

associate him with fees, and the others with unpleasant things. It requires plus qualities, homely eloquence and the splitting of rails, as with Lincoln; or the joke capacity, amiability, and a run-around smile as with Bryan; or the humanity of an Altgeld to some people to vote for a man—though a lawyer, yea, even after he is dead.

The wise and observant Republican party saw the donkey Democrats pull a dry Judge off a dry bench, and run him for President on a dry road unlubricated by any thing entertainin' in the way of reform. He got through with a part of his load.

Now the wise Republicans are trying the same dodge. They have pulled another dry Judge off a dry bench, have set him on a road, bare of all reformatory lixiviation, and expect results. Yes, expect 'em, and against whom? Why, against Billy Bryan, with twelve years' advertising, perfect temper and good nature, fairness, a lead of over six million votes, and the hostility of the trust press against him—

With an Irish name,
And an English grit,
And a beautiful record attached to it.
And what more?
Do you want a store?
Then he has it, the peerless leader.

You see, John, this Bryan is a little out of the common. As the German said of the coin: "Only a nickle, yes; but you doan so quick pick 'em up every day, in de schtreet alretty!" A joking candidate who can make his own jokes; a political farmer who can milk his own cows; a politician steadfast and true and standing for the rights of man—well, the German is right and I guess they will nominate him at Denver.

I've been a thinkin' about the injunction plank. I do not keer much for the Nebraska plank. It misses the real pint. It provides for notice. Now, injunction without notice is really the more merciful kind. If a judge is goin' to stick his knife into you up to the hilt—and he is—the less notice you have the more comfortable you'll be. The real pint is that the courts are overridin' Magna Charta, which provides for jury trials. Every judge should be made to sign "I swear to Magna Charta," before he draws his pay.

I have no plank ready, but two of my chips would run about this way:

1. All injunctions and receiverships granted by Federal Courts shall dissolve in three days by lapse of time, if not legalized within such time by the verdict of an uninstructed jury of twelve men.

2. After a non-concurring verdict no second injunction shall issue in the same cause.

Tom Jefferson is all right, but why not restore me Magna Charta.

UNCLE SAM.

THE PUBLIC OWNERSHIP OF RAILROADS.

For The Public.

VI.

Freight Service and Rates.

1. Germany.

The question of freight service on the German State railways is one which should be given particular attention. It has been stated over and over again that German freight rates are higher than those in this country, that freight is moved in an unsatisfactory manner; in short, that even if the German, and European State railways in general, were giving cheap and efficient passenger service, they lacked this efficiency in regard to the freight service. We will try to investigate the foundation of these claims. On their face they seem to be true. But, as we will presently see, it is because the figures quoted to substantiate these claims are misleading.

It should, however, be stated that the figures are misleading in such a way that even honest investigators have come to wrong conclusions. The generally accepted idea that freight rates are higher in Germany than in the United States need not have been put forth with a desire to deceive. Lack of thorough investigation, and a failure to perceive all the conditions involved, may account for such statements. On the other hand, there are doubtless cases where the figures which indicate that German freight rates are higher have been quoted, although the fact was known that these figures permitted no equitable comparison. We have a right to suppose that this has been the case when editors of prominent railway journals have thus tried to show the benevolence of private ownership. But we will not waste our time with idle suppositions as to motive. Let us rather try to find the facts in the case.

All freight, ordinary freight as well as that class of goods which in this country is termed express goods, is handled directly by the German State railroads. The freight is, therefore, divided into two main classes, *express freight* and *regular freight*. The latter is again sub-divided into various classes: perishable freight, which includes food stuffs of various kinds, piece-goods freight, and carload freight.

The express freight is conveyed by the fastest routes by express trains, and constitutes the same class of goods as is handled by the express companies in this country. The rates for this class of freight are considerably lower than the average rates charged by our express companies. The mileage rate is double that charged for regular piece-goods freight. The rates for this latter class of freight are given in Table XIII, and the ton-mile rate for express can easily be found from this table by doubling the figures given.

TABLE XIII.

German Freight Rates for Small Shipments (Not Including Terminal Charges).*

Distance, miles.	Rate per ton-mile, Cents.	Distance, miles.	Rate per ton-mile, Cents.
1- 31.....	4.19	188-250.....	3.05
32-125.....	3.81	251-312.....	2.67
126-187.....	3.43	over 312.....	2.28

*One metric ton = 2,205 pounds.

The best example of the cheapness of these rates is presented by comparing them with regular piece-goods freight rates in this country. To compare them with express rates here will, of course, show still a greater difference. In fact, one ton (metric ton = 2,205 pounds) of freight from New York to Hartford, Conn., which would be charged for at the rate of 33 cents a hundred pounds, or \$7.26 a ton, could be sent in Germany the same distance by *express* for \$8.62, or a sum but slightly greater than the American freight rate. For very short distances, for instance, between Chicago and Joliet, or Chicago and Peoria, the American *freight* rate is considerably higher than the German *express* rate. Comparing, again, express rates with express rates, the American rate between New York and Hartford of 75 cents a hundred pounds, would amount to \$16.50 for 2,200 pounds, as compared with \$8.62 in Germany, or nearly double the German rate. On shipments of less than a hundred pounds the difference would be still more pronounced, as the American rate is proportionately higher for small weights, while the German rate decreases uniformly down to 22 pounds.

From these figures we may without hesitation draw the conclusion that the German State railways have at least not proved a failure in their ability to handle express goods cheaply. In fact, they have proved themselves all the more superior in this respect to the privately managed American roads, inasmuch as these do not undertake themselves to handle express goods at all, but have turned over this part of the business to parasitical corporations, who grow fat at both the railroad's and the public's expense. In this particular, government management has proved to be more comprehensive, more far-reaching, more economical, and, above all, more interested in public welfare than our boasted private managements have been capable of.

The perishable freight is carried by special fast trains at the same rates as are charged for ordinary small shipment freight. Ordinary freight is moved with greater dispatch than in this country, and a number of things which the ordinary shipper here must send by express, in order to be able to receive the goods within a reasonable time, can there be sent by freight, as it is possible to count surely upon the time of the arrival of the goods. The German State railways stipulate to

move all freight at least 62 miles a day, if the total distance is less than 125 miles, and at least 125 miles a day, for all longer distances; the day of shipment, however, is not then counted. If we compare this with the results of our railroads, where a freight shipment often takes a week to be carried 100 or 150 miles, and a month to be carried 1,000 miles or less, we cannot but admit that the regular freight service of the German State railroads is superior in this particular to that of our privately managed roads.

The regular German freight rates for carload freight vary from 0.84 cent per ton mile, to three times this amount, according to the nature and amount of the shipment. The ton considered is the metric ton, equal to 2,205 pounds. As small a shipment as 5 tons may constitute a carload in figuring freight charges. Lower rates than this are in force for goods exported to foreign countries, and for special goods within the country, also there are rates as low as 0.32 cent per ton-mile. Special terminal charges are collected, varying from 14 to 24 cents per ton for small distances, up to a maximum of 29 to 48 cents per ton for the longest distances. The terminal charges for ordinary freight, not shipped by the carload, vary from 24 to 48 cents per ton according to the distance the goods are shipped. The ton-mile rates for piece goods vary according to distance, being figured from a gradually falling scale, and vary from 4.19 cents to 2.28 cents per metric ton-mile. (See Table XIII.) For comparison we may mention that the shipment from Hartford, Conn., to New York, referred to above, at the rate of \$7.26 per 2,200 pounds would in Germany be carried for \$4.74, including terminal charges. This indicates that some freight rates at least, particularly those affecting the small shipper, are decidedly higher on American than on German railroads.

TABLE XIV.

Average Freight Rates in Germany per Ton-Mile, Showing Tendency to Decrease of Rates.*

Year.	Cents per ton-mile.	Year.	Cents per ton-mile.
1890.....	1.47	1896.....	1.45
1892.....	1.46	1898.....	1.40
1894.....	1.45	1900.....	1.35

*One metric ton = 2,205 pounds.

The question which causes the greatest confusion in regard to the actual efficiency of the German State railroads is that of average freight rates. Apparently the average freight rate is higher in Germany than here. We shall presently examine the nature of this apparent higher average rate. If the rates for most shipments, when considered individually, are higher here than there, it is a queer result that the average freight rate should be higher where individual rates are lower. This, however, can easily be explained. But be-

fore doing so, let us suppose that we accept the statement that average rates are higher. The average length of each freight haul on the rail-ways in the United States, considered as one system, is about 240 miles. The average freight haul in Germany is 62 miles. That the mileage rate for long hauls should be cheaper is evident, because in moving freight, it is not only the expenses of hauling a certain distance which should be considered, but the loading and unloading, and terminal expenses, which are the same for long and short hauls. Thus, in Germany, with hauls slightly more than one-quarter in length as compared with those in this country, the actual expense to the railroad system for each ton of freight moved is comparatively higher than in the United States.

If we now actually compare the figures for the freight rates in this country and in Germany, we will find that the average freight rate per metric ton-mile is only 0.84 cent in this country, compared with 1.36 cent in the Prussian State rail-ways. These figures are always kindly put before the American public in order to show what superior private management has done for the country. In the first place, however, the *average* rate has a very insignificant meaning to the average shipper. The cheap freight rates in force on American roads mostly benefit large shippers; and the public in general has to pay far higher a rate than the public in general has to pay in Germany. We have already referred to a typical instance where the American freight rate is \$7.26 as compared with \$4.78 for the same distance in Germany; in this case the American rate is 52 per cent higher than the German State railway rate. For short distances the comparison is even more in favor of the German State railways. The American freight rate for certain classes of goods between Chicago and Joliet is 145 per cent higher than the German rate, and between Chicago and Peoria about 125 per cent. For longer distances the difference is smaller, but still noticeable. Thus for a shipment between Chicago and Kansas City the American rate for one class of goods would be over 30 per cent higher than the German freight rate for an equal distance. These instances, even if they do not by themselves prove our assertion that American freight rates in reality are higher, at least indicate that it is very probable that the general public has little to appreciate in private management as far as general low freight rates are concerned. If the *average* freight rates are lower, as the figures previously quoted seem to indicate, then there is, at least, little doubt but what the low rates, producing a low average, benefit the large industrial combinations, the trusts, more than anybody else.

That German freight rates in actual practice work out *less for the same service* is indicated by several authorities. Professor Parsons, as quoted

by Hon. Thomas M. Patterson in a speech before the United States Senate, in comparing freight rates in Germany and the United States, says:

German rates are much lower than those of England or France, and though our average ton-mile rate is below the German, actual rates for similar services are for the most part lower in Germany than with us. For example, take the statement of Hon. Charles A. Prouty, of the Interstate Commerce Commission, comparing rates from his home town, Newport, Vt., to Boston, with rates for the same distance in Prussia, and also in Iowa, where rates are very low for this country.

Rates in cents per 100 pounds—			
	Newport, Vt., to Boston.	Iowa, same distance.	German rate.
Potatoes	19	12½	9.5
Hay	17	11	10.5
Butter	46	26	36
Sugar	19	17	10.9
Lumber	10½	9¼	6.4
Fertilizers	17	9¼	8

So far Professor Parsons. Instances are also cited by Commissioner Prouty where the American rate is 32 cents, and the corresponding German rate 11.08 and 15 cents; another case is mentioned where the American rate is 22.4 cents per ton-mile (Springfield, Mass., to Westfield, Mass., on dry goods), the corresponding German rate being 6 cents, in which apparently terminal charges are included. Numerous instances are mentioned by Professor Parsons where the American rates, particularly for short distances, are from 300 to 350 per cent higher than those of the Prussian State railways.

German freight rates have been reduced 8 per cent in ten years. Our through rates, according to Professor Parsons, are higher than they were 65 years ago. He further says:

German railway commissioners recently in this country, after studying our rates, declared that they were in many cases four or five times as high as the German rates for the same goods for the same distances. No existing differences in wages or legitimate traffic conditions are sufficient to explain such differences in rates

We have so far pointed out that freight rates are actually higher in the United States than in Germany in individual instances. But this does not explain why the *average* rate still is so much higher in Germany. This, however, is easily explained. The American rate does not include express, which pays very high rates, while the German average rate includes express also. The German rate also includes large amounts of traffic which in this country is handled by fast freight and private car lines, the earnings of which are not included in the reported railroad revenues. The American average rate is further cut down by including large amounts of freight carried for the companies themselves, for which no charge is made, while the German average rate includes only freight actually paid for. The proportion

of bulky, heavy, low-rate freight, such as coal, iron, ore, timber, etc., is very much larger in America, where coal alone constitutes one-third of the total tonnage. We have also already mentioned the difference in length of average haul, which tends to reduce ton-mile rates in the United States. Partly the low ton-mile rate is due to carrying freight on circuitous routes, and other unnecessary competitive transportation, representing a waste, and creating a low ton-mile rate without in any way benefiting the shipper, who still pays a high rate if the shortest route between the two ending points of the shipment are considered. "And worse yet," says Professor Parsons, "our average tells the story of the special rates and secret concessions to favored shippers. Our ton-mile rate does not represent the rates the public has to pay. . . . The German average represents the rates that all the people pay."

If allowance be made for express and mail, company freight and private car line traffic, the German commissioners who thoroughly studied the subject and based their claims on well substantiated facts, conclude that a proper figure for the average American ton-mile rate is 1.44 cent, while the figure for the German State railroads would for equal conditions be 0.95 cent.

In conclusion, let us also call attention to the fact that while the Prussian State railways' average freight rate is 1.35 cent per ton-mile, that of the private German railways is 1.74 cent per ton-mile. Another fact well worth considering is that while American freight rates show little or no uniformity, German rates are uniform, and increase according to definite rules. The distance given, the shipper can himself figure his freight rates.

Summing up, we have found that express rates on the German State railways are very much lower than express rates in the United States; that general freight is carried with greater dispatch, and the slow shipments so common in this country not heard of there; that small shipments invariably pay a higher rate on American railroads, sometimes as much as four and five times higher; that the *average* freight rates as ordinarily stated are meaningless for comparison, as they do not refer to the same classes of freight or to the same service in both countries; and finally, that an average rate, based on the same service, indicates that the average American rates are about 50 per cent higher than the average German State railway rates.

We may therefore conclude that the German State railways have been successful even in their handling of freight. We have not based our conclusions on loose statements, but on actual statistical figures, quoted from the most authentic sources. It is easy enough to say that "government railroads have proved a failure wherever they have been tried," but it is far more difficult

to prove this statement with actual figures. In our present investigation we have quoted the facts first, and drawn our conclusions afterwards.

No doubt, at times, the railway administrations of the German State railways commit errors. No doubt, sometimes, they deserve criticism. But that is not the vital point. The vital point is, that, by applying the principle of government ownership of railroads, Germany has developed a railway system superior in many points to our own roads under private management. This we have proved by reference to the actual results obtained.

As far as German State railroads are concerned we may now safely say that the statement of Mr. Taft, "the rates are not as low and therefore not as beneficial to the public," is entirely without support by the real facts.

ERIK OBERG.

BOOKS

THE WILL POWER.

Self-Healing by Thought Force. By William Walker Atkinson. Published by the Library Shelf, 1299 Farwell Ave., Chicago. 1907. Price, 50 cents.

The author maintains that all forms of "healing" are accomplished by varying applications of "thought force," that is, the "reserve stock of nerve-power" which every man sick or well has latent within him. By practice this thought-force may be brought greatly under the control of the man's own will and he thereby be able to direct the blood-circulation to the cure of his bodily ills.

The writing is brief and to the point and the author of this little book, which a half hour will finish, keeps his reader's respect while he explains some of the principles of the "New Thought" movement.

ANGELINE LOESCH.

* * *

FREEDOM FOR THE CHILD.

The Mind-Building of a Child. By William Walker Atkinson. Published by The Library Shelf, 1299 Farwell Ave., Chicago. 1907. Price, 50 cents.

One may or may not assent to the "New Thought" principles which the author expresses in this little book. But if "New Thought" is the cause of so sane and loving an ideal of parental duty and childhood freedom as fills the fourscore pages of Mr. Atkinson's book and heart, then the more "New Thought" the better.

"Above all," he says, "try to develop Individuality and Self-Help in the Child Mind. . . . Instead of trying to mould it into a pattern common to all, encourage it to work out its tasks or problems in its own individual way. . . . Let your child grow into an Individual instead of a con-