

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 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.

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.

For admission to through express trains twenty-seven 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.

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.

Swedish State Railways

Commutation time. Rate per mile of commutation distance, one way:

	2nd Class.	3rd 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

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.

2nd class—1.76 cents per mile.

3rd class—1.17 cents per mile.

Through express trains:

1st class—2.93 cents per mile.

2nd class—2.2 cents per mile.

3rd 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 2,500 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.

2nd class—2.34 cents per mile.

3rd class—1.53 cents per mile.

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.	1st Class.	2nd Class.	3rd Class.
1-94	2.43	1.46	0.81
94-187	2.37	1.40	0.75