

187-375	2.27	1.30	0.65
375 and over	2.14	1.17	0.52
Through express trains:			

Cents per mile.

Per mile in zone.	1st Class.	2nd Class.	3rd 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.

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.

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.	1st Class.	2nd Class.	3rd 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.

Other European States

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.

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?"

Editor's Note—The French government is making strenuous efforts to add to its State-owned railways by purchasing the "Western railway," and the ministry has declared itself as ready to stand or fall on the purchase bill. A vote in the Senate for delay until October, in order that negotiations for partial instead of complete purchase might be renewed, was lost on the 25th by 128 to 125; and the first clause of the bill authorizing the purchase passed by a vote of 150 to 116. According to a dispatch to the Chicago Tribune,

Mr. Clemenceau in his speech derided the idea that that state could not manage the Western railway. He said the state already manages 2,500 miles of railway. It manages all great public services; why not this railway? He did not believe Mr. Rouvier's objection that the state could not control expenses satisfactorily. "That is not saying," he added, "that I am partisan of state ownership. I do not agree with putting the state everywhere. At the point where we are in social evolution the hour has not come, if it ever does, to weaken the central power too much, but the state is now in a position to make its will felt in regard to these great organizations when general interests oblige it to demand from them certain acts or concessions." Mr. Clemenceau confesses that in the purchase of the Western railway he sees a means of bringing pressure on the other companies so as to make them adopt the methods of working which the state proposes to apply to its own system.

THE DISTRIBUTION OF WEALTH

The Republican platform boasts that the wealth of the United States is \$110,000,000,000; but it is discreetly silent about the distribution of that wealth. The matter is only one of simple arithmetic, however. If there is indeed as much wealth as that, one hundred and ten thousand millions—there is an average of \$1,300 or more for every man, woman and child in the country, which makes an average of over \$6,000 for every family. Now we may ignore the families that are thriftless and idle and poor, and those that are thriftless and idle and rich, and consider only those that are thrifty and industrious whether rich or poor. Some of these can doubtless show their \$6,000. But how many? Ask your industrious and thrifty neighbor whether he has his share of this wealth—whether he can put his hands upon \$6,000 of which he can say, "This is the share of my family?"

PROGRESS OF ASSOCIATION IN MANITOBA.

There has been a gradual increase in membership and in the number of branches every year since the organization was started in Manitoba, there being at the present time 133 branches, 23 of which have been organized since the last annual Convention. The most encouraging feature of the movement is the increased interest that is being manifested in the operations and activities of the organization by farmers generally, and the tendency to take advantage of the opportunity afforded by the Association of developing the social side of farm life as is shown by the large number of social gatherings and picnics which is being held under the auspices of the Association, at which addresses are delivered by prominent farmers on economic questions.