

GOOD FOR COUNTRY

IMPROVEMENT OF WATERWAYS
WILL DEVELOP RESOURCES
OF EVERY SECTION.

FREIGHT CARRIED CHEAPLY

Make a Direct Saving in Cost of Transportation by the Water Routes, and Indirectly Serve to Lower Railway Carrying Rates.

The claim has been made in previous articles—and facts and figures given to support the claim—that waterways carry freight more cheaply than the railroads do or can, and that they compel the railroads to carry freight more cheaply than they otherwise would, making a saving of hundreds of millions of dollars a year, even under present conditions, and indicating a vast increase in that saving if all waterways should be improved. And then the surprising assertion was made that the surest way to enlarge the business and increase the profits of the railroads of the United States is to improve the waterways of the United States. The best guide to the future is the experience of the past, so let us see what has actually happened to railroads when waterways have been improved.

That the improvements in the channels and harbors of the lakes have been of great benefit, both to the railroads which parallel their shores and to those which run from lake cities to the interior, is a fact so plain that it needs no argument to support it. There are no more prosperous and profitable roads in the country than those that serve the region tributary to the lakes. But no one questions the wisdom of continuing the improvement of the lakes, or of our ocean harbors. The real question is as to the improvement of our rivers, and if we wish to study the effect of river improvement, either on railway revenues or national development, we must go to Europe.

Results in Bohemia.

During the fifteen years that improvements were under way on the Elbe river, in Bohemia, the river traffic, as a natural result of the better channel, increased fivefold. But traffic on the competing railroads increased still more largely and the dividends on the main line, from Teplice to Aussig, rose to 16 per cent. per annum.

Similar results followed the canalization of the River Main, from Mayence, on the Rhine, to Frankfurt, which was finished in the latter part of 1886. The river traffic, which amounted to only 156,000 tons in that year, began to grow and has kept on growing, being 1,273,000 tons in 1902. There are two railroads between Frankfurt and Mayence, one on each side of the river. What happened to them? Did their business show a serious falling off? Or were they forced into the hands of a receiver? On the contrary their traffic, which was 911,000 tons in 1886, also began to grow, and by 1902 had reached 1,909,000 tons, or more than double what it was when the railroads had a practical monopoly of the business of Frankfurt.

The mere statement of the increased tonnage does not tell the whole truth of the matter, for the tonnage was not only more than doubled in quantity, but greatly raised in grade, so that it could pay, and did pay, a much higher rate per ton per mile.

Fine German Waterways.

Practically all the railroads of Germany are state owned and state operated. Out of a total of 35,000 miles, in round numbers, only about 2,500 miles are operated by private companies. Germany also has one of the finest systems of waterways in the world, and a study of the balance sheet of the German railway system shows that the results which followed the improvement of the River Main are not an exception, a mere coincidence, but are the natural outworking of a principle of general application. In the calendar year 1907, after paying for operation, maintenance, repairs, renewals, new equipment, interest on bonds, contribution to the sinking fund, and every other item which the most careful bookkeeping required to be charged up, the German railroads turned \$164,000,000 of absolutely net revenues into the treasuries of the various states. This was \$5,050 per mile of line operated, while the corresponding figure on United States railroads for the fiscal year 1906-7 was only \$1,967—a little over one-third as much.

Much the greater part of the total revenue of the German states is derived from their railroads, 71 cents out of every dollar received by Prussia in 1907 being so obtained. Yet German statesmen keep on, year after year, spending money earned by their railroads in building and improving waterways to compete with those same railroads, on which they depend as the principal source of national income. In the light of the facts given above it will not do to say that these German statesmen do not know what they are about. On the contrary, they are acting, as has been well said, "in furtherance of a policy the wisdom of which time and experience have fully confirmed."

Always and everywhere the result is the same—the improvement of a waterway is a benefit to competing railroads. For this result, as for any other, there is a good and sufficient reason, but it must be left for another time to tell what that reason is.

"BACK TO THE FARM"

II.—Restoring the Balance.
Back to the Land.

By C. V. GREGORY.

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WE have seen how the high cost of the necessities of life and of foodstuffs particularly is the direct result of the downward trend of population. The same cause is responsible for the terrible congestion of population in some parts of the great cities, with the attendant disease and misery. Such conditions are deplorable, the more so because they are unnecessary. There is enough food in the world for all, enough shelter for all and enough room for all. Men will come to learn—indeed, they are already learning—that they are paying too high a price



A COMFORTABLE FARM HOME.

for the privilege of living in the city. The settling of the tide of population toward the city began when the city possessed some real advantages that were not found in the country. Today this condition is reversed. The current still flows cityward only because of habit. There is a tremendous amount of inertia to be overcome before the direction of the flow of human beings will be reversed, but the day of "about face" is coming.

You may travel for hundreds of miles through the west, where broad arable fields stretch out on every side, with a population of not more than four to the square mile. Even in the fertile Mississippi valley there are but twenty-five people located on each square mile. In the east the country population is more dense, but here there are thousands of quarter sections and eighty acre tracts of land so fertile that ten acres properly tilled mean prosperity.

Contrast this with New York city, with 12,578 people to the square mile, or Chicago, with 11,448. The cities boast of their size and greet each added thousand enthusiastically. As well might a sailboat ask to be packed more tightly. The city is calling for men that it does not need, for which it has no work at living wages and no room without crowding some one else a little closer.

The country is calling for men—calling with the voice of opportunity. There is room for all and to spare. There is a good living for all and a surplus besides. The decentralization of the cities, the movement to the country, means saner, cleaner living. There is less of strife and sordid selfishness out in the open country, where the grass is green and the twitter of song birds replaces the city's din. Children raised in the hayfields make the men of brains and brawn for which the world is calling. Out in the country it is possible for every man to have a home. The humblest laborer can be covered at night by his own cottage roof. The future of the nation depends upon the preservation of a pure and healthy home life, and nowhere can this be so surely attained as in the country.

A higher standard of living is possible to the man in the country. He can build a house for the price of two or three years' rent in the city. He can have fresh vegetables and fresh meat and fresh eggs on the farm that make the canned and cold storage products of the city a disagreeable memory. Forty cent eggs mean doing without to the average city dweller. To the countryman with a small flock of poultry they mean prosperity. The man with his own cow doesn't complain of the high cost of milk and butter, for grass is always cheap.

In the country the everlasting struggle to keep up appearances is not felt so keenly as in the city. The useless extravagance that makes the bill for clothes the heaviest drain on the city man's pocketbook is lacking. Men and women are taken more for what they are worth and less for what they seem to be. The man who lives beyond his income in an effort to appear more than he really is is looked upon with disapproval. In the country the standard of living as it applies to the real things—food, clothing, shelter, books and papers—can be maintained much higher than it can on an equal sized income in the city. The temptations to reckless extravagance are much less, and the margin for saving is consequently much greater.

From the standpoint of the average individual and for a great many who are above the average country life at present is much more desirable in almost every way than city life. Some of the more specific advantages will be taken up in later articles. From the standpoint of the nation an increase in the number of people who

live the soft or who live close to it is absolutely necessary. We might find temporary relief by letting down our tariff barriers to the wheat of Canada and the cattle of Argentina, but such relief would be only temporary. The inflow of cheaper meat and bread would but accelerate the growth of the cities. When the limit of the production of Canada and South America was reached we would face another crisis of high prices, this time much more serious than we are undergoing at present. The only way the price level can be permanently adjusted and lasting prosperity assured is by increasing the proportion of country dwellers.

At present there are too many drones in the lives of industry. The unearned increment, the rapid rise in real estate values for which community growth is responsible, has placed hundreds of thousands of people where they can live from the proceeds of rents—live without working. They are granted a perpetual tax upon the industry of others—and on the necessity of people to live. Legislation that will put a heavy tax on this unearned increment will in a large measure right this wrong and force the property owners into productive labor. The decentralizing of the cities will force down the abnormally high rents and help to thin the ranks of the people whom excessive rents have allowed to remain in idleness.

Aside from the people who do not work, there is a vast army of non-producers who are supported by the men who work at productive labor. Our system of getting goods from producer to consumer is needlessly expensive and cumbersome. There are too many middlemen on the way, who through custom have come to think they have a divine right to an easily earned share of the consumer's dollar.

Much of this awkward system of distribution has been made necessary by the concentration of the manufacturing industries in large cities and by the location of these cities without reference to the markets for their manufactured goods or the source of their food supply. It has been estimated that if Philadelphia were located close to its food supply the cost of living in that city would be reduced 20 per cent.

The time has come for a radical re-adjustment of the system of distribution. The consumer and the producer must be brought closer together and a large share of the energy wasted in duplication and rehandling of products turned into productive labor. As an example, there are nearly 100,000 commercial travelers in this country. These men are well fed and well paid. The cost of selling goods through them is enormous. The consumer pays this cost in increased prices. The plan of selling all sorts of goods in small quantities by personal solicitors is a remnant of the old days of cutthroat competition. It has little, if any, place in modern business. Today business has been put on a scientific basis. Consolidation is the keyword of efficiency. Consolidation has reached its highest development in manufacture. Transportation is not far behind it. It is time that competition—the kind of competition that fosters inefficiency, duplication and excessive cost—is eliminated from the unproductive industries.

In the very nature of the case there must always be a class of unproduc-



THE "BREAD LINE" IN NEW YORK.

tive workers. It is for the best good of the nation to limit this class as much as possible.

The future prosperity of America, then, depends upon the decentralization of the cities. Large cities are economically wasteful, and they will have to go. The manufacturing cities of the future will be located with reference to food supply as well as with reference to the market for their products. In recent years the farmers of the hog raising districts of Iowa are coming more and more to ship their hogs to local packing houses for slaughter, thus eliminating the long freight haul to Chicago. A plan is under way to establish a terminal elevator at Cedar Rapids, where the bulk of the Iowa grain can be cleaned and graded and shipped direct to the consumer. In this way the toll of Chicago, with its heavy terminal charges and its army of middlemen, will be almost entirely eliminated.

One of the chief factors in the way of this enterprise and many others of like nature is the discriminatory freight rates which the railroads give to the large cities. But this is a matter that will be remedied in time. The era of the open country and the country town is dawning. The great city has its place, a place which it will continue to hold, but it cannot be the dominating force in American life, nor can it much longer attract the flower of young manhood and young womanhood from the country districts.

Western Life and Accident Denver, Colo.

Working Men and Women of Alliance
Protect Your Earnings.

READ THIS

Denver, Colo., August 6, 1910.
Fred E. Morrison, Alliance, Nebr.
We beg to enclose you herewith our check for \$140 in payment of your claim against this company for injuries received on May 31, according to proofs filed at this office. You were disabled for two months, for which time indemnity has been allowed. We trust this will be satisfactory. Very respectfully yours, R. V. TOWNSE, Secretary.

Western Life & Accident Co.
Denver, Colo., July 30, 1910.
James W. Coyle.
Enclosed find check for \$105 in payment of your claim against this company for injuries sustained June 15th, according to proofs filed at this office. You were disabled 45 days. Secretary.

Western Life and Accident Co.
Denver, Colo., Aug. 1, 1910.
George Peterson.
Enclosed find check covering your disability for sickness during month of July. Respectfully yours, R. V. TOWNSE, Secretary.

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PROPOSED CONSTITUTIONAL AMENDMENT.

The following proposed amendment to the constitution of the State of Nebraska, as hereinafter set forth in full, is submitted to the electors of the State of Nebraska, to be voted upon at the general election to be held Tuesday, November 8th, A. D. 1910:

A JOINT RESOLUTION to amend Section one (1) of Article seven (7) of the Constitution of the State of Nebraska.

Be it enacted by the Legislature of the State of Nebraska:

Section 1. (Amendment constitution proposed) That section one (1) of article seven (7) of the constitution of the state of Nebraska, the senate concurring, be so amended as to read as follows:

Section 1. (Who are electors.) Every male citizen of the United States, of the age of twenty-one years, who shall have been a resident of this state six months next preceding the election and of the county, precinct, or ward, for the term provided by law shall be an elector; provided, that persons of foreign birth who shall have declared their intention to become citizens conformably to the laws of the United States and are voting at the taking effect of this amendment, may continue to exercise the right of suffrage until such time as they may have resided in the United States five years, after which they shall take out full citizenship papers to be entitled to vote at any succeeding election.

Section 2. (Ballots.) That at the general election nineteen hundred and ten (1910) there shall be submitted to the electors of the state for their approval or rejection the foregoing proposed amendment to the constitution relating to the right of suffrage. At such election, on the ballot of each elector voting for or against said proposed amendment, shall be written or printed the words: "For proposed amendment to the constitution relating to the right of suffrage," and "Against said proposed amendment to the constitution relating to the right of suffrage."

Section 3. (Adoption) If such amendment shall be approved by a majority of all electors voting at such election, said amendment shall constitute section one (1) of article seven (7) of the constitution of the State of Nebraska.

Approved April 1, 1909.

G. J. C. Junkin, Secretary of State, of the state of Nebraska do hereby certify that the foregoing proposed amendment to the Constitution of the State of Nebraska is a true and correct copy of the original enrolled and engrossed bill, as passed by the thirty-first session of the legislature of the State of Nebraska, as appears from said original bill on file in this office, and that said proposed amendment is submitted to the qualified voters of the state of Nebraska for their adoption or rejection at the general election to be held on Tuesday, the 8th day of November, A. D. 1910.

In Testimony Whereof, I have hereunto set my hand and affixed the great seal of the State of Nebraska. Done at Lincoln, this 29th day of July, in the year of our Lord, One Thousand Nine Hundred and Ten, and of the Independence of the United States the One Hundred and Thirty-fifth, and of this State the Forty-fifth.

GEORGE C. JUNKIN,
Secretary of State.



"COME IN!"

Don't stall around the door all day.

"How I hate
To have to wait
In barber shops
To have them
shave my chops."

It's a very short
Stop

At Nation & Copeland's

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Miss M. Ruth Taylor TEACHER OF PIANO

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In connection with Mercy Hospital, conducted by the Sisters of Mercy, is a Training School for Nurses. Wanted, young ladies to enter the Training School of Mercy Hospital at Alliance. Apply to SISTER SUPERIOR.

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WILLIAM MITCHELL, ATTORNEY AT LAW.

ALLIANCE, NEBRASKA.

H. M. BULLOCK, Attorney at Law, ALLIANCE, NEB.

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