

THE BEES AND THE DRONES.

For The Public.

And so it came to pass that the Male Bees (Drones) owned all the fields and flowers, and erected fine wire screens over them with large signs prominently displayed warning the Busy Bees to "Keep off the flowers under penalty of the law." Others read: "This is private property"; "No trespassing allowed"; "Beware of the dog," etc., etc. In addition they hired giant Hornets with long sharp stingers, and fed them well to see that the laws were enforced.

As a result the Busy Bees were idle, discontented, and unhappy and hungry. So they swarmed into the public squares, and passed resolutions, and appointed committees to call on the Drones and demand that the signs be removed and the Hornets dismissed, and that they be allowed to build hives on the vacant fields and gather honey from the unused flowers.

But the Drones preached to them, and told them that the reason that they were hungry was because they were too fond of the juice of the hop flower; and that they had too many baby Bees, which caused over-population and congestion; and that they needed a higher tariff to keep out foreign pauper honey, which caused over-production, so that the Drones couldn't possibly eat it all. So they must be patient, and give the Drones time to consume it. Then they would take the screens off the flowers and allow them to go to work again. In the meantime they should be optimistic and honest; and above all, respect the rights and sacredness of private property, especially property in fields and flowers; and that they should never forget that there had always been poor Bees as long ago as anyone could remember—that it was a law of nature, and that no one could change insectological nature.

After listening to this speech the Busy Bees thought and thought, until their heads ached worse than their stomachs. Then they stopped thinking.

DAN CAVANAGH.

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THE PUBLIC OWNERSHIP OF RAILROADS.

For The Public.

V.

Passenger Fares and Service of Leading Publicly Owned Systems.

2. Sweden.

Passenger accommodations on the Swedish State railways are similar to those in Germany, except that there is no fourth class. The cars may in their leading features be considered as a compromise of English, German and American types of construction, and are of a very high

standard. The passenger fares are among the lowest in the world. The tariff according to which they are charged is made up on the principle of decreasing mileage rate as distances increase. Table VII gives the mileage rate, and Table VIII the total rate for various distances. For admission to through express trains 27 cents is charged for third class, 40 cents for second class, and 67 cents for first class, irrespective of distance traveled. The reasons for this extra charge were set down in connection with German passenger fares. Sleeping car accommodations are uniform in price, being \$1.35 for second, and \$2.70 for first class, per night, irrespective of distance traveled.

TABLE VII.

Mileage Passenger Rates, Swedish State Railways.

Miles.	Cents per mile.		
	1st class.	2d class.	3d class.
10	2.7	1.62	1.08
20	2.7	1.62	1.08
100	2.7	1.62	1.08
60	2.7	1.62	1.08
200	2.43	1.46	0.97
300	2.29	1.38	0.92
400	2.16	1.32	0.86
500	2.05	1.23	0.82
600	1.96	1.17	0.78
800	1.82	1.09	0.73
1,000	1.71	1.03	0.68
1,200	1.62	0.97	0.65
1,400	1.53	0.92	0.61

TABLE VIII.

Fares Per Certain Number of Miles, Swedish State Railways.

Miles.	Cents per mile.		
	1st class.	2d class.	3d class.
10	\$0.27	\$0.16	\$0.11
20	0.54	0.32	0.22
60	1.62	0.97	0.65
100	2.70	1.62	1.08
200	4.86	2.92	1.94
300	6.88	4.13	2.75
400	8.64	5.28	3.46
500	10.26	6.14	4.10
600	11.74	7.05	4.70
800	14.58	8.75	5.83
1,000	17.14	10.29	6.85
1,200	19.44	11.66	7.78
1,400	21.38	12.85	8.55

In Table IX are given the charges for commutation tickets. Much has been said about cheap American commutation tickets. The comparison with the rates of the Swedish State railways, however, even in this particular, is not favorable to American roads, except for long-distance commutation.

TABLE IX.

Commutation Tickets, Swedish State Railways.

Commutation time. Rate per mile of commutation distance, one way:	Cents per mile.	
	2d class.	3d class.
One month	\$0.39	\$0.26
Four months	1.56	1.04
Six months	1.95	1.30
Eight months	2.34	1.56
Ten months	2.73	1.82
Twelve months	3.12	2.08

Baggage is carried free of charge on all regular tickets up to an amount of 55 pounds (25 kilograms). An extra charge, depending on distance traveled, is made for excess baggage. This extra charge amounts to 11 cents per each 22 pounds (10 kilograms) for 100 miles, 43 cents for 500 miles, and 70 cents for 1,000 miles.

3. Belgium.

The accommodations offered by the Belgian railroads are similar to those of Germany, although the cars of the latter country are probably of a slightly higher quality. The present passenger fares in Belgium are as follows:

Ordinary passenger trains:

1st class—2.34 cents per mile.

2d class—1.76 cents per mile.

3d class—1.17 cents per mile.

Through express trains:

1st class—2.93 cents per mile.

2d class—2.2 cents per mile.

3d class—1.46 cents per mile.

For round-trip tickets, permitting a return trip within a limited time, a reduction of 40 per cent of the price of the return ticket is allowed. The full significance of the low rates is the more apparent when we consider that 83 per cent of all passengers travel third class, and that a very large proportion of the travel is done by the public availing itself of the reduced round-trip ticket rates.

4. France.

The majority of French railways, as we have already seen, are in private hands, less than 2,000 miles being owned and operated by the government. The ticket rates were notably high in France until 1892, except on the State railways, which in 1881 adopted a cheaper rate, with proportionately smaller fares for long distances. The State railways also at that time introduced the system of 40 per cent reduction on round-trip tickets, the same as in Belgium. The French rates, which are now uniform on the State and private lines, are, however, not as low as on the Belgian State roads, and not nearly as low as on the German State railways. At present the fares are:

1st class—3.47 cents per mile.

2d class—2.34 cents per mile.

3d class—1.53.

Baggage is free of charge up to an amount of 66 pounds. The excess charge amounts to 0.16 cent per mile for the first 22 pounds, and 0.13 cent per mile for each additional 22 pounds. This makes carrying of a great amount of excess baggage prohibitive, and properly so. The rebate for round-trip tickets is at present modified so that it amounts to 30 per cent of the return fare for distances up to 62 miles, then proportionally increasing so that the rebate for a distance of 315 miles is 50 per cent of the return fare.

If we compare the fares in France with those

in Germany, we will find that they are decidedly higher in the country having, in main, a private railway system. Still, conditions in France and Germany are in no way different in regard to railways, so the difference in rates cannot be explained by reference to difference in conditions, a thing which is the favorite explanation in this country whenever the high rates of our railroads are attacked. All the difference in conditions between the French and German railway systems is that the one country is trying private operation with government control, while the other is applying the true principle of government ownership pure and simple. If the accommodations of travel, the safety and the rates are superior in the one country to the same things in the other, what is the cause if not the system of management?

5. Austria.

The present passenger tariff on the State railways in Austria was adopted in 1895. It is based on the principle of gradually diminishing mileage rates for increasing distances, a system which is generally known as the zone-tariff system. According to this tariff, the fares, in cents per mile, are as follows:

Ordinary passenger trains:

Per mile in zone.	—Cents per mile—		
	1st class.	2d class.	3d class.
1-94	2.43	1.46	0.81
94-187	2.37	1.40	0.75
187-375	2.27	1.30	0.65
375 and over	2.14	1.17	0.52

Through express trains:

Per mile in zone.	—Cents per mile—		
	1st class.	2d class.	3d class.
1-94	3.40	2.11	1.13
94-187	3.34	2.05	1.07
187-375	3.24	1.95	0.97
375 and over	3.11	1.82	0.84

As only 1.2 per cent of all passengers travel first class, the rates for this accommodation may practically be disregarded when we compare the rates with those on American roads.

TABLE X.

Annual Subscription Tickets on the Austrian State Railways.*

	1st class.	2d class.	3d class.
Good on all state railways.....	\$120.00	\$80.00	\$40.00
For 31 miles	36.80	27.60	18.40
For 31 miles, per ride.....	0.06	0.046	0.031
For 62 miles	49.20	36.80	24.90
For 62 miles, per ride	0.08	0.06	0.041
For 124 miles	73.60	55.20	36.80
For 124 miles, per ride.....	0.12	0.09	0.06

The charge for baggage is at the rate of 0.13 cent per mile for distances less than 187 miles, and 0.10 cent per mile for longer distances, for each 22 pounds. It has previously been referred to, that European railway managements in general recognize the unfair principle of charging a

*Compiled from data in Report of Massachusetts Board of Railroad Commissioners, and quoted by Hon. Thomas M. Patterson in the Senate of the United States, Feb. 27, 1907.

flat ticket rate for all passengers, whether they have baggage or not, and believe in charging those who have no baggage for their transportation only, and those who carry baggage for the extra service rendered them.

While, as we have seen, all third-class passengers (constituting 86 per cent of the total) on the Austrian State railways travel for about, or less than, a cent a mile, still lower rates are in force for annual commutation tickets, as shown in Table X. These rates reduce the average rate so that this is only 0.95 cent per mile for all classes of passengers, or less than half the average rate in Great Britain or the United States, where all railways are privately owned.

6. Hungary.

The departure in low passenger rates made by the Hungarian State railways in 1889 showed phenomenal results in increased patronage of the railways. The tariff of 1889 was partly changed in 1896, and this modified tariff is now in force. The tariff is founded on a zone system. The rates for travel increase by jumps for each 10 or 15 miles, the rates being uniform in each zone. Table XI will give the best idea of the rates, and how they are computed. It will be seen from this table that the fares for ordinary passenger trains average 1 cent per mile for third class, and from 1.5 to 1.7 cents per mile for second class. The rates for express trains average 1.2, 2.0, and 3.0 cents, respectively, for third, second and first class. The first class is extremely expensive to maintain, owing to the few passengers using this class, and therefore the charges for this class are correspondingly higher.

TABLE XI.
Passenger Fares, Hungarian State Railways.

Ordinary passenger trains fare:			
Zone Miles.	2d class.	3d class.	
-16	.....\$0.16		\$0.10
16-25	.....0.32		0.20
44-53	.....0.80		0.40
109-125	.....1.92		1.20
125-140	.....2.16		1.40
140 and over	.....2.40		1.60
Express trains fare:			
	1st class.	2d class.	3d class.
-16	.....\$0.30	\$0.20	\$0.12
16-25	.....0.60	0.40	0.24
44-53	.....1.50	1.00	0.60
109-125	.....3.60	2.40	1.44
125-140	.....4.20	2.80	1.72
140 and over	.....4.80	3.20	2.00

The charge made for carrying baggage is as follows:

Distance	For each 22 lbs. cents.
Up to 31 miles	..... 2
Up to 62 miles	..... 4
Up to 125 miles	..... 8
Up to 187 miles	..... 12
Up to 291 miles	..... 16
Up to 375 miles	..... 20
Over 375 miles	..... 24

Hungary has always been one of the leading countries in Europe in regard to low passenger fares on its State railways. The success of the country's State railway system is therefore all the more significant. Financially these roads have proved to excel most private railway systems in Europe.

7. Italy.

Up to July 1, 1905, all railways in Italy were operated by private companies. The passenger fares charged by these companies were as follows:

Ordinary passenger trains:	
First class	—3.6 cents per mile.
Second class	—2.5 cents per mile.
Third class	—1.6 cents per mile.
Through express trains:	
First class	—4.0 cents per mile.
Second class	—2.8 cents per mile.
Third class	—1.8 cents per mile.

When the government took charge of the railways, however, these rates, which are high compared with those in force on the European State railway systems, were materially reduced and a zone-tariff system introduced November 1, 1906. The following table gives the fares charged for certain distances on the State railroads:

Distance Miles.	Fare		
	1st Class.	2d Class.	3d Class.
125	.....\$4.60	\$3.25	\$2.10
250	.....8.10	5.55	3.55
500	.....12.45	8.15	5.25
800	.....15.40	10.15	6.45
960	.....16.80	11.10	7.05

No extra charge is made for express train travel. By studying the preceding table we find that the rate per mile varies according to distance, so that first-class fares are maximum 3.7 cents per mile (even this is less than the highest private rate) and fall to 1.75 cents per mile; the second-class rate varies from 2.6 to 1.15 cents per mile; and the third-class rate from 1.7 cents to 0.73 cent per mile. No other European country, except Sweden, Austria and Hungary, has attempted to reduce passenger rates to such an extent.

Baggage is not carried free. The charges for baggage are as follows:

Distance Miles.	Charge for each 22 pounds.
150	.....\$0.20
350	.....0.37
600	.....0.46
900	.....0.52

These charges, it is stated, are not made so much to increase the revenue as to put a check to the amount of baggage carried.

8. Other European Countries.

The passenger fares in European countries possessing State railway systems, other than those mentioned, are equally low as in those countries dealt with already. On the Norwegian State railways the average fare is 1.16 cents per mile. In Switzerland the average rate is 1.42 cents per

mile. This figure is higher than the average for any other European State railway system, except Roumania's, owing to the enormous cost of railway construction in that mountainous country. The average mileage rate per passenger in the Netherlands is 1.14 cents, in Roumania 1.49, and in Russia 1.07 cents.

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If we summarize the results of our investigation in regard to passenger service and fares, we find the following statements to be the outcome of our inquiry:

The service rendered by State railways, particularly in countries where public ownership has long been an established policy, is equal or superior to the service rendered by private railway managements.

The rates charged by existing State railways for the service rendered are, in general, so low that the average passenger rates per passenger mile are, with few exceptions, only one-half, or slightly more than one-half, the average rates charged by the private railways in countries where private ownership exclusively is the recognized policy.

In face of this, why did Mr. Taft say:—"the rates are not as low, and therefore not as beneficial to the public"? Evidently he did not refer to passenger rates. Let us now see in our next article if this statement is equally hollow as regards freight rates.

ERIK OBERG.

BOOKS

DEMOCRATIC RELIGION.

The Religion of a Democrat. By Charles Zueblin, author of "A Decade of Civic Development," "American Municipal Progress," etc. Published by B. W. Huebsch, New York. Price, \$1 net.

Religion is to Mr. Zueblin "the expression of man's relation to the universal, ultimate and infinite." These are big words, and not very definite maybe to most persons, not very definite perhaps to the author himself; but they furnish him the intellectual trolley line for a succession of as brilliant heart-to-heart essays as one would care to read. Temperament and personality, the constraint of orthodoxy, the decay of authority, religion of the church, religion of the state, and impersonal immorality, are the subjects of six of these essays, which are all the more attractive because they lack definiteness of outline. It would be difficult to classify Mr. Zueblin's religious philosophy, but enjoyment of his preaching is spontaneous. Since democracy means to him "nothing less than the life of all by co-operation of all for the welfare of all," the religion of a democrat may be inferred, by reference back to his definition of religion, to be his conception of the

relation to the universal, ultimate and infinite, of mankind as a whole. But it would not be fair even to try to delimit the thought of Mr. Zueblin's essays or to speculate upon their goal. They are both religious and democratic in their tendency, and delightful in their form—as good for Summer reading as for Winter reading, and whether a guide for the study or not, they are a spiritual inspiration at any rate for the market place.

PERIODICALS

The article by Dr. Stanley Hall in the July American Magazine is somewhat disappointing. It is entitled "From Generation to Generation—with some plain language about race suicide and the instruction of children during adolescence." It is true that Dr. Hall begins with a sort of apology by saying that in a single article he can only touch upon a few salient and practical aspects, but the touching that he gives is of too general a character to be of much practical value. It is interesting to note that scientific writers like Dr. Hall can be as dogmatic as religious writers. When he says, for example, that the interests of posterity should dominate all our lives, the statement is as dogmatic as any that comes from the pulpits.

J. H. D.

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The New York Evening Post of June 17 contains a brief account of the celebration of the fortieth anniversary of Cornell University. In the course of a speech lauding the University as "the champion of scientific and practical education when the men of classical learning looked on it with suspicion," President Schurman said: "Boys and girls need to be educated in terms of their environment and industrial prospects. The college course is too long for the majority; but a training for work on the farms and in the shops could be given in day schools and in night schools, too, for the benefit of boys who must start to make their own living at sixteen or seventeen years of age." This may be all right, but one wonders whether President Schurman would not agree that, let us say, seven-tenths of those in the colleges would also be much benefited by earning their living at sixteen or seventeen. There is nowhere a greater waste of money than in providing college education for the parasites who constitute a majority of the numbers in every college. It is very bad for the parasites themselves.

J. H. D.

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The New York Evening Post of June 22 breaks the ranks of orthodox ignorers, and pays attention to what it calls the "liqueur magazines." "What," it asks, "is a liqueur magazine? To the eye, it is a handbook bound in green, yellow, golden-brown, buff, or purple, or blue, convenient to be carried in the breast pocket. To the mind, it is—well, it does not appease hunger or quench thirst. It is, in the words of one of them, 'a magazine for the magazine-weary'; it titillates the palate. That is what at its best and worst it really does. . . Yet the liqueur magazine syndicate is bound together by certain common