

## A DEFENSE OF THE RAILWAYS

"Prairie Farmer" Says Present System Will Have Disastrous Effects.

The Prairie Farmer, of Chicago, a weekly journal, founded in 1841, and devoted to agriculture, says in its edition of March 28:

There is a very remarkable contrast between the attitude of the American people and their state and national governments toward railways of a half century ago and their attitude toward them now. The Prairie Farmer believes that the change which has taken place is in the main not justified by events and conditions, and is fraught with peril, not only for the railways, but for every other industry in this country, and no less so for the industry of agriculture than for others. Thinking thus, we are impelled by a sense of duty to our readers to discuss fully and candidly the present widespread anti-railway agitation and the disastrous effects it must produce if much longer continued; and this we propose to do in the present article and in others which will appear in subsequent issues.

The rapid growth of the railway system of the United States began about 1850. In that year there were but 9,021 miles of railway in the country. But, while the mileage was comparatively small, the people had learned to appreciate the great advantages and possibilities of rail transportation, and were extremely desirous of its extension not only over sections which already were fairly well populated, but over regions into which only a few pioneer settlers had penetrated.

The future development of the country, it was seen, depended upon the expansion of railway facilities. There was little thought, therefore, at that time of passing laws imposing restrictions and burdens upon the builders and owners of railways. As President Hadley, of Yale, says in his classic work on "Railroad Transportation": "The only fear was that railroads would not be built as fast as they were needed."

To push railway lines into thinly settled, and even practically unsettled, regions was a financial standpoint a very precarious undertaking. Municipalities, counties, states and the nation, therefore, went in giving cash bonuses and land grants to induce capitalists to take the risk. The only requirement, either express or implied, then generally made upon railways was that they should furnish good service at reasonable rates. Nobody questioned that, having done this, they would be entitled to earn as large profits as other enterprises in which private capital was embarked.

The day of cash bonus and land grant has long since passed, but the policy of imposing few legal restrictions upon the carriers has been pretty steadily pursued up to recent years, except at the time of the Granger propaganda 30 years ago, which resulted so disastrously for both railways and public.

What have been the results of this liberal policy? The mileage of American railways, 57 years ago, as already stated, was 9,021 miles. In the year ended June 30, 1905, as shown by the report of the Interstate Commerce Commission, that year, the total complete statistical report published, it was 216,573 miles. The mileage of the whole of Europe in 1904 was less than 190,000 miles.

The railway mileage per square mile of the United States is 47 per cent greater than that of Europe and a proportion to population is five times as great. The average freight rate per ton per mile in the United States declined from about 2.62 cents per mile in 1870 to .766 of a cent in 1905, or 70 per cent.

Making full allowance for differences in customs, freight rates in this country are by far the lowest in the world. While the average rate per ton per mile in the United States is .766 of a cent, in Hungary it is 1.15 cents, in Austria 1.40 cents, in Germany 1.42 cents, in France 1.55 cents, and in the United Kingdom 2 cents.

Passenger fares are higher here than in Europe; but the difference is more than offset by the greater density of population, and the consequent greater

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density of passenger traffic in Europe. The foregoing facts indicate the ability and enterprise—an ability and enterprise never surpassed—which the owners and managers of American railways have shown in keeping their contract to give the public good transportation service at reasonable rates. What success have railway owners had in reaping the substantial profits which they understood when they made their investments that they were to be permitted to receive?

The prevalent belief is that investments in railways have been highly profitable. The facts demonstrate that this is a popular delusion. The history of the American railway system is largely one of heavy losses, bankruptcies and receiverships. To take a single period as illustrative of what has taken place during the eighteen months ending July 1, 1894, 43,000 miles of railway—24 per cent of the then total mileage of the country—passed into the hands of receivers, and between November, 1893, and November, 1895, the number of miles of railways in the hands of receivers was at no time less than 20,000, the maximum number at any one time being 36,619. The experience of the railways was similar in the business depressions of 1873 to 1880 and 1885 to 1887.

Leaving out all duplications of capital, the net capitalization of the railways of the United States for the year ended June 30, 1905, as shown by the report of the Interstate Commerce Commission, was \$11,167,105,992, an average of \$53,000 per mile. This was the most prosperous year in the history of the railways of the United States up to that time, yet the total amount paid in that year as interest on bonds and dividends on stock was but \$493,431,435, or an average of only 4.4 per cent on the actual net capitalization.

It may be said that the average per cent of return was so small because the roads are overcapitalized. But the belief that the railroads as a whole are overcapitalized is another popular delusion. Said Chairman Knapp, of the Interstate Commerce Commission, in a recent interview: "I regard the common talk about the overcapitalization of railroads as wholly ignorant and mistaken." Prof. Henry C. Adams, statistician of the Interstate Commerce Commission, estimated in 1905 that the aggregate capital which it had cost to construct the railways of the country, including equipment was \$11,558,318,949, or an average of \$53,000 per mile.

While it is true that some railways are scandalously overcapitalized, the capitalization upon which the country's railway system as a whole is endeavoring to earn interest and dividends is actually less than the amount which has been expended to create that system.

It thus appears that while the builders and managers of American railways have increased the facilities of transportation in this country at a rate which is without a precedent or parallel, and while they have reduced the cost of transportation in this country to the lowest of the world, there have thus far been realized from their enterprise only the most modest average returns. This rapid expansion of the facilities, and reduction of the cost of transportation has contributed as potentially as any other causes to the promotion of the amazing industrial and commercial development of the United States, and especially its agricultural development.

While they have contributed so much to promote the prosperity of others, it is but recently that the railways as a whole have reached a position to earn anything like fair average profits themselves. The natural expectation of one who had for the first time been informed of the foregoing facts would be to find the fair-minded people of the United States the instant advocates of the expansion of industrial and commercial conditions. If persisted in it must do great injury and injustice to railway stockholders by depriving them of the fair return upon their investment which they confidently relied upon the state and national governments to permit them to receive when they put their money into railway property.

The agitation is no less inexpedient from the standpoint of the shipping and consuming public. Capitalists will not continue forever to put their money into railways in the mere hope of elusive future profits, as recent violent fluctuations in the prices of railway securities indicate.

The anti-railway campaign, if much longer kept up, will render it impossible for the railways either to earn or to raise the money necessary to increase their facilities for handling the country's traffic.

Unless the railways are enabled rapidly to increase their facilities the congestion of traffic will continue and grow worse, until the heavy hand of industrial paralysis will fall upon the business of agriculture, of manufacture, and every other business in this country.

Railway officials, unquestionably, have committed many offenses, and even many crimes. Public sentiment properly has been aroused against their misconduct. But does it not seem that it would be wise and better, instead of the comparatively few individuals of the specific offenses and crimes which they have committed, than blindly and indiscriminately to assail a great industry, when it should be plain to all that the certain effect of serious crippling that industry must be to bring as great, or even greater, calamity upon every other industry in the land?

A MONTREAL STABBING.

Montreal, Que., April 27.—Mello Marino, 20 years of age, who is thought to be a member of an Italian secret organization, is locked up at the Chaboulez street police station. He stabbed Louis S. Changa, 40 years of age, a railway and steamship agent, last night, only a few yards from the door of the police station, and was arrested after a hot chase by two constables.

In the counties of Matagorda, Wharton and Brazoria, Tex., are 40,000,000 acres of red cedar from which is cut of which pencils are made. Much of the wood is exported to Germany after being cut into strips. It is a very profitable Texas industry.

A small table that had been many years in an almshouse at Bristol, England, was sent recently with other discarded furniture to an auction room where it was recognized as a Chippendale and sold for \$367.50.

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## LONG TIME FOES MAY MAKE UP

Some Prospects of Germany and France Reaching an Agreement.

Paris, April 27.—The Berlin correspondent of the Petit Parisien has had interviews with several important German personalities regarding Franco-German relations, among them being the Duke of Trachenberg, who expressed optimistic views on the subject, and Herr Dernburg, director of the colonial office, who was of the opinion that an agreement could be reached by the two countries in regard to colonial interests.

Herr Semeler, leader of the National Liberals in the Reichstag, was also interviewed. He said that in alliances and political understandings that France may form she will have to pay the expenses. The only exception would be an understanding with Germany. Continuing, he said: "All Germans desire peace. Our pacific development needs export markets in the colonies. France's interests do not lie in opposing this expansion, yet peace is endangered by the attempts made to isolate Germany by surrounding her with alliances. That is England's policy today."

"In following this policy it is not England that runs risks, she believing herself defended by the sea, but the question may be asked whether Germany will not be compelled to act without awaiting attack. Whether England or Germany declares war, France will have to decide within 24 hours in favor of one or the other. Neutrality would be inconceivable. The Franco-Russian alliance was a guarantee of peace, but the Franco-English entente risks every instant provoking a Franco-German war."

## WOMEN'S EARS CUT OFF

Gang of Toughs in Marseilles Terrorize Community.

Marseilles, April 27.—The latest exploit of the hooligans of Marseilles has struck terror into the heart of every woman in that city.

A few nights ago a woman on her way home was suddenly approached on the Quai du Vieux Port by a stranger, and asked to hand over her gold earrings. She started back in alarm, and a minute later screamed and fell fainting to the pavement. When she was picked up by a policeman it was found that the lobe of her left ear had been cut off and the earring with it.

A woman wearing a pair of pearl earrings was accosted by a well-dressed man in an almshouse at Bristol, England, was sent recently with other discarded furniture to an auction room where it was recognized as a Chippendale and sold for \$367.50.

ed man in a quiet street and asked to give up her earrings. She offered resistance and screamed. In an instant her left ear was cut entirely off and the thief ran away with the ear. Another woman lost both ears. Quite a number of women have been similarly robbed during the last few days.

Several cars have been found, and M. Cavalier, the Marseilles judge d'instruction, has had them preserved in alcohol. In one case the assailant has been captured, and is to be tried before the assizes at Aix, when the ear will be produced as evidence.

One result of the crimes is that the women of Marseilles have now begun to discard earrings altogether.

## FAREWELL EDNA

Remarkable Demonstration Upon Miss May's Last Appearance on Stage.

London, April 27.—Edna May, who gained a peculiar hold on the hearts of theatregoers here when she appeared as the salvation lass in the "Belle of New York," a decade ago, and which never has been weakened, was given a great demonstration tonight on the occasion of her last appearance on the stage, which she abandoned to marry young Oscar Lewisohn. Her admirers have sent thousands of requests for souvenirs and photographs since her approaching retirement was announced and a line of gallery "gods" today waited before the theater from early morning for a seat.

Miss May has been presenting "Nelly Nell" to large and enthusiastic audiences at the Aldwych Theater, and on every appearance she has been greeted with round after round of applause.

The enthusiasm reached its climax tonight, when, by request, she sang "Follow Me," from "The Belle of New York," in which she made her first London hit. The audience joined in the chorus, and then sang "Auld Lang Syne."

At the conclusion of this the entire house rose and cheered Miss May, who came to the front, and briefly thanked her admirers for the ovation. She said it was her intention to reside in England. She was completely overcome, but she had to respond again to the calls of the audience, after John Coyne, on behalf of member of the company, had presented her with two loving-cups and a dozen bouquets, which, added to those given by the audience, made an imposing floral display on the stage.

Joseph Coyne, an American comedian, and Kitty Gordon also received ovations.

After the performance Miss May was entertained at supper at the Savoy Hotel, and she there bade farewell to those who have supported her in "Nelly Nell."

Feather Beds, Pillows and Mattresses renovated and sterilized; also manufacturers of Mattresses, Feather Pillows, Cushions and Spring Beds. Brass and Iron Beds, Stoves, Furniture, Camp Beds, at the Feather Bed, Pillow and Mattress Cleaning Factory, J. F. HUNT & SONS, 592 Richmond street. Phone 997.

Seven old spoons have been recently found in the earth. They were cleaned and are of silver and gilt. They are dated 1529, and valued at \$250 each.

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HE IS NOT SATISFIED WITH OUR STATEMENT

MR. J. C. BEACH, OF COLDWATER, ONT., SAYS HIS PUBLISHED STATEMENT IS NOT STRONG ENOUGH.

A short time ago the following letter appeared in the columns of the Mail and Empire:

"I desire to inform you what Psychine has done for my wife. Some time ago she became run down, lost flesh and strength rapidly, and coughed night and day. Her throat was so sore and inflamed that she could only speak in a whisper. The only nourishment that she took was milk and eggs. The doctor said he could give her medicine to prolong her life, but could not cure her."

"We sent for a sample of Psychine, and it did her so much good that she immediately purchased a further supply from our druggist, Mr. Millard. Today she is well and strong, and I thank you for restoring to me my faithful wife and helpmate."

"Our friends and neighbors are astonished at Mrs. Beach's recovery, and join with us in wishing you success. Yours, etc., J. C. BEACH, 'Coldwater, Ont.'"

After the above letter appeared Mr. Beach entered a protest as follows: "Dr. T. A. Sloum, Limited, and I have just seen the advertisement in the Mail and Empire stating what Psychine had done for my wife, Mrs. Beach. But you haven't got my statement of her case strong enough. You don't claim enough for Psychine. When she started taking Psychine the neighbors and friends said she wouldn't live two weeks. People expected her death would be but a matter of a few days. But, thanks to Psychine, she is now able to do her own housework, and has regained her former weight and strength. Yours, etc., J. C. BEACH."

There is talk in Germany of widening the Baltic canal. The tariff last year of the canal reached a total of \$4,150 vessels.

## A GUIDE FOR TRAVELERS

GRAND TRUNK RAILWAY. MAIN LINE—SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east—\*4 a.m., 10:45 a.m., \*11 a.m., \*11:20 a.m., 6:25 p.m., \*7:47 p.m., 10 p.m. Arrive from the west—\*12:15 a.m., \*3:20 a.m., \*11:20 a.m., 1:25 p.m., \*4:10 p.m., \*6:25 p.m.

Depart for the east—12:20 a.m., \*3:25 a.m., 8:10 a.m., \*11:30 a.m., 2:06 p.m., \*4:25 p.m., \*6:55 p.m. (Eastern Flyer). The trains leaving at 8:10 a.m. and 2:06 p.m. stop at all stations. The 8:10 a.m., local, and the 11:20 a.m. and 4:25 p.m. express have through coaches for Toronto. The Eastern Flyer at 6:55 goes through to Montreal without change.

Depart for the west—\*4:15 a.m., 7:40 a.m., \*11:10 a.m., \*11:32 a.m., 1:55 p.m., 8:01 p.m. The 7:40 a.m. and the 1:55 p.m. trains stop at all stations. The 4:15 a.m., 11:32 a.m., and 8:01 p.m. express run through to Chicago without change.

LONDON AND WINDSOR. Depart—6:35 a.m., \*11:25 a.m., 2:20 p.m., 7:54 p.m. (International Limited stops only at Glencoe and Chatham.) Arrive—10:40 a.m., \*4 p.m., 6:50 p.m. (Eastern Flyer), stops only at Chatham and Glencoe; 11 p.m.

STRATFORD BRANCH. Arrive—10:40 a.m., 10:55 a.m., 1:25 p.m., 6:35 p.m., 10:55 p.m., 1:25 p.m., 6:20 p.m., 10:45 a.m., 2:50 p.m., 5 p.m.

LONDON HURON AND BRUCE. Arrive—9:45 a.m., 6:10 p.m. Depart—8:15 a.m., 4:50 p.m. Trains marked thus \* run daily. Those not so marked run daily except Sunday.

MICHIGAN CENTRAL RAILWAY. Arrive—6:55 a.m., 11:10 a.m., 5:10 p.m., 8:45 p.m. Depart—7:15 a.m., 2:20 p.m., 5:35 p.m., \*10:25 p.m.

\*Runs through to Waterford. CANADIAN PACIFIC RAILWAY. Arrive—From the east \*11:30 a.m., 8 p.m., \*11:30 p.m. From the west—\*5 a.m., \*8:35 a.m., \*5:20 p.m.

Depart—For the east—\*5:05 a.m., 8:43 a.m., \*5:23 p.m. For the west—\*11:33 a.m., \*8:10 p.m., \*11:35 p.m. Trains marked thus \* run daily. Those not so marked run daily except Sunday.

\*\* From Chatham only. \*\*\* Runs only to Chatham.

## Southwestern Traction Co.

SATURDAYS Cars leave Horton Street Station hourly from 6:30 a.m. to 10:30 p.m. Last car waits for the theater.

The balance of the week every two hours, from 6:30 a.m. to 8:30 p.m.

PERE MARQUETTE RAILWAY. Depart—5:45 a.m., \*6:45 a.m., 8 a.m., 2:30 p.m., \*3:30 p.m., 7 p.m. Arrive—5:45 a.m., \*12:10 p.m., 1 p.m., 4:40 p.m., \*9:20 p.m., 11:20 p.m. \*To and from Walkerville without change. Trains not "starred" to Port Stanley between London and St. Thomas only.

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## GRAND TRUNK RAILWAY SYSTEM

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Fare and one-third, plus 50c. Tickets good going May 2, 3 and 4. All tickets valid returning until May the 6th.

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