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VOL. IX

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POST SPEAKS ON RAILROAD ABUSES AND EFFECT THEREOF

We reproduce in part the speech of C. W. Post delivered at Post City last Friday. "Every Texan who loves his state will plan, work and vote for those things which develop the natural resources and bring volumes of outside money into the state. It is within the memory of many of you who had in Texas went logging at 10 to 50 cents an acre.

"Then came the man with outside money and built a few railroads. These brought farmers, merchants and other citizens to populate the waste places. Land increased in value and money began to circulate freely in places where little if any had been used. Prosperity followed the railroad and no one was harmed.

"Farmers were enabled to market crops economically and make money, carpenters, brick layers, stone masons and all sorts of working men found employment at remunerative wages. The money thus earned, most of it, at least, passed through the hands of the merchants and all classes and conditions of men were helped by the coming of the railroad. The increase in the value of land alone added hundreds of millions of dollars to the wealth of the people of Texas.

THEN CAME THE DEMAGOGUES

"True the railroad owners sought to make money out of the enterprise, but they also expected to make money for the people at the same time, and they did it. Time rolled around and some designing demagogues conceived the idea that it would be a way to win favor among the people to denounce the railroads, denounce the stockholders and directors and later on denunciation became somewhat general for all corporations. This condition was stirred up to fever heat and many of the demagogues were elected to public offices and began a system of persecution of every railroad in the state.

"I believe the time is near when the agitation against legitimate enterprises or institutions of our states of Federal government will be discontinued (except in cases where it is necessary to prevent excesses in corporate management).

WHAT E. P. RIPLEY SAID

"You are doubtless aware of the repeated efforts that have been made to induce some railroad company to build through the rich fertile land of Garza county. Certain its broad acres hold out promise of splendid return to the railroad, but in a final conference with E. P. Ripley, president of the Santa Fe railroad, he explained without the slightest appearance of any feeling of animosity, that the people of Texas had in the last few years shown so much hatred of the railroads, and naturally of the stockholders, that it certainly did not seem prudent to invest large sums of money belonging to stockholders in new lines of railroads within the state and I could not help being struck with his common-sense view of it.

"There is not a man in Garza county who knows anything about making money who would take his money to invest it in improving some other part of the state in a community where the people exhibited a feeling of hate and passed laws so unjust that he could not conduct business under them. If a man has brains enough to make money, he also has brains enough to stay away from that kind of an investment. I have reason to know that the railroad managers have been very much more patient,

peaceable and patriotic than thousands of citizens of the state who have been licensed by some politicians who want their votes.

INTENDED TO SPEND MILLIONS

"Mr. Ripley told me that the plans laid out by the Santa Fe Company about three years ago would require the expenditure of between forty and fifty million dollars in the state of Texas. That was not Texas money, but it was money gathered up from thousands of stockholders in various parts of the United States and Europe which they proposed to bring to Texas and pay out to owners of the land, carpenters, lumber men, masons, mechanics, laborers, etc. etc. in the construction of railroad lines, side tracks, depots, round houses, and all sorts of belongings in a great line of road. Such an investment naturally would add to the taxable property of the state dollars in such tremendous amount that the average mind can hardly realize it, and the income added to the yearly taxes to be gathered by the state would help to reduce the taxes to every other tax payer in state. Then when we consider the tremendous increase in the value of all property through which the railroad traverses and consider all the other advantages it becomes difficult to realize why any man should be an enemy instead of a friend.

WHAT IT MEANS TO FARMERS

"I know of farmers in Garza county who now pay about \$23 to \$25 a ton for coal who might buy their fuel for \$5 to \$6 if the demagogues had allowed the railroad managers to build a few more railroads. These farmers might now be saving the cost of freighting their products, corn, cotton, wheat, etc., a long ways to a railroad and this extra cost frequently runs up from 15c to 20c a hundred pounds.

"I want to tell you, my friends, that when the people of Texas wake up and realize the harm that has been done to every citizen in the state by the rabid attacks on the railroads, they demand the amendment of some of the unjust, unfair laws and also demand that more sensible men be sent to the legislature, and that such costly foolishness shall not be permitted in the future.

"Just let me cite one example of the kind of business sense some of the wolf scalp senators of Texas have manifested in misconducting the affairs of the people of the state.

"They started out with an express intention of harrying and persecuting the railroads by enercous laws, reduction of rates below a living schedule, and the advancing of taxes; also beyond a living schedule, with the purpose of either forcing the railroads to operate without any profit or making the profit so small that it would represent no more than the lowest rate of interest on the investment. They seem not to have brains enough to realize that a railroad is compelled, if it would live to make profit enough to pay the interest on the investment and keep the track in repair, engines, cars, stations, etc. etc., pay the damages for killing cattle, and occasionally for loss of human life, and all incidental and tremendously heavy expenses that a railroad must pay, which are unknown to the cheap politician who frequently hasn't business sense enough to manage a retail grocery store, and yet would seek to govern the affairs of great corporations involving the investment of millions of dollars."

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