

**THE RAILWAY
ISSUE, LABOR,
MONEY, ETC**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649174218

The railway issue, labor, money, etc by Cassius Marcellus Clay

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

CASSIUS MARCELLUS CLAY

**THE RAILWAY
ISSUE, LABOR,
MONEY, ETC**

THE RAILWAY ISSUE,

39769

LABOR, MONEY, Etc.

BY

CASSIUS MARCELLUS CLAY,

WHITE HALL, KENTUCKY.

PHILADELPHIA:

PRINTED BY J. B. LIPPINCOTT COMPANY,

1891.

THE RAILWAY ISSUE, LABOR, MONEY, ETC.

FROM THE ADDRESS OF CASSIUS MARCEL-
LUS CLAY,

FOR THE CLASS 1832, BEFORE THE ALUMNI OF YALE
UNIVERSITY, JUNE 28, 1887.

[*New York Times*, June 29, 1887.]

Cassius M. Clay made an eloquent address, in which he discussed the Prohibition, Labor, and Woman Suffrage questions. He said: * * * *
The Labor party is more securely based upon the right to be. Radical socialism and anarchy are justly outside of the pale of toleration and must stand forever as crimes. Labor and capital are one in most respects. The healthy, well-developed man is capital; he stands at times worth in person a thousand dollars, and with a thousand dollars more invested in education he has a capital of more than two thousand dollars. So labor is capital in possibility, and gold, silver, etc., capital in fact. Labor must then be allowed a fair hearing,—must be represented by a separate party if it thinks best. It must be protected in its rights. In legislation, being the weaker party, it must be placed upon an open and fair field in the race of life, and then government aid ceases,—and the devil take the hindmost.

Reclass. A-7-30 A.V.M.

Yes, Labor has its grievances. The public lands should not be allowed to foreigners; nor to railroad corporations; nor to the churches; nor to any other combinations of Capital, save for the plant necessary to combined industries and moral and intellectual culture. Laborers are entitled to equal taxation, to one ballot and a fair count, to an honest currency of gold, silver, and paper dollars of equal value. It is not to be plundered by discrimination and unequal freight. *The railroads must be owned by the government, valued and paid for at a fair price; it will be a great sum, but it will be the price of liberty.* They are entitled to the common school for the safety of the State. But the rights of property in lands and severalty in other things is the base of all civilization, and must be held forever inviolable.

[*Kentucky Leader*, Lexington, Ky., March 12, 1891.]

HON. CASSIUS M. CLAY

SENDS THE FIRST OF A SERIES OF LETTERS TO THE "LEADER."—THE VETERAN STATESMAN TRACES THE GROWTH OF AMERICAN RAILWAYS IN AMERICA AND SHOWS THE DANGEROUS POWER THEY WIELD.

No. 1.

The first railroad, I believe, ever built in America was the Baltimore road, from that city to Riddle's Mills, on the Western stage-route. This was about 1832. There were short railways used by miners

before this, pulled by men or horses, called tramways, but they were not used in England or America till about the years 1830 or 1832 for long distances.

The next railroad was from Lexington to Frankfort to get water communication. The stringers were of hewn limestone, the cross-ties of wood, and the rails of common bar-iron. All the cars were pulled by horses. After a while the T rail took the place of the simple bar, and wood was put in place of the stone, and steam substituted for the horse-power.

Our family took \$20,000 of stock in that road and lost every dollar.

About 1858, I loaned ten thousand (\$10,000) dollars, and took Mad River (O.) railway stock for security. That road was wrecked, and I lost every dollar!

In 1870 the railroad builders, who had in those years, from 1832 to 1870, grown into a class (who form now the great mass of railroad owners and managers whom I call robbers), concluded to make a railroad from New York to Newark, N. J. This was the principal city in that State, and regarded as the most progressive one in the east. It was a manufacturing city. There was a railroad running from Philadelphia, touching Newark on the outskirts and ending in New York, making a long detour around the deep salt marshes which are overflowed from the Atlantic Ocean.

Newark was too tempting a plum for the wreckers to leave to honest industry and thrift. So they got up a boom and projected an air-line road from Jersey City to Newark,—first to "create competition," and next to make Newark a shipping port with a fine

harbor and open seas (Hell Gate was not blown up in New York harbor then), to draw off trade from New York and make the thrifty city the centre of American export. All this was done, not for the benefit of the robbers, but for the dear people! I, who had not been in America for eight years, did not know that there was a large class of the finest minds in America engaged in combined robbery as a profession; so I was persuaded to invest six thousand five hundred (\$6500) dollars in a lot and cottage at Newark. Now, when the direct line was made from Main Street in Newark by the robbers and the city crossing the immense salt marshes (for the cities are always for railroads, or any other expenditure which comes out of other people's pockets), the wealthy citizens went in one hour to New York, made all their purchases, and returned home the same day. The upshot was that Newark was wrecked, and all the railroad stock lost.

I, too, lost every cent of my \$6500, and told my lawyers to deed the city my lot and take a receipt against further robbery.

Lands at this time are sold out to close mortgages in New Jersey, or abandoned, which, before the railroad system, were worth from one hundred to five hundred dollars. The people were sent to the poor-house, but the robbers were wealthier than the greatest monarchs of the world.

Did they get transportation any cheaper by competition? Not a cent.

Let us see how this philanthropic move affected Newark and the "hayseeds" of the vicinage.

1. The wealthy buying in New York, the tradespeople had to go there too. The "hayseeds," find-

ing no buyers in Newark, were compelled to sell at reduced prices their lands and "go West."

2. The mechanics and laborers of the country followed the mechanics and laborers of the city, and went to New York also.

3. So that the few farmers left could get no laborers or mechanics. They could no longer make or use manure by purchase; the lands and their products went down, whilst the freight to the cities and all that they purchased went up by the combination of the road with adulterators, trusts, and other smaller thieves!

4. The upshot is that the railroad robbers own the public highways, have unlimited power of taxation, and keep a standing army under the name of "detectives," who kill our people at will!

5. They are smart fellows; they make great speeches in Congress and at royal banquets, aspire to the Presidency; bulldoze the Senate, the House, and the President of the United States, and purchase outright the State Legislatures; they give tickets of free passage to editors, clergymen, and all other men who influence public opinion; unite with them leading men of all professions and occupations by a common interest of plunder. The lawyers are their especial defenders and receive the largest pay. Their business is generally to make the "worse appear the better cause." So that there is one vast framework which, like the spider's web, envelopes all industry and honest labor.

CASSIUS M. CLAY.

WHITE HALL, KY., Feb. 1891.

THE RAILROAD POWER.

SECOND OF CASSIUS M. CLAY'S SERIES OF ARTICLES
ON THE GROWTH OF RAILWAY CORPORATIONS AND
THE NECESSITY OF GOVERNMENT CONTROL OF INTER-
STATE LINES.

The series of articles now running in *The Leader* from the pen of Hon. Cassius M. Clay, Sr., is attracting much attention, and, while many persons do not entirely agree with the veteran Kentuckian in his radical views, all agree that in the existing condition of things there is room for reform.

COURIER-JOURNAL COMMENT.

The *Courier-Journal* of the 13th inst. says:

Hon. Cassius M. Clay, Sr., is writing a series of letters to the *Lexington Leader* directed against what he denominates "the railroad robbers." He writes with all his old vigor and is sweeping in his denunciations.

General Clay contributed a special article on trusts and combines last week, which brought forth the following letter from an Ohio reader of *The Leader*:

AN OHIO VIEW.

Editor of *The Leader*.

The article contributed by Hon. Cassius M. Clay to the last issue of *The Leader* on "trusts and combines" doubtless voices the sentiments and principles of a large proportion of the farmers of Kentucky, and especially the tobacco growers. The time is ripe in this country for the people, which in a large sense means those who till the soil and those who otherwise labor for honorable subsistence, to rise in their might and strike down heartless trusts and combinations.

The tobacco interest of Kentucky is large, and affects a very considerable proportion of your population; hence the