

THOMAS COUNTY CAT

SUPPLEMENT.

COLBY, KANSAS.

QUARTER CENTENNIAL.

CELEBRATION OF THE TWENTY-FIFTH BIRTHDAY OF KANSAS.

The twenty-fifth anniversary of the admission of Kansas into the sisterhood of states, was observed in grand style at Topeka, on Friday, January 29th, 1885. Herewith is given some of the addresses delivered on that occasion.

The Railroads of Kansas.

BY JAMES HUNTER.

If, at the date of the admission of Kansas into the union as a state, the whole population then existing upon her soil had been so grouped as that all her traffic or commerce could have been carried over railroads, 400 miles of roads would have been the utmost which that traffic could have supported. At that time, for several reasons, Kansas did not present the most promising field for the display of railroad enterprise. It was remote from the far east, the most populous regions of the country, whence the chief stream of traffic would have been expected to flow to people the west. The great controversy which had lent stimulus to the tide of immigration hither in the territorial days had been settled, and this immigration had ceased to operate. Besides, while sufficient was known to give reasonable assurance that the eastern half of the state would sustain an agricultural population, the western half was universally believed to be subject to climatic conditions that rendered it unsuited to cultivation. Yet, in that early stage of the territory, amidst unpropitious surroundings, there were men in Kansas who possessed a faith as to her future that was prophetic, and a courage that seemed the inspiration of the wildest hopes. There were enterprise already incorporated whose projects involved the building of 1,320 miles of railroads within the state, every mile of which, and 486 miles in addition were built within twelve years from date of the act of admission. Two of the lines then projected had penetrated the savage west to the far western border, disputing the hither to undisturbed possession of the red man that comparatively unknown country. These last embraced an ambition that could not be circumscribed by state lines. They were enterprises founded upon bold and far-reaching ideas, which sought to bind together the material interests of this state to those of the vast territories beyond, reaching out with hands of steel, to gather the swelling traffic of mountain and plain, and pour over the highways of this central state the commerce of half a continent. Those conceptions have reached a practical realization and railroad projects conceived, commenced and matured in Kansas have spread their arms over intervening states and territories to the Mexican gulf and the Pacific main, and are numbered among the gigantic achievements of the present age.

The growth of that part of the country west of the Missouri river the past quarter of a century in population, business and wealth, is fairly represented by the development of its railroads. In all the vast country now traversed by the Pacific railroad systems, there was at the date of admission of Kansas into the Union, but about twenty miles of railroads. At the present time the railroad mileage in that territory exceeds that of Great Britain and Ireland by 4,000 miles, that of France by 3,000 miles, and is equal to the combined railroads of the British Empire, being in round numbers 23,000 miles. It is estimated that the total railroad mileage of the world at the present time, is near 300,000 miles. Of this total, 128,492 miles are within the limits of the United States—only 21,208 miles, or one-seventh, of all the railroads on the face of the globe.

The railroads operated in this state, including those portions of the Kansas system operated beyond its boundaries in adjoining states and territories embrace a mileage of 9,417 miles. These employ an army of workmen, exclusive of the general officers, and their immediate assistants, of 23,438 men, or nearly one-third as many as the whole population of Kansas at the date of its admission. At that time, in the region served by these railroads, there was but little internal traffic, that which existed was conducted by means of river and teams. For the year ending June 30, 1885, the roads named carried over their lines 15,557,285 tons of freight, consisting of grain and other products, lumber, coal, mineral products, merchandise, etc. This enormous mass of freight was hauled great distances, and when reduced to the one mile unit, the total tonnage hauled was 811,141 tons, or one ton hauled one mile. If this volume of freight had to be moved by the primitive means of transportation existing prior to the advent of railroads over the same distance, it would require the services of 234,285 men, and would cost \$210,755,126. The cost of moving it over railroads was \$42,527,943 22.

The multiplication of railroads over the earth's surface, which has proceeded at a rapid rate the past few years, and which is still going on every where, has secured a more economical and cheapening the methods of distribution of the products of land and labor from place to place, withdrawing from unproductive utilities an increasing proportion of the labor formerly absorbed by this service. This has not only been a boon, but a boon felt in every department of productive industry, not all over the civilized world. The cheapening of the process of transportation reduces the prices of commodities and secures their more equal distribution, and this is an unmeasured blessing. The turning of an immense increment of labor from the business of transportation to the work of direct production, or the increase of the latter, involves the reduction of wages and profits, and this result is justly contemplated with alarm. The process of eliminating labor by machinery will go on increasingly with its concomitant results of lowering prices, wages and profits. It is to be feared that the political economy is to maintain a just relative equality in these three elements.

At the present time there are 5,000 miles of railroads in Kansas, inclusive of side-tracks. In the eastern half of the state for two hundred miles west of the east line there is not a farm more distant than twenty miles from a railroad, and not many that far distant. Nearly every road that has been projected and built in the state has been pushed along faster than the increase of population and business seemed to warrant, and ultimately the state caught up and business came to the support of the road. But this constant pushing out of railroad construction upon the verge of the frontier, and the fact that it has had the effect of rendering the lands accessible and attractive to the immigrant, and has crowded the frontier with unexampled rapidity to the Colorado border. There is here a great power equipped with railroads that Kansas today. Measured by her population, she has a greater relative mileage than either of the New England or the Middle States; than either of the great states of the west except Iowa and Minnesota, and her railroad facilities are equal to those existing in the last named states.

It is quite impossible to estimate the value to the people of the state of these agencies. We will pondered in Kansas before the advent of the railroads a lively recollection of being jolted along over rough roads five miles an hour at the rate of twelve cents per mile, and with that longing we looked for the arrival of the mail, carried in the boot of the driver, and the distance was too great to be preferred to walk in those days.

During the last year the railroads of Kansas carried over their lines 4,182,810 passengers, and transported them an aggregate distance of 101,065,000 miles, at 3 cents per mile, and at an average speed of twenty-five miles an hour.

his, too, without an accident resulting in the death of a passenger. Two only were killed, and these not through train accidents, but by their own carelessness.

There are no figures from which precise deductions can be made as to the amount of business and traffic carried on in the state at the time of its admission into the Union, but a pretty close approximation to the estimate may be made by analogies, and such an estimate would be represented by 680,000 tons of freight moved, including surplus productions carried out and supplies brought in. I estimate from reliable data that for the year ending last June, the movement of freight in Kansas amounted to 6,744,000 tons, representing an increase of production, business and traffic of nearly eleven-fold in twenty-five years. The actual increase in population has been in very nearly the same ratio, and

assuming that 400 miles of railroads would have been a proper proportion to the population and business of the state twenty-five years ago, it will be seen that the present mileage shows an increase but slightly in advance of the ratio of increase of traffic and population. If the same ratio of increase and growth were to continue, Kansas would double her present population and productive capacity within another decade. He would be a very sanguine man who should expect such a result. As the settlements recede from the eastern border, it is to be expected that development will be slow and that the rate of increase of population will be slow. It is, however, certain that the exuberance with which cheap lands are being sought for, and the great tide of emigration that is bearing itself westward, will rapidly open up the remaining unsettled portion of the state with an industrious and enterprising population. There will be room and business for considerable more railroad mileage in the near future, not however, for all the chartered projects which exist on paper. It is to be presumed that a portion of the state will be needed for other purposes besides ground upon which to plant railroads.

Heretofore there has been, in their material aspects, a harmonious development of the railroads of the state and the interests upon which they must depend for support, the building of these works has kept pace with the increase of population and the growth of business. It will be well for the state if these conditions shall be maintained in the future. Although railroads are a good thing and necessary, it is possible to have too many of them. It is not wise to invest in the business of transportation or other utilities a larger capital than can be reasonably supported, since these agencies must be maintained with production, and the undue multiplication of railroads, instead of having the effect of creating competition, and reduction of rates of charges, as is popularly supposed, has the contrary effect of creating competition, and the maintenance of railroads in examination of the statistics shows that the rate of charge made for moving a ton of freight in different parts of the country bears a pretty even ratio to the volume of business done over railroads. It is the heaviest in proportion to the volume of miles appropriated. In the great middle states the rates are lowest, and the traffic the greatest, both in freight and passengers. The rate of population to each mile of railroad in those states being 700, in Kansas 260. This point can be better illustrated by a comparison of the railroad systems of Ohio and Kansas. The railroad system of Ohio, including the mileage within the state, and that which, though extending into adjoining states, is operated in connection with, and forms a part of the system of the state embraces 9,205 miles. The number of miles of railroad in the Kansas system, i. e., the mileage in the state and that connected with it, though extending beyond its boundaries, is 9,417 miles, or in excess of the Ohio system. The tonnage carried over the two systems, respectively is represented as follows: Over the Ohio system 6,373,353, 214 tons hauled one mile; over the Kansas system 2,911,141, 661 tons hauled one mile. The proportion to population in Ohio is 430 to each mile, 190 per mile in excess of that which obtains in Kansas.

The rule that the rate of charge upon railroad freights is very largely determined by the volume of traffic to be transported, and the number of miles to be operated, holds true everywhere. For example, the volume of business done over the English railways is greater than that carried over the railways of Germany, and the rates are accordingly lower in England, notwithstanding the English railroads are capitalized for \$200,000 per mile and the German for one-half that sum, and notwithstanding the former are owned and operated by private companies, and the latter by a general government.

The unnecessary multiplication of agencies in the work of transportation involves increased expenses to be borne and capital to be supported, and this can only be done by maintaining the transportation tax at a higher rate than otherwise is necessary. The supposition that by this means competition is stimulated, is delusive, and is based upon the notion that it is the interest of railroads to engage in the work of mutual destruction. There is no more plausible ground in the motive that underlies the railroad than in that which moves the building of the various industries, avocations and supports. When it is profitable to compete, there will be competition, and when it is not, combination will rule; and as a rule it is more profitable to combine than to compete when the agencies employed in any particular line are more numerous than the business to be done requires.

The rapid growth and development of Kansas, a growth that is marvelous even among American states, has furnished, and still offers an inviting field for railroad enterprises. The railroad expansion will be fully abreast with the advancement of the state, we may rest assured; that the railroads and the public may co-operate harmoniously to secure the highest attainable degree of local prosperity, is a consummation devoutly to be wished.

The Wyandotte Constitution.

BY HON. E. P. SIMPSON.

We are here to-night at this silver wedding, not as historians, but as analysts. We paint pictures from recollection, rather than solve problems. The great problem to which many of those present gave their best and best efforts, has been solved ever since the 29th day of January, A. D. 1861, ever since Kansas was admitted into the sisterhood of states with a constitution forbidding slavery and involuntary servitude. The solution of that problem for Kansas was the "beginning of the end" of slavery throughout the Union. Let no man undertake to write the history of that great preliminary struggle for freedom, unless he lived within the circle of the endeavor, or so near its circumference that he felt its momentum and caught its spirit. A stranger to it may wander along the banks and note the drift wood that clings to the shore or is tossed about on its eddies. These but represent the ticklings of the leaders, or the timid souls who shrank in fright from the fury of the contest, to appreciate the depth of the tide of sublime sentiment that made Kansas free, he who records it must have waded to the center of the stream, felt the force of the current and the vigor of the undertow. Alphabetical tinkering, word tinting and phraseological architecture, are but poor tributes to the earnest minds and willing hands that built on everlasting rocks a great state.

I remember the earlier part of the night of the 29th day of January 1861 very distinctly. I was at the Eldridge house in Lawrence, a member of the last territorial legislature, and the session being in session in that city, the night was a very cold one, and from three to four inches of snow on the ground, (an unusual sight in Kansas in those days) and the night was windy and cold. It must have been as late as 9 o'clock when Dr. Seward, accompanied by a number of members of our Historical society, came into

the hotel with stately stride and flashing eyes and told us that the president of the United States had signed and approved the bill admitting Kansas into the Union. He brought with him and scattered around, extras issued by a newspaper published at Leavenworth called the *Conservative*, announcing the joyful tidings in glowing and enthusiastic terms. In this newspaper were D. B. Anthony and D. W. Wilder. Just think of it, Web, Wilder and Dan. Anthony editing a conservative newspaper. It was the most impudent example of sarcasm in the annals of journalism. You may as well try to think of old John Brown, of Osawatimie, (God bless his memory) as a pro-slavery border ruffian as these two Knights Militant of free state party as conservatives. There was a "ground swell" that night in Lawrence, and the new laws were lighted, doors were thrown open, (and some were broken open,) the people gathered in public places. (Old Sacramento was taken from his resting place and placed in the street, and the good tidings; toasts were drunk; songs were sung; speeches were made, and—well, the truth is that my recollection is not good after midnight. You must recollect that the main question then was admission, not prohibition.

The next day, however, a very curious question arose with the members of that territorial legislature as to whether the admission of the state had not taken the life of that body, and hence had destroyed the members of the territorial legislature. However, after some days and many acts of a general nature were passed and the validity of some of these laws was subsequently affirmed by a decision of the supreme court of the state of Kansas, an act before me representing every branch of the state government, I went to remind them of the logic of that decision, and it is this: that however often a mourning state may be bereft of its executive and judicial branches, the legislative branch is immortal. It is well, perhaps, to address in justice to the members of the Wyandotte constitutional convention that the present spasmodic session of the legislature is not the fault of the members of that body, but is attributable to some of those carefully prepared and studiously worded amendments that destroy the members of the territorial legislature. Another incident of that legislature must not be forgotten, some of its members conceived the idea, that by the admission of the state while the territorial legislature was in session, the territorial legislature was not destroyed, and had the right to elect United States senators, and a resolution passed both houses to go into joint convention on the first day of February for that purpose. There was no election however because the candidates were not ready to become somewhat suspicious that the movement was intended as a slaughter pen for fond hopes and bright ambitions, and when the time came, there were no victims. When we come to review the history and proceedings of the Wyandotte constitutional convention after it has been the subject of legal interpretation and supplementary legislation for twenty-five years, two important considerations first claim notice and comment, and these are the circumstances of its origin, and the right to vote, and authorizing the legislature to make provision for taking the votes of the absent electors. Section 2 of that same article was amended in November, 1867, so as to withhold the right to vote or hold office from those who had been expelled from the service of the United States, who had been found guilty of defrauding the government; who had been guilty of giving or receiving a bribe, or offering to give or receive a bribe, who had borne arms in aid of the rebellion, or who had aided or abetted the attempt to overthrow the government.

Section 4, of article 15, was adopted in November, 1868. This is a change from letting the public printing to the lowest bidder, to the establishment of a public office of state printer, who receives a stated compensation for the work done. This change is perhaps an improvement on the method devised by the convention, and its success may be fairly attributed to the three men who were elected to that office—S. S. Prouty, George W. Martin and T. Dwight Thacher. It can be truly said of them and of their work as state printers: "Well done, thou good and faithful servant." In November, 1867, came the amendment increasing the number of senators to 40 and the representation to 125. At the November election, 1870, the amendment providing for biennial sessions of the legislature, commencing with the year 1877 was adopted. It was that followed was the amendment prohibiting the manufacture and sale of intoxicating liquors, except for specified purposes. This was the introduction of new matter into the constitution, and the first time that time having made no reference to the "liquor traffic." This completes the amendments made to this time. I make no reference to those now pending except to express the hope that they may be adopted by the members of that body who framed a fundamental law which has given a state for twenty-five years—years of marvelous growth and unexampled development—that time has demonstrated that they are a very wise and judicious amendment, and necessities of the people for whom they acted; and, notwithstanding the wonderful increase in population and production, that instrument has accelerated rather than retarded a growth that has never been equaled in the American continent. There is to-day within the boundaries of Kansas 1,400,000 people. Even the most enthusiastic citizen of Kansas would not, a quarter of a century ago, have ventured to predict such a result, and not philosophical lover of Kansas, Horace Greeley; peace to his ashes, said at Osawatimie on the 16th day of May, 1839, "The child is now born on Kansas soil, but will live, and this state will be the center of agricultural production in the union." When the federal census of 1880 was taken, only twenty-one years had elapsed since the date of that prophecy and the state was nearer the sixth than the seventh in rank in the natural production of the world, including live stock, to which its soil is adapted, and if we take those conventional thirty years, which are loosely supposed to constitute the space of time covered by one generation, as the life of the children to be born to await the census of 1880 to verify the prophecy. I doubt whether the men of to-day, any more than those of twenty-five years ago have given a thought or entertained a conception of what a grand, glorious and prosperous commonwealth is building up among them. How this influx of people, low this blending of blood, how this every day intercourse between people of different nationalities, and different sections of our own widespread domain how this exchange of ideas and methods, how all these things animate and dominated by the Anglo-Saxon blood are producing the progress of Kansas, a race of people and a condition of government and society, that will make the state the "showcase" and the best type of American civilization; and will ever keep green and fresh the memory of the noble men, whose blood will bring "God like fruition" to the hopes, aspirations and ultimate destiny of the glorious young commonwealth.

The Schools of Kansas.

BY THE REV. RICHARD CORDLEY.

The schools of Kansas are a part of her very structure. They began with her life, and have grown with her growth, and have been woven into all her history. The planing of the best type of American civilization, and will ever keep green and fresh the memory of the noble men, whose blood will bring "God like fruition" to the hopes, aspirations and ultimate destiny of the glorious young commonwealth.

On the 24th of February, 1861, the bill for the admission of Kansas passes the senate by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the house by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the senate by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the house by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the senate by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the house by a vote of thirty-six for and sixteen against. On the 29th of January, 1861, the bill for the admission of Kansas passes the senate by a vote of thirty-six for and sixteen against. 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