not otherwise specified.....	4
Wagon skeins.....	B
Warp.....	2
Washboards, boxed.....	4
Washing-machines, boxed.....	2
Watch crystals.....	D 1
Water-closet sinks, iron.....	4
Water-closet sinks, crockery.....	3
Wax.....	4
Weather-strips, boxed.....	4
Webbing.....	1
Whalebone, manufactured.....	1
Wheelbarrows, knocked down.....	A
Wheelbarrows, set up.....	3
Whips, boxed.....	1
Whiting.....	C
Wicking.....	1
Willow-ware.....	D 1
Wind-mills.....	1
Wind-mills, car-loads of 20,000 pounds.....	4
Windlasses, as machinery.	
Windlasses, ship, same as capstans.	
Window-shades.....	1
Wine, in boxes and baskets.....	4
Wire, coppered.....	B
Wire, copper or brass.....	4
Wire cork-fasteners.....	4
Wire, bonnet.....	1
Wire cloth and netting boxed.....	4
Wire goods.....	1
Wire, fence.....	B
Wire, barbed fence.....	4
Wire fencing.....	4
Wooden-ware, boxed.....	4
Wooden ironing-boards.....	4
Wood skewers.....	4
Wood pipe.....	4
Wool, compressed.....	2
Woolen goods, in cases.....	1
Woolen goods, in bales.....	1½
Woolen goods in bales, owner's risk of chafing, released.....	1
Wrenches.....	4

Y.

Yarn, in cases	1
Yeast-powders	A
Yeast-cakes	A
Yellow metal	D

Z.

Zinc, sheet, in casks or boxes	B
Zinc paints	C
Zinc plates, stamped and Japanned	4
Zinc, slab	B

APPENDIX B.

Special freight tariff for freight consigned to Winnemucca, Wadsworth, Reno, Virginia City, and Carson, Nevada, and Truckee and Colfax, California, to take effect Monday, October 29, 1877.

NOTE.—Freight for the points named below may be contracted through to destination, by adding to the through rates given in the tariffs dated February 1, 1877, the amounts stated below.
 [Rates in cents per hundred pounds, United States currency, to be added to the through rates given in the tariffs dated February 1, 1877, subject to the rules and conditions of such tariffs respecting weights and dimensions to be loaded in one car.]

Articles.	Winnemucca.	Wadsworth.	Reno.	Virginia City and Gold Hill.	Carson.	Truckee.	Colfax.
All articles not otherwise named.....	\$2 08	\$1 43	\$1 18	\$1 59	\$1 49	\$0 91	\$0 40
A.							
Acids, owner's risk.....	2 98	1 59	1 23	1 65	1 54	93	42
Agricultural implements, owner's risk of chafing and ordinary breakage, in car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
At company's risk.....	2 08	1 43	1 18	1 59	1 49	91	40
In less than car-loads, owner's risk, as follows:							
Reapers and mowers.....	2 08	1 43	1 18	1 59	1 40	91	40
Freshing and harvesting machines.....	2 98	1 59	1 23	1 65	1 54	93	42
Plows, feed-cutters, and harrows.....	2 98	1 59	1 23	1 65	1 54	93	42
Seed-drills, corn-planters, cultivators, shovel-plows, fanning-mills, snout-machines, horse-rakes, cider and wine mills, and similar light and bulky machines.....	2 08	1 43	1 18	1 59	1 49	91	40
Knocked down and boxed.....	13 90	7 95	6 15	8 25	7 70	4 65	2 10
Gang-plows, each.....	1 38	95	77	1 19	1 08	60	26
Antimony, car-loads of 20,000 pounds.....							
B.							
Barrels or casks, empty, car-loads of 20,000 pounds.....	1 38	95	77	1 19	1 08	60	26
Baskets.....	2 98	1 59	1 23	1 65	1 54	93	42

Bath-tubs.....	2 98	1 59	1 23	1 65	1 54	93	42
Barring or batts.....	2 98	1 59	1 23	1 65	1 54	93	34
Bacon, in car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Bandboxes.....	2 98	1 59	1 23	1 65	1 54	93	42
Bee-hives.....	2 98	1 59	1 23	1 65	1 54	93	42
Bee, car-loads of 20,000 pounds.....	64	47	39	80	70	33	14
In less quantities not taken.							
Beef and pork, in car loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Benzine, or benzole, same as coal-oil.							
Bellows.....	2 98	1 59	1 23	1 65	1 54	93	42
Billiard-tables, boxed.....	2 98	1 59	1 23	1 65	1 54	93	42
Bird-cages.....	2 98	1 59	1 23	1 65	1 54	93	42
Blue vitriol, or blue stone, in car-loads of 20,000 pounds.....	1 38	95	77	1 19	1 08	60	26
Boats, not over twenty-eight feet long.....	2 98	1 59	1 23	1 65	1 54	93	42
Over twenty-eight feet long by special contract.							
Boilers steam, in car loads of 20,000 pounds, loaded and unloaded by the owner or at his expense.....	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads, loaded and unloaded by owner or at his expense.....	2 98	1 59	1 23	1 65	1 54	93	42
Borax, refined, in car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Crude, car loads of 20,000 pounds.....	64	47	39	80	70	33	17
Grude, less than car loads.....	1 38	95	77	1 19	1 08	60	26
Borate of lime, crude soda or ermal, in car loads of 20,000 pounds.....	64	47	39	80	70	33	17
Less than car-loads.....	1 38	95	77	1 19	1 08	60	26
Brimstone, in car loads of 20,000 pounds.....	1 38	95	77	1 19	1 08	60	26
Brick, fire, in car loads of 20,000 pounds.....	1 38	95	77	1 19	1 08	60	26
Brooms, bundled or packed.....	2 98	1 59	1 23	1 65	1 54	93	42
Broom-corn, bundled or baled.....	2 98	1 59	1 23	1 65	1 54	93	42
Loose not taken.							
Bran, (see mill stuff)							
Burning fluid, same as coal-oil.							
Buckets, loose or unused.....	2 98	1 59	1 23	1 65	1 54	93	42
Bulls and roots, well packed, prepaid.....	2 98	1 59	1 23	1 65	1 54	93	43
Burial cases, metal or wood, boxed.....	2 98	1 59	1 23	1 65	1 54	93	43
Buggies, knocked down and completely boxed or framed.....	2 98	1 59	1 23	1 65	1 54	93	42
Buckwheat, in car loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Bulk meat, in car loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
C							
Candles, in car-loads of 20,000 pounds.....	2 08	1 43	1 18	1 56	1 49	91	40
Carwheels.....	2 08	1 43	1 18	1 59	1 49	91	40

Special freight tariff for freight consigned to Winnemucca, &c.—Continued.

Articles.	Winnemucca.	Wadsworth.	Reno.	Virginia City and Gold Hill.	Carson.	Truckee.	Colfax.
Camphene, same as coal-oil.	2 08	\$1 43	\$1 18	\$1 59	\$1 49	\$0 91	\$0 40
Carboys, empty, estimated weight 100 pounds each.	1 98	1 34	1 09	1 50	1 40	83	34
Carriages, car-loads of 20,000 pounds.	2 98	1 59	1 23	1 65	1 54	93	42
Less than car-loads, knocked down and completely boxed or framed.							
Cars, horse railway. (See Vehicles.)							
Cars, railroad, on their own wheels, by special contract.	1 38	95	77	1 19	1 03	60	26
Cars, railroad, not on their own wheels, in car loads of 20,000 pounds.							
Less than car-loads by special contract.	2 92	1 59	1 23	1 65	1 54	93	42
Cauldron kettles, if well packed and name of contents plainly marked on outside of package.	2 03	1 43	1 18	1 59	1 49	91	40
Caps, percussion, same as cartridges.							
Carpets, in bales, released or unreleased.	2 98	1 59	1 23	1 65	1 54	93	42
Cement, car-loads of 20,000 pounds.	1 38	95	77	1 13	1 08	60	26
Charcoal, in sacks.	2 08	1 43	1 18	1 59	1 49	91	40
Chickory, car-loads of 20,000 pounds.	1 98	1 34	1 09	1 50	1 40	83	34
China baskets and contents at owner's risk.	2 98	1 59	1 23	1 65	1 54	93	42
Children's sleds or sleighs, cabs or wagons, (not toys) set up.	2 98	1 59	1 23	1 65	1 54	93	42
Knocked down and boxed.	2 98	1 59	1 23	1 65	1 54	93	42
Cigars, in cases (if not well boxed not taken).	2 98	1 59	1 23	1 65	1 54	93	42
Clothing, in bales, released or unreleased.	2 98	1 59	1 23	1 65	1 54	93	42
Coal and carbon oil, owner's risk of fire or leakage and company's convenience, in car-loads of 20,000 pounds.	2 98	1 59	1 23	1 65	1 54	93	42
Less quantities.							
Corn and corn meal, car-loads of 20,000 pounds.	2 08	1 43	1 18	1 56	1 49	91	40
Cotton, car loads (freight in all cases to be charged on 20,000 pounds).	2 98	1 59	1 23	1 65	1 54	93	42
In less than car-loads as follows:	1 98	1 34	1 09	1 50	1 40	83	34
If compressed in bales so that about 20,000 pounds can be loaded in one car.	1 98	1 34	1 09	1 50	1 40	83	34
If not compressed as above, or if in sacks.	2 08	1 43	1 18	1 59	1 49	91	40
Copper vessels, unless nested and packed.	2 98	1 59	1 23	1 65	1 54	93	42
	2 98	1 59	1 23	1 65	1 54	93	42

Nested and packed.....	1 43	1 18	1 59	1 49	91
Cornices, zinc or galvanized iron.....	1 59	1 23	1 65	1 54	42
Cordage, car-loads of 20,000 pounds.....	1 34	1 09	1 50	1 40	93
Crucibles, blacklead or clay.....	1 59	1 23	1 65	1 54	83
It well packed in casks.....	1 43	1 18	1 59	1 49	42
					91

D.

Demijohns.....	1 59	1 23	1 65	1 54	93
Doors, fine, boxed.....	1 59	1 23	1 65	1 54	42
Doors, sash, and blinds, straight or mixed lots, 20,000 pounds.....	1 38	1 19	1 19	1 08	60
Door and window frames.....	1 59	1 23	1 65	1 54	93
Dry goods, in bales or trunks, released or unreleased.....	2 98	1 23	1 65	1 54	42
Dry goods, in boxes.....	2 08	1 18	1 59	1 49	91

E.

Eggs, well packed, owner's risk.....	1 59	1 23	1 65	1 54	93
Not well packed, not taken.....					
Emigrants' movables. (See Household goods.).....					
Engines, steam and portable, including boiler, loaded and unloaded by owner, in car-loads of 20,000 pounds.....	1 34	1 09	1 50	1 40	83
Engines, steam and portable, including boiler, loaded and unloaded by owner, in less quantities.....	1 59	1 23	1 65	1 54	93
Excavators, in car-loads of 20,000 pounds.....	1 34	1 09	1 50	1 40	83
Excelsior, well baled, owner's risk of fire, car-loads of 20,000 pounds.....	1 38	1 18	1 59	1 49	91
Less than car-loads.....	2 08	1 18	1 59	1 49	40

F.

Feathers and feather-beds.....	1 59	1 23	1 65	1 54	93
Fire clay, car-loads of 20,000 pounds.....	49	33	28	58	22
Fire-crackers and fire-works, securely packed, owner's risk and company's convenience.....	2 98	1 23	1 65	1 54	93
Fowls, live, car-loads of 20,000 pounds.....	64	47	39	70	33
Grates and coops.....	2 98	1 23	1 65	1 54	93
Furniture, including school and cabinet ware, in car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 40	83
Less than car-loads.....	2 98	1 23	1 65	1 54	93

G.

Gasoline, same as coal-oil.....	1 59	1 23	1 65	1 54	93
Glass, plate, under eight feet long, well boxed, owner's risk.....					

Special freight tariff for freight consigned to Winnemucca, &c.—Continued.

Articles.	Winnemucca.	Wadsworth.	Reno.	Virginia City and Gold Hill.	Carson.	Tuckee.	Colfax.
Over eight feet long, by special contract.	\$1 98	\$1 34	\$1 09	\$1 40	\$1 40	\$0 83	\$0 34
Grain, car-loads of 20,000 pounds.....							
Grape cuttings, same as shrubbery.							
Gunpowder, transported only by special contract.	64	47	39	80	70	33	17
Giant powder and other nitro-glycerine explosives not taken by Union Pacific Railroad							
Gypsum, car-loads of 20,000 pounds.....							
H.							
Hair, in sacks or barrels.....	2 98	1 59	1 23	1 65	1 54	93	42
Compressed, in bales or in rope.....	2 08	1 43	1 18	1 59	1 49	91	40
Hats and caps.....	2 98	1 59	1 23	1 65	1 54	93	42
Hay and wool-presses, in car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads, set up.....	2 98	1 59	1 23	1 65	1 54	93	42
Less than car-loads, knocked down.....	2 08	1 43	1 18	1 59	1 49	91	40
Hams, car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Hops, baled.....	2 98	1 59	1 23	1 65	1 54	93	42
Hominy and grits, car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Household goods (including old furniture, emigrants' movables, utensils, kitchen and farm, comprising the plunder of a family moving, and domestic animals) in mixed lots, car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads, if boxed.....	1 38	95	77	1 19	1 08	60	26
If not boxed.....							
Household goods will not be received for transportation unless well boxed, or the company is released from all liability for breakage or chafing resulting from shipments without boxing.							
I.							
Iron, pig, bar, band, or boiler, car-loads of 20,000 pounds.....	1 38	95	77	1 16	1 08	60	26
Less than car-loads.....	2 08	1 43	1 18	1 59	1 49	91	40

Iron castings, heavy, car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads.....	2 08	1 43	1 18	1 59	1 49	91	40
Frail, boxed.....	2 08	1 43	1 18	1 59	1 49	91	40
Frail, not boxed.....	2 98	1 59	1 23	1 65	1 54	93	42
Settler bottoms, mining pans, pan shoes, and dies.....	2 98	1 59	1 23	1 65	1 54	93	42
Battery shoes and dies.....	2 08	1 43	1 18	1 59	1 49	91	40
Iron, railroad, by special contract.....							
Sheet, common.....	2 08	1 43	1 18	1 59	1 49	91	40
Sheet, Russia.....	2 98	1 59	1 23	1 65	1 54	93	42
Iron pipe, car-loads of 20,000 lbs.....	1 98	1 34	1 09	1 47	1 40	83	34
Less than car loads, as follows:							
Cast-iron pipe.....	2 08	1 43	1 18	1 59	1 49	91	40
Sheet-iron and asphaltum pipe.....	2 98	1 59	1 23	1 65	1 54	93	42
Iron water-wheels.....	2 98	1 59	1 23	1 65	1 54	93	42
K.							
Kerosene, same as coal-oil.....							
L.							
Liquors and liquids, in demijohns, (not taken unless completely boxed,) owner's risk.....	2 08	1 43	1 18	1 59	1 49	91	40
In jars or china baskets, owner's risk.....	2 98	1 59	1 23	1 65	1 54	93	42
Whites.....	2 08	1 43	1 18	1 59	1 49	91	40
Whisky.....	2 08	1 43	1 18	1 59	1 49	91	40
Live plants and trees, boxed, prepaid.....	2 98	1 59	1 23	1 65	1 54	93	42
Live stock, taken only under contract wherein the shipper agrees to feed, water, and take care of the stock at his own expense, and assumes all risk of injury or damage the animals may do to themselves or each other, and stipulates that in case damage occurs for which the carrier may be liable the actual value at date and place of shipment shall constitute the measure of damages to be collected from the carrier, provided that in no case shall it exceed: for stallions, \$200; horses, \$100; mules, \$65; cattle, \$50; and other animals \$20 per head.....							
In car-loads of 20,000 pounds, as follows:							
Horses, mules, and horned animals.....	64	47	38	90	55	33	17
Hogs, in single-deck cars.....	64	47	39	49	55	33	17
Hogs, in double-deck cars.....	96	71	59	74	83	50	26
Sheep, in single-deck cars.....	54	40	33	06	49	28	15
Sheep, in double-deck cars.....	81	60	50	55	74	42	22
In less than car-loads, as follows:							
One horse, mule, or horned animal (charge for the animal).....	41 60	28 60	23 60	31 80	29 80	18 20	8 00

Special freight tariff for freight consigned to Winnemucca, &c.—Continued.

Articles.	Winnemucca.	Wadsworth.	Reno.	Virginia City and Gold Hill.	Carson.	Truckee.	Colfax.
Charge for two horses, mules, or horned animals.....	\$72 80	\$20 05	\$11 30	\$25 65	\$52 15	\$31 85	\$14 00
Charge for three horses, mules, or horned animals.....	104 60	71 50	59 00	99 50	74 50	45 50	20 00
For each additional animal, add.....	20 80	14 30	11 80	15 90	14 90	9 10	4 60
Stallions and breeding bulls double the above amount.							
One mare and sucking colt.....	52 00	35 75	29 50	39 75	37 95	23 75	10 00
One cow and sucking calf.....	52 00	35 75	29 50	39 75	37 25	22 75	10 00
Colts and cattle under one year old, one-half live-stock rates.							
Hogs, each.....	6 24	4 29	3 54	4 77	4 77	2 73	1 20
Calves, each.....	10 40	7 15	5 90	7 95	7 45	4 55	2 00
Sheep and lambs, each.....	4 16	2 86	2 36	3 18	2 98	1 82	80
In no case will the charges on less than a car-load of stock be extended in a sum greater than the car-load rate.							
Looking-glasses, under eight feet long, well boxed, owner's risk.....	2 98	1 59	1 23	1 65	1 54	93	42
Over eight feet long, by special contract.							
Locomotive engines, on their own wheels, man in charge, to pass free one way, by special contract.							
Not on their own wheels, in car-loads of 20,000 pounds, same as machinery.							
Less than car-loads by special contract.							
Lumber, lath, and shingles, straight or mixed lots, car-loads of 20,000 pounds.....	64	47	39	76	56	17	13
Lumber and timber of any length requiring more than one car for support, unless loaded with short lumber, making full car-loads.....	2 60	1 79	1 43	1 89	1 79	1 14	50
M.							
Machinery, car-loads of 20,000 pounds, owner's risk.....	1 98	1 34	1 09	1 47	1 40	83	34
Less than car-loads, properly packed.....	2 08	1 43	1 18	1 59	1 49	91	40
Marble, wrought or finished, plain or lettered, owner's risk, well boxed.....	2 08	1 43	1 18	1 59	1 49	91	40
Not boxed, owner's risk.....	2 98	1 59	1 23	1 65	1 54	93	42
Marble, in blocks or slabs, rough, car-loads of 20,000 pounds.....	49	33	28	69	58	22	16
Mattresses and spring beds and spring-bed frames.....	2 98	1 59	1 23	1 65	1 54	93	42

Matches, well packed, with name of contents plainly marked on outside of package	2 98	1 59	1 23	1 65	1 54	93	42
Meats, salted or cured, car-loads of 20,000 pounds	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads	2 08	1 43	1 18	1 59	1 49	91	40
Moss	2 98	1 59	1 23	1 65	1 54	93	42
Musical instruments (except pianos and organs) boxed	1 98	1 34	1 09	1 50	1 40	83	34
Not boxed, not taken.							
N.							
Nails, in car-loads of 20,000 pounds	2 08	1 43	1 18	1 56	1 49	91	40
Naphtha, same as coal-oil.							
Nitro-glycerine will not be received for transportation under any circumstances what- ever.							
Niter, car-loads of 20,000 pounds	1 38	95	77	1 16	1 08	60	26
O.							
Oil, coal, &c. (See Coal-oil.)							
Ornaments, plaster, bronze, and terra-cotta, well boxed	2 98	1 59	1 23	1 65	1 54	93	42
P.							
Paintings and pictures, well boxed	2 98	1 59	1 23	1 65	1 54	93	42
Not boxed not taken.							
Paper-hangings, boxed	2 08	1 43	1 18	1 59	1 49	91	40
Bundles	2 98	1 59	1 23	1 65	1 54	93	42
Pianos, organs, and melodeons	2 98	1 59	1 23	1 65	1 54	93	42
Picture-frames	2 98	1 59	1 23	1 65	1 54	93	42
Pitch, car-loads of 20,000 pounds	2 98	1 59	1 23	1 65	1 54	93	42
Plaster, car-loads of 20,000 pounds	1 38	95	77	1 19	1 08	60	26
Plow points and shares, same as frail castings.							
Poultry, dressed, prepaid	1 38	95	77	1 13	1 08	60	26
Pulu, in bales	2 08	1 43	1 18	1 59	1 49	91	40
	2 98	1 59	1 23	1 65	1 54	93	42
R.							
Rags in bales, car-loads of 20,000 pounds	64	47	39	80	70	33	17
Less than car-loads	2 98	1 59	1 23	1 65	1 54	93	42
Resin, car-loads of 20,000 pounds	1 38	95	77	1 19	1 08	60	26
Rope, two inches in diameter and over, unless securely boxed	2 98	1 59	1 23	1 65	1 54	93	42
If boxed	2 08	1 43	1 18	1 59	1 49	91	40
Rope and cordage, car-loads of 20,000 pounds, owner's risk of chafing	1 98	1 34	1 09	1 50	1 40	83	34

Special freight tariff for freight consigned to Winnemucca, &c.—Continued.

Articles.	Winnemucca.	Wadsworth.	Reno.	Virginia City and Gold Hill.	Carson.	Truckee.	Colfax.
Sewing-machines, knocked down and boxed	\$2 08	\$1 45	\$1 18	\$1 50	\$1 49	\$0 91	\$0 40
Set up	2 98	1 59	1 23	1 65	1 54	93	42
Show-cases, must be well boxed	2 98	1 59	1 23	1 65	1 54	93	42
Shrubbery, hot-house plants, &c., loose, owner's risk, prepaid	2 98	1 59	1 23	1 65	1 54	93	42
Closely packed in bundles, owner's risk, prepaid	2 98	1 59	1 23	1 65	1 54	93	42
Smoke-stacks	2 98	1 59	1 23	1 65	1 54	93	42
Soda, car-loads of 20,000 pounds	1 38	95	77	1 16	1 08	60	26
Spirits of turpentine, (same as coal-oil.)	2 98	1 59	1 23	1 65	1 54	93	42
Stagnary, iron, bronze, or marble, boxed, owner's risk, prepaid	64	47	39	80	70	33	17
Staves and heading, car-loads of 20,000 pounds	49	33	28	69	58	22	16
Stone in blocks, dressed or rough, car-loads of 20,000 pounds, owner's risk	1 98	1 34	1 09	1 50	1 40	83	34
Stone or earthenware, car-loads of 20,000 pounds, owner's risk	2 08	1 43	1 18	1 59	1 49	91	40
Loose, not taken							
Stoves, ranges, registers, radiators, and reservoirs, car-loads of 20,000 pounds, owner's risk	1 98	1 34	1 09	1 50	1 40	83	34
Less than car-loads, owner's risk	2 98	1 59	1 23	1 65	1 54	93	42
Stove pipes and elbows	2 98	1 59	1 23	1 65	1 54	93	42
Stove-plates, same as frail castings							
Sulphur, car-loads of 20,000 lbs	1 38	95	77	1 16	1 08	60	26
T.							
Tallow, car-loads of 20,000 pounds	1 98	1 34	1 09	1 50	1 40	83	34
Tar, car-loads of 20,000 pounds	1 38	95	77	1 19	1 08	60	26
Telegraph-poles, by special contract							
Thinware, boxed or in barrels	2 08	1 43	1 18	1 59	1 49	91	40
Loose, not taken							

Tiling, floor and roof, car-loads of 20,000 pounds	64	47	39	80	70	33	33
Less than car-loads, if boxed.....	2 08	1 43	1 18	1 59	1 49	91	40
Less than car-loads, if not boxed.....	2 98	1 59	1 23	1 65	1 54	93	42
Tiling, drain, car-loads of 20,000 pounds.....	49	33	28	69	58	22	16
Less than car-loads.....	2 98	1 59	1 23	1 65	1 54	93	42
Tobacco, in caddies, drums, or pails.....	2 98	1 59	1 23	1 65	1 54	93	42
Toys, well packed.....	2 98	1 59	1 23	1 65	1 54	93	42
Trunks, empty or filled.....	64	47	39	80	70	33	33
Less than car loads, owner's risk, prepaid, car-loads of 20,000 pounds.....	2 98	1 59	1 23	1 65	1 54	93	42
Trunks, not taken.....	2 98	1 59	1 23	1 65	1 54	93	42
Turbine-wheels.....	2 98	1 59	1 23	1 65	1 54	93	42
Y.							
Valises, same as trunks.....	2 98	1 59	1 23	1 65	1 54	93	42
Vehicles of all kinds, not otherwise provided for, securely boxed, actual weight	1 98	1 34	1 09	1 50	1 40	83	34
Car-loads of 20,000 pounds, owner's risk of chafing.....	104 00	71 50	59 00	79 50	74 50	45 50	20 00
Of all kinds, not boxed, set up, owner's risk, as follows:	63 40	42 90	35 40	47 70	44 70	27 30	12 00
Stage coaches, omnibuses, and extra large wagons and sleighs.....	41 60	28 60	23 60	31 80	29 80	18 20	8 00
An ordinary two-horse carriage, hack, wagon, or sleigh.....	31 20	21 45	17 70	23 25	22 25	13 65	6 00
A gig, cab, or sulky.....	62 40	42 30	35 40	47 70	43 70	27 30	12 00
A two-horse peddler's wagon.....	52 00	35 75	29 30	39 75	37 25	22 75	10 00
A one-horse peddler's wagon.....	31 20	21 45	17 70	23 25	22 25	13 65	6 00
Vehicles, taken to pieces (box and wheels off, tongue and coupling pole out, hounds off, &c.) will be taken as follows:	31 20	21 45	17 70	23 25	22 25	13 65	6 00
A one or two horse wagon.....	41 60	28 60	23 60	31 80	29 80	18 20	8 00
A four or six horse wagon.....	83 20	57 20	47 20	63 60	59 60	36 40	16 00
An extra large wagon.....	1 98	1 34	1 09	1 50	1 40	83	34
Fire-engines and fixtures, hook and ladder trucks, car-loads of 20,000 pounds.....	83 20	57 20	47 20	63 60	59 60	36 40	16 00
In less than car-loads, as follows:	166 40	114 40	94 40	127 20	119 20	72 80	32 00
Fire-engines, (hand,) set up, each.....	41 60	28 60	23 60	31 80	29 80	18 20	8 00
Fire-engines, (steam,) set up, each.....	194 80	85 80	70 80	95 40	89 40	54 60	24 00
Horse-carts, set up, each.....	106 40	114 40	94 40	127 20	119 20	72 80	32 00
Street cars, one-horse, each.....							
Street cars, two-horse, each.....							
Vitriol. (See Acids.).....							
W							
Wagons, car-loads of 20,000 pounds.....	1 98	1 34	1 09	1 50	1 40	83	34
Waste.....	2 98	1 59	1 23	1 65	1 54	93	42

Special freight tariff for freight consigned to Winnemucca, &c.—Continued.

Articles.	Winnemucca.	Vadsworth.	Reno.	Virginia City and Good Hill.	Carson.	Truckee.	Colfax.
Wadding. (See Batts and Batting.)	\$2 98	\$1 59	\$1 23	\$1 65	\$1 54	\$0 93	\$0 42
Wheelbarrows and trucks, set up	2 98	1 59	1 23	1 65	1 54	93	42
Wheels, iron. (See Liqueur)	2 98	1 59	1 23	1 65	1 54	93	42
Wheels, iron, (not car-wheels), not boxed	1 98	1 34	1 09	1 50	1 40	83	34
Willow ware and wickerwork	1 98	1 44	1 09	1 50	1 40	83	34
Wines, native and foreign. (See Liqueur.)	2 08.	1 4	1 18	1 59	1 49	91	40
Wind-mills, car-loads of 20,000 pounds	2 98	1 5	1 23	1 65	1 54	93	42
Wool, car-loads, (freight in all cases to be charged on 20,000 pounds)							
Less than car-loads, as follows:							
If pressed, in bales, 19 pounds to cubic foot							
If not compressed, as above, or if in sacks							

