

may outlast the memory of his service to the slave. And on Commonwealth avenue there will be pointed out to him the seated figure of a non-resistant abolitionist whom the citizens of the town once mobbed, because he took seriously the precepts of Jesus. From these the stranger would infer that the honored effigies typified the prevailing spirit of the citizens. "Happy the-land where peace dwells," he would say.

Proceeding further he meets a youthful procession with muskets and martial music, and is told that it is the parade of the school battalion, boys taught to drill and use firearms, preparing to make soldiers in time of war. Whereat a puzzled feeling possesses him, much deepened by the big headlines in the morning papers, indicating popular interest in a fleet of murderous battleships, steaming up the Pacific coast, "ready for a fight or a frolic," jealously watched by the great war nations whose armaments consume the people's earnings. The enthusiasm excited by the squadron brings out murmurs of pride and patriotism, but singularly enough, the name of Jesus is not connected with the important affair.

Supposing the stranger's visit to have happened at the time of the latest birthday celebration to honor Lincoln, the emancipator of four million slaves. He would have been startled to hear the oration of Secretary Taft, declaring that were the great benefactor still living, he would rejoice in the American subjection of eight million brown people in the Philippines. This, notwithstanding that these conquered people are begging for deliverance, after the destruction of over half a million of their brothers and friends by American troops, their industries paralyzed, and delusive half-promises of distant independence their only hope.

The inquirer would read of the pride taken in our swelling and costly navy, devouring millions of the country's earnings, and of the accompanying demand for a greater army, although two-thirds of the national revenues are now annually swallowed up by the war establishment. Taking up the religious organ of the Congregationalists, the Burman notes with astonishment that the editor, so far from protesting against the horror, defends the building of new destroyers, and, while advocating foreign missions to carry the Bible to heathen lands, is yet in favor of blowing fellow-Christians into atoms with shot and shell. In this view he is joined by Mrs. Eddy, the leader of the Christian Science faith. Were ever things more topsy-turvy and incomprehensible?

Instead of the sacredness of human life, on every hand is the evidence of carelessness concerning it. Murders and suicides crowd the newspapers' columns, and courts are overworked in disposing of the guilty. At the State House the inquirer will observe that a few tender-hearted people, asking for the abolition of capital punish-

ment (a savage survival of the Old Testament code), are rebuffed by the committee and given leave to withdraw. The injunctions of the great exemplar of peace, which the petitioners quoted, were as ineffective upon the minds of the Christian committee as a handful of gravel upon the hide of a rhinoceros. On the other hand, laws to protect property, however unjustly acquired, are the chief concern of legislatures. No mercy is shown to the infringers of property rights.

How strange this seems in a Christian community where, every Sunday, the preachers read to the congregation that riches are an offense to righteousness and that hardly shall a rich man enter into the kingdom of God. If the Burman were present he would hear how the Teacher of the faith lived the life of the poorest and taught always that riches were to be avoided. Seeking for the impression made by these ideas, he would turn his eyes upon a nation struggling madly for material wealth, adding field to field and coin to coin till death arrives. In short, he would see prevailing an actual worship of wealth with a formal and professed belief in ideals held to be incompatible with real life.

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THE PUBLIC OWNERSHIP OF RAILROADS.

For The Public.

IV.

Passenger Fares and Service of Leading Publicly Owned Systems.

1. Germany.

We have seen in the preceding part of our inquiry that publicly owned railways have proved to be sound undertakings financially, and that, had they been built by actually paid in stock capital, thus comparing them with a sound private enterprise, there is not a single publicly owned system in Europe or Australia which would have failed financially. This is more than can be said of many a privately built and managed road.

In the present article we will examine the service rendered by publicly owned railroads, and the charges exacted for service. This is the final test of the soundness of government operation of railways. If by government operation it has proved possible to earn a high percentage of net profits, at the same time as rates have been low, and having a tendency of constantly becoming lower, then we may well conclude that government operation is in all respects equally efficient with private management in the case of railroads; and, inasmuch as the general public, and not private manipulators, is benefited by the success of the system, government operation would be preferred, if for nothing else, for reasons of pure expediency.

The trains on the German railroads carry three, and in some cases four classes for passengers. In

a general way it may be said that the first and second class correspond to our Pullman and chair cars; third class to our coaches, and that there is no corresponding accommodation to the fourth class in this country. In regard to comfort there is but a slight difference between first and second class. Both compare, when the differences in the habits and requirements of the people are considered, well with the accommodations offered by Pullman cars on American railroads. That these two classes are decidedly superior to the accommodation offered by our regular coaches should be specially noted; one proof of this is that first and second class cars in Germany of about the same size as our regular passenger cars, seat only about half the number of passengers that can be seated in our coaches, so that, as to space, a second class passenger is given nearly double the space accorded to regular travelers on our roads. First class cars, in fact, are even more spacious than that, per passenger.

The third class, again, is not as comfortable as our coaches, comparing more nearly with the comfort accorded passengers on some of the elevated railroads in New York (strap hanging, however, excluded). Still, the third class cars are always clean, hygienic, and kept in excellent condition.

Fares vary, of course, according to classes, and also according to kind of train. An extra charge is made for travel with through express trains. While the fares have always been low in Germany as compared with either the United States or Great Britain, last year a marked reduction in the passenger fares was inaugurated, and according to this new German tariff the fares are:

- 2.66 cents per mile for first class,
- 1.71 cents per mile for second class,
- 1.14 cents per mile for second class, and
- 0.76 cents per mile for fourth class.

These fares are uniform for all German state railways, an agreement having been entered into between all the various governments to introduce these rates.

For admission to through express trains, the extra charge given below is required:

	1st-2nd class.	3rd class.
For distance less than 47 miles.....	12 cents	6 cents
For distances over 47, but less than 94 miles	24 cents	12 cents
For distances over 94 miles.....	48 cents	24 cents

The object of this extra charge is to prevent the local traffic in the vicinities of the larger cities from patronizing and crowding the express trains, which are intended for long distance traveling.

The fares for local travel, commutation travel, in the neighborhood of Berlin are on an average:

	2nd class.	3rd class.
For 5 miles.....	4 cents	2.5 cents
For 9.5 miles.....	8 cents	5 cents
For 12.5 miles.....	12 cents	7.5 cents
For 20 miles.....	24 cents	16 cents

To obtain these rates it is not necessary to buy monthly tickets as on American railroads. Single tickets are supplied for local traveling at the prices above.

In comparing the regular mileage rate charged on German railroads, with the rates on American railroads, the high first class rate should not be compared with American rates. This rate is the price of exclusiveness and distinction, and not of accommodation merely. The second class rates are the ones that should equitably be compared with the charge required for the best American service. The second class passengers, in general, represent the same class as travels in Pullman cars in America, and the class of travelers which use the third class in Germany correspond to those who use the ordinary coaches in this country. This statement is amplified by statistics showing that in 1901, of all the passengers on the German state railroads, 0.37 per cent only traveled first class; 8.95 per cent, second class; and 89.01 per cent, third and fourth class; 1.67 per cent, were military persons. From these figures and our table of mileage rates we see that practically nine-tenths of all the passengers on the German state railroads are carried at a rate of 1.14 cents per mile or less, or, if the extra charge for express trains be added, for 1.4 cents a mile or less. In fact, the average rate is less than this, as may be seen from Table V. The average fares in cents per mile given in this table should be compared with the average rate of 2 cents a mile on American railroads, if a true comparison is sought.

TABLE V.

Average Receipts Per Passenger Mile in 1901, German State Railways.

State Railway System.	Per passenger mile, cents.
Baden	1.15
Bavaria	1.20
Oldenburg	1.04
Saxony	1.06
Mecklenburg	1.25
Württemberg	1.05
Prussia	0.98 ¹

TABLE VI.

Fares Resulting if German State Railway Tariffs were Applied on the Railroads in the United States.

	Miles.	Lowest fare, express train.
New York-New Haven	75	\$ 0.96
New York-Hartford.....	110	1.50
New York-Boston	232	2.91
New York-Altoona	326	3.99
New York-Pittsburg	445	5.36
New York-Cincinnati	758	8.96
New York-Chicago	942	11.07
New York-St. Louis.....	1,066	12.50

¹In 1904 the average receipts per passenger mile on the Prussian state railways was 0.94 cents, and for the whole of Germany 0.96 cents.

To compare the second or first class rate on German railroads with our regular so-called "first class" ticket rate is absolutely erroneous, and is done either out of ignorance or for reasons of willful deception. The only comparison possible is to compare the coaches on the American roads with the third class cars in Europe, because both of these accommodations serve *the bulk of the traffic*, and the space accommodations per passenger is also equal in these two kinds of cars, although as mentioned before, the coaches here are superior in comfort, not on account of giving any more space, but because of their upholstery.

Comparing with English roads, which are all private, and which cannot even claim higher rate of wages paid as an excuse for high passenger fares, we find that the lowest German rates are less than one-half the lowest regular English rate, and that the average German rate is but slightly more than one-half of the English average rate.

These cheap German passenger fares, however, do not permit of any baggage to be carried free of charge. For baggage an extra charge is made. The following table will give an idea of the amount of this extra charge:

Distance in miles.	Charge per 55 pounds (25 kilograms.)
30.....	\$0.06
60.....	0.12
90.....	0.18
120.....	0.24
150.....	0.30
200.....	0.42
500.....	0.95
over 500.....	1.19

To an American this extra charge does not appeal at first sight. But the German state railroads did not adopt it without due consideration. It is intended that this charge shall make the traveler think twice before packing his trunk, which is doubtless desirable. In one European country where the matter was investigated, it was found that but one passenger in seven had any baggage for the baggage car, and it may well be questioned whether the other six may equitably be taxed, through uniform ticket prices, with baggage allowance, for the benefit of the end who has baggage.

In comparing with conditions in this country, it should be remembered that the German passenger cars, through superior shelving arrangements over the seats enable the passenger to carry into the car, and conveniently dispose of, probably more than three times the amount of baggage that he could dispose of in one of our cars without being a nuisance to his fellow passengers.

At the rates stated above, baggage will be taken on one ticket up to 440 pounds (200 kilograms). For weights in excess of this, the rates are doubled. These provisions are sound. There is no reason why the baggage carried should take the form of general freight service. The high rates for large amounts of baggage make this prohibitory.

An indication of the high standard of accommodation offered is also given by mentioning the sleeping cars on the German state railways. These are all divided in actual state-rooms, and the modern cars have only two berths in each state-room, there being ten state-rooms in each car. These cars are a trifle longer than the regular Pullman sleepers, so that the space per passenger is greater than here. In each state-room there is a washstand, mirror, etc., giving a far superior accommodation to the regular Pullman sleepers in this country.

The speed of the trains on German railways is, of course, also a consideration in regard to good service. Most Americans are under the misapprehension that trains run faster on American railroads than on the European continent. In order to settle this question the following facts are quoted from two articles by Mr. W. A. Schulze in the "*Archiv für Eisenbahnwesen*," and in the "*Zeitung des Vereins deutscher Eisenbahnverwaltungen*," regarding the fastest trains in the United States and Germany.

Between Berlin and Halle there are seven express trains a day, running at an *average* speed of over 50 miles an hour, one of them running at an average speed of close to 55 miles an hour. Between Berlin and Hamburg there are five trains a day running at an average speed of between 51 and 53.5 miles an hour. On all other leading German lines there is at least one, and often more, trains daily, running at an average speed of 50 miles an hour.

Turning now to the United States we find that the *average* speed of the Empire State express, so much spoken of, is not more than 54.5 miles an hour, and that, with the exception of the one fast Chicago express, the 18-hour train, all other trains run at an *average* speed of less than 50 miles an hour on the New York Central railroad. On the New York, New Haven and Hartford railroad, which may be taken as an average of Eastern railroads, the average speed of express trains is less than 45 miles an hour, and, we regret to say, the trains seldom keep up to the schedule time at that. The best record in America is presented by the two New York-Chicago expresses on the New York Central and the Pennsylvania, running at average speeds from 53.5 to 54.5 miles an hour. But all other express trains on these routes between New York and Chicago average but 40 to 43 miles an hour.

The figures given in Mr. Schulze's articles show that the highest speeds of American express trains are in many cases only made in one direction, or by one train in either direction, whereas the next fastest trains on the same lines generally run at appreciably slower speeds. On German railways, on the other hand, there are generally, on trunk lines, several express trains per day, running at the same, or very nearly the same speed. Taking

it altogether, if we leave out of consideration the high speeds of 62 to 67.7 miles per hour of several trains on the short distance between Camden and Atlantic City under the special conditions of competitive pressure, the speed of the German trains is not only not inferior to the similar performances on American roads, but is ahead of them as regards the larger number of fast trains running on the same lines, not to mention that fast trains in Germany run according to schedule time, whereas fast trains in America generally do not do that.

Summarizing, therefore, it is beyond question that the publicly owned railroads in Germany give equal or better passenger service as compared with private railways in America for a cheaper, and in some cases decidedly cheaper rate.

ERIK OBERG.

* * *

MARY'S LITTLE FARM.

This Poem, by an Unknown Author, Is Being Used at the Present Moment as an Argument for the Purchase of Real Estate, by a Real Estate Dealer in the Middle West.

+

Mary had a little farm
As level as a floor,
She placed it at a fancy price
And struggled to get more.

She kept the land until one day
The country settled up,
And where a wilderness had been
There grew a bumper crop.

Then Mary rented out her land,
She would not sell, you know,
And waited patiently about
For prices still to grow.

They grew as population came
And Mary raised the rent.
With common food and raiment now
She could not be content.

She built her up a mansion fine,
Had bric-a-brac galore,
And every time the prices rose
She raised the rent some more.

"What makes the land keep Mary so?"
The curious people cry.
"Why, Mary keeps the land, you know,"
The wise ones would reply.

And so each one of you might be
Wealthy, refined and wise,
If you will only buy some land
And hold it for the rise.

* * *

"Can't I go out in the back-yard and play in the garden, mama?"

"Certainly not, child. You must stay in and study your nature books."—Life,

BOOKS

LLOYD'S LAST BOOK.

Man, the Social Creator. By Henry Demarest Lloyd, author of "Wealth Against Commonwealth," "Newest England," etc. Published by Doubleday, Page & Company, New York.

Mr. Lloyd's statement that "man is a creator, and in his province is the creator and redeemer of himself and society," is at first suggestive of an attribution to man of powers beyond his nature. Strictly, man is an adapter rather than a creator. But it is as a being whose powers of adaptation are analogous to creative powers that Mr. Lloyd writes of him as a creator. The recognition of natural laws to which man must conform in all his creative activities is manifest in every chapter of this inspiring book.

As Mr. Lloyd expresses it, "Love is the motive power and reciprocity the law" of all enduring creations; "the progressive discovery of new applications of this force and its law, and the creation of new social organs for its use" being civilization. In response to this force and in obedience to this law "man has created, one after the other, the family, the tribe, friendship, the church, brotherhood, the State"; and now "the historic moment has struck for another creative act in this series of progressive harmonizations."

In accounting for this development by assigning Love as the motive power, the author's allusion is to love as a natural force—"a universal, most matter of fact natural force," whose "field is the world of life, as gravitation and electricity have theirs in the world of matter." His description of the manifestations of this indefinable force are deeply impressive. "It has its good conductors in sympathetic people and free institutions; it has its cataclysmal manifestations, the outburst of affectional passion, like the discharges of a thunder storm or the cyclonic patriotism with which the French met the Allies in 1793; it has its steady magnetic flow in the ever-rising tide of the average good will among men; it has its opposite, or negative, hate; its laws are being discovered and codified into maxims of universal and practical use; it can be gathered, concentrated, stored, made to do routine work; it needs tools, machinery, a place, as much as any of the other mechanical forces; the social forces embodied in good manners and the constitutions of great states are some of these tools, machinery. It exists in the national reservoirs of life in inextinguishable quantities, and its applications are limited only by the progress man makes in providing taps and vessels; it flows between all forms of life, between man and the lower animals, between man and man, between group and group; it is animal, human, individual, social, natural, in-