

point of view. It does not entail any such expenses for storage, loading and unloading, etc., as pertain to baggage. Station expenses are eliminated. There is practically nothing but the cost of haulage. Wellington, our highest authority in railway economics, says that only 70 per cent of railway expense is due to transportation. On this basis the railway mail rate would be about one-third less than that charged for excess baggage, or about four cents per ton-mile instead of twelve.

"The following table presents the case from the standpoint of probable total cost on the various bases we have discussed:

100,000,000 TON-MILES OF MAIL	
At average railway express rates would cost perhaps	\$5,000,000
At average excess baggage rates would cost perhaps	6,000,000
At average freight rates would cost about	800,000
At average freight rates, making correction for difference of dead load.....	8,000,000
At average passenger rates, making correction for difference of dead load....	8,000,000
At actual mail rates (1898).....	34,754,000

"In whatever way the subject is regarded the railway mail pay seems many millions too large."

But the case of high-handed robbery against the American tax-payers in which the American government is particeps criminis, does not stop with excessive charges for carrying the mails.

"In addition to the regular mail rates the government pays an extra charge for postal cars averaging \$6,250 a year per car, although the cost of construction of cars is but \$2,500 to \$5,000 each. For two 30-foot apartments in two combination cars, each carrying one ton of mail, the railways get no car rental; nothing but the mail weight rates; but for a 60-foot postal car with an average load of two tons of mail, heated and lighted like the compartments, and with the same fixtures as the aforesaid compartments plus a water tank, the roads receive \$6,250 a year special car rent in addition to full rates for the weight of mail carried. This means \$5,368,000 a year for the rental of cars worth about \$4,000,000.

"The total pay received by the railways from the government on account of the mail was \$44,499,732 for the year ending June 30 1904. Out of a total expenditure of \$152,362,116, a part of the mail pay, viz., \$5,368,000, was paid as rentals for postal cars in addition to excessive rates for the mail carried in the cars. The express companies do not pay rentals for use of express cars, neither does the government pay for the use of postal apartments. There is no reason why it should pay rental for postal cars. The whole of this \$5,368,000, therefore, should be cut out. As the remaining \$39,000,000 is paid on the basis of a rate at least two or three times greater than that received by the railways for the carriage of express, it is clear that the total railway mail pay should not exceed \$20,000,000 and, probably should be less than \$14,000,000 a year.

"The excess of \$24,000,000 or more which the government now pays the railways for carriage of the mails is much more than sufficient to account for the postal deficit. For 1904 the postmaster general reported the deficit as \$8,812,769. The year before it was \$4,586,977. Sometimes it has been less than \$3,000,000 and at other times more than \$10,000,000. But there has been no year in which the excess railway mail pay would not have covered the deficit and left many millions of surplus besides, surplus enough to have justified the large extension of the free delivery system, the gradual establishment of the postal telegraph, and the introduction of the parcels-post, such as the nations of Europe enjoy."



WASHINGTON LETTER

Washington, February 11.—Congress is soon to adjourn by constitutional limitation as every well informed man and woman knows. But trials and tribulations are in store for certain elements of our population. First and foremost those who are advocating the construction of a navy which will put Great Britain and all the other leading nations of the earth to blush are meeting with obstructions that fairly make their hearts ache. This gigantic navy scheme has two classes of backers. The ship building concerns, of course, wish unusually large appropriations. That would mean extra millions for them. They have thousands upon thousands of men in their employ. It is a noteworthy fact that these corporations stand together with a unanimity which is truly surprising. Twenty years ago it will be recalled they were not so harmonious. Then it was every corporation for itself, and Satan take the hindmost. But in later years it is well to remember that

trusts have been formed in almost every branch of industry in the United States.

Another class of men who want Uncle Sam to have the greatest navy on the earth are the naval officers and their friends. It would mean promotion for these people, and candor compels the statement they are not to be blamed if congress were to vote extra millions to provide the wherewithal to construct the battleships and cruisers they think ought to be built.

Quite a number of agencies are at work to influence congress to set aside the necessary amount of money to build a navy the enthusiasts think this country should have. So called literary bureaus are flourishing here and in other cities like the green bay tree. And they are mighty industrious bureaus. The amount of stuff they get out is amazing. These people work hard. No mistake about that.

Captain Richard Pearson Hobson, formerly an officer in the navy and a congressman-elect from Alabama from the district represented for the past twenty years by Mr. Bankhead, is one of the most enthusiastic men in the land for a big navy. It will be recalled that he has been lecturing on the subject in various parts of the country. Capt. Hobson is a democrat in politics. His friends however, incline to the belief that he harks along this line because he thinks it would be policy on the part of the government to prepare for war to prevent any of the struggling nations from attacking the United States. On the other hand Congressman Burton, of the Cleveland district of Ohio, is violently opposed to spending so much money for the building of battleships, cruisers and the other vessels. Mr. Burton holds strongly to the opinion that this country is in no danger of getting into a war with Japan or any other nation. His speeches against extraordinary appropriations for the navy have been of the most forceful character. He has made a splendid reputation, and although he is a staunch republican in politics, the democrats in both branches of congress have applauded his sentiments. Mr. Burton's idea is that while the country is prospering the millions of money some people believe should be spent for the construction of the largest navy on the earth should be applied to a well defined, systematic improvement of the leading rivers and harbors of the United States in order that commerce may be permanently benefited. As Mr. Burton is, and has been for a number of years, chairman of the house committee on rivers and harbors, those who do not agree with him assert in terms most positive that his claim is a selfish one—that he would take all the money out of the treasury for such purposes and leave Uncle Sam in the lurch should Japan or any other nation engage us in war in the near future. For four years or more Mr. Burton has been a thorn in the sides of the republicans who wish to put through questionable schemes. His boldness in opposing his party leaders is such that the casual visitor in the house galleries might conclude that he is a democrat but for the fact that he sits on the republican side of the hall, and in his speeches takes occasion to remind his hearers that republicanism is still his faith.

Congressman-elect Hobson, who wants the government to set aside so many extra millions for a grand navy that will put this country ahead of all other nations in that respect, it is understood will, when he takes his seat in the house introduce a bill on those lines. It is also known among his friends that he would like to be assigned to the house naval affairs committee, but the chances are he will not be given a place on the committee, for the reason there will be no democratic vacancy unless one of the present minority members should die. This committee is one of the most important in the house, and it is seldom that a new member is assigned to it. Most of its present members, including both republicans and democrats, have served for many terms. And it has been almost the invariable rule of speakers of each of the contending parties to steer clear of men who are inclined to dabble too much in the affairs of the navy.

Lively gossip has been heard within the past week regarding the New Jersey senatorial election. The withdrawal from the race of Senator Dryden did not help the republican situation in the state to any great extent. His corporation connections, it is said, caused him to surrender. But from what can be learned the selection of Mr. Briggs, did not help matters much in New Jersey. Mr. Briggs is also identified with the corporations. The only difference is he hasn't as much money as Mr. Dryden. People well acquainted with the situation aver that it was simply a swapping of men of the same ilk. They also declare that matters are moving along so smoothly for the democrats in New Jersey that at the next election the party is apt to give the republicans such a jolt they will realize that New Jersey has gone back to her first love, and will remain for many years democratic, as she was in

the good old days of long ago when there was no question as to how the state would go. All reports which reach Washington are to the effect that the voters in New Jersey are tired of being known as residents of the worst corporation-ridden state in the union.

Metaphorically speaking Mr. Cannon, presiding officer of the house, has a number of important measures in "cold storage." One, of course, is tariff revision. In this he is being helped by his closest friends in the lower branch of congress. Another measure that he and the other rulers of the house will not let come up is the immigration bill. A stout demand has gone up that the immigration laws should be remodelled, not necessarily made too rigid, but simply adjusted in order that justice may be done to all parties concerned. But "Uncle Joe" and those sharing power with him want as little legislation this session as possible. Evidently their policy is to stave everything off until after the next presidential election.

The investigation of the shooting at Brownsville of several citizens by negro soldiers of the Twenty-fifth infantry by the senate committee does not promise any definite results for the politicians who are trying to make political capital out of the episode. President Roosevelt is just as firm as he was the day he issued the order dismissing with dishonor the men believed to be implicated in the affair. And the consensus of opinion here is that no matter how much testimony is taken no definite conclusions will be reached for a year or more. The case will drag along pretty much as the Smoot case from Utah. The republicans have delayed that issue to the last possible moment, but they will have to toe the mark shortly. When that vote is taken in the senate there will be some of the most uncomfortable republicans who ever had to place themselves on record. It promises to be as embarrassing as when men of their political faith in the long ago had to vote whether or not President Andrew Johnson should be impeached.

The republicans who do not agree with President Roosevelt are known to be playing for the negro vote in the close states of the north and west. Senator Foraker is taking the lead in this respect. The Ohio statesman is clearly out of line with the head of his party. It looks as if the breach between the president and the senator will never be healed. All the talk here is that it will be war to the knife, and in the next few months it will be determined whether Mr. Foraker or Mr. Taft will secure the Ohio delegation in the coming republican convention which will have to name the candidate for the presidency. As between the president and Senator Foraker it is a case of Turk against Turk. Each has his blood up. They are positive and determined men, and the democrats are watching the struggle with a deal of interest. ALFRED J. STOFER.

DOCTOR MOTHER

A little wound, a little ache,
A little blistered thumb to take
With touch of love and make it well—
These things require a mother's spell.
Ah, sweet the progress of the skill
That science brings unto the ill!
Vast range of methods new and fine,
But when our little ones repine,
The mother is the very best
Of doctors into service pressed!

Sunshine and air and mother's spell
Of helping little lads get well,
And helping little lasses, too—
Here are three remedies that do
So much more, often than the grave,
Skilled hands that tried so hard to save,
For Dr. Mother, don't you know,
Gives something more than skill—gives so
Much of herself; gives, oh, so much
Of love's sweet alchemy of touch!

Upon a little wardroom bed
A little curl encircled head,
A little slender hand and pale,
A little lonesome, home sick wail.
Loved nursing, best of skill and care;
But, oh, behold the wonder there,
When Dr. Mother, bearing sun
From where the wilding roses run,
Leans down, with hungering love and kiss—
There is no medicine like this!

In little child heart's hour of woe,
Pain, ache, or life wound's throb and throe,
The Dr. Mother knows so well
The weaving of love's wonder spell—
Just what the little heart requires,
Just how to cool the fever fires;
Just how much tenderness and cheer
Will calm the little doubt and fear.
How much of tenderness will ease—
Alone she knows such arts as these!

—Baltimore Sun.