

## THE RELATION OF RAILROAD RATES TO GENERAL BUSINESS.

To the Business Man: No matter how objectionable an advance in freight rates may be to us personally, we must recognize that an improvement in general business is dependent on a betterment of operating and financial conditions of the railroads. That the operating results are most unsatisfactory is readily seen by the latest INTER-STATE COMMERCE COMMISSION reports, which show that for the nine months ended April 1st, 1910, eleven railroad systems, all West and North of a line drawn from Chicago to St. Louis, compared with the same roads for the same period in the previous year, had their gross earnings increased about \$50,000,000.00, while their net earnings showed a decrease of \$3,500,000.00, and for the month of March, on the same comparison, they show an increase of \$7,000,000.00 in gross and a decrease of \$965,000.00 in net earnings.

Attention is called to the fact that the wage increases, (except a small amount,) were not in force during this period, and from now on these will greatly increase the operating cost. These same railroads had their taxes increased over the previous year \$2,500,000.00, or 14% and have to pay higher rates of interest on their loans. These roads covering the most prosperous part of the country may be considered representative of general railroad conditions.

During the past three years of poor business, railroad expenditures for maintenance were necessarily at the lowest point, and in consequence their motive power equipment and tracks now demand a greater proportion of operating expense. No provision has been or is being made for the growing demands of the country, and as transportation is the backbone of business, its weakness or inefficiency cripples every other condition; because all products are valuable in the ratio with which their accessibility to the consuming market.

It is most important to the shipper, that railroads at all times are fully equipped to take care of an increase of his business. The first eight months of 1907 demonstrated that the railroads could not handle the business then offered with any degree of satisfaction. The financial conditions since have not permitted them to even maintain their then position. If the then volume of business were to come back supplemented by the three years growth of the country in the interval, transportation would be paralyzed; and what would that cost the shipper compared with a reasonable advance in freight rates now? Such an advance would provide the means for avoiding this impending disaster. The iron horse needs to be kept in good condition for the same reason as the living horse used for transportation. The teamster knows that if his horse is not well shod, well groomed and well fed, and his harness and wagon kept in good repair, that all he will save on such economy will be many times wasted in the efficiency of his transportation, and also add great expense to the shipper. It is exactly the same with the railroads; the shipper has a right to demand that transportation be ample and efficient; the success of his business and the development of the country are dependent on it.

The investor: To do this, the railroad must show adequate returns to maintain proper borrowing credit and present a promising source of investment to procure the necessary funds to improve and develop the property as needed. It is neither the railroad president nor the shipper that controls the situation; it is the investor alone who holds the key; without his uninvested dollar the railroad cannot extend or improve, no matter how great the needs of the shipper or the country may be.

With all the increasing cost of operation, supplemented by ever increasing and burdensome legislative restrictions concerning their earnings, in face of the fact that the average dividend rate on railroads was less than 3 1/2 per cent for the past six years, and the United States Supreme Court in the case of the Consolidated Gas Company stated that "6 per cent was a fair return on money invested in public utilities," with the average freight rate in 1909 of three-quarters of a cent per ton per mile, the lowest in nine years, the average passenger rate per mile, one and nine-tenths cents, the lowest ever reached, is it any wonder that the investor holds back and the bankers demand high interest rates from the railroads? The railroads need \$2,000,000,000.00 to put their lines in proper condition, and to increase their terminal facilities at all points that are even now a necessity, and \$1,000,000,000.00 more for modern new

motive power and equipment to move their freight with promptness and economy. Where can they get the money? Only by increased earnings from advanced rates, and by so doing better their credit by attracting the uninvested dollars that are now going to other more attractive but less productive investments.

What will the advance cost the Ultimate Consumer? Poor's Manual says the average haul of all freight in 1903 was 142 miles. The average rate in 1909 was three-fourths of a cent per ton per mile.

The average total rate for the average total haul, assuming it to be the same as 1903, would be \$1.96 per ton. An advance of 10% on this rate would increase the cost 10 cents per ton, or 1-200 of a cent per pound. An advance of 10% on the present specific rates would increase the cost of 100 pounds dressed beef in New York, shipped from Chicago, 4 1/2 cents; 100 pounds canned fish in St. Louis, shipped from Maine, 1 8-10 cents; 100 pounds flour in New York, from Minneapolis, 2 cents; a suit of clothes in Chicago, from Boston, 1/2 cent; the same for a woman's suit. On a man's outfit, coat, trousers, shoes and hat, New England to Mississippi Valley, not to exceed 1 cent. The Ultimate Consumer can multiply these illustrations indefinitely. The manufacturer, jobber and retailer could easily absorb this slight advance, because, if his business increased but one unit, that would more than pay the increased cost on one hundred units.

Railroad net earnings thus increased, the railroads would have a ready market for their securities, and with the money thus obtained again start all the business and industries now comparatively idle that are directly or indirectly dependent on their property. The working men would be fully employed, their families would again purchase freely, and that means good business for everyone.

There are 1,500,000 railroad employees. It takes 2,500,000 men to supply what the railroads need, and a vast number of men are employed in supplying the personal needs of the above 4,000,000 men and their families, representing 16,000,000 people. Every kind of business is dependent in some measure on railroad prosperity.

High cost of living: If it had not been for the encouragement given railroad investors in the past, where would we have been to-day for our food supply? They opened up thousands of miles of undeveloped and unproductive land and yet our food is high, because of lack of supply; our consumption is increasing faster than our food production. If the railroad investor stops as he now has, there will be an advance in food rates soon that will be far greater than increased freight rates. High food means high labor, and high labor means high everything. Therefore the Ultimate Consumer and the State and National Governments should be interested in developing land that will produce bountiful food products. Half of the country west of the Mississippi is not used, and will not be until covered with railroads. Who would want to build roads in unproductive lands when those in cultivated country will barely pay the lowest rate of interest, and the owners and managers are being harassed and maligned as in no other business?

This condition will only improve when the business man realizes that the investor does not provide the source of his own investments. He waits for you to do that in some desirable form: By your individually letting things drift, and doing nothing, your legislator, with no business experience, hearing no advice and receiving no direct information, which he gladly would from you (quite likely you do not even know his name), listens to the only voices heard; the agitator or the aggressive shipper whose views of the business world are obtained by looking out of the small hole of a funnel directed at his own plant, unconscious of other conditions of far more importance to his own business than the freight rates. Such men as these by their vociferous vigor, have stirred up a popular anti-corporation agitation that has cowed all parties, and they are so scared of being charged as owned or bought that all questions of principle, equity or the general good are ignored. The railroad man draws his salary, whether the road pays or not; he does not own it. If he does say anything he is sat upon. The stockholders as a body are defenseless. You are the sufferer and the only one who would be listened to. Will you not study your own interests, find out your legislator's name, and tell him the real situation? Otherwise we must wait until grim necessity starves out the present anti-railroad fever.

June 6, 1910. T. A. GRIFFIN. (Advertisement.)

**Woman Builds Flying Machine.**  
An Irish woman, Miss Lillian E. Bland, has designed and built for herself a biplane glider 28 feet wide. Several satisfactory glides have been accomplished with the machine, controlled from the ground by ropes. The engine and propellers will be fitted later.

**Who's the Boss?**  
A Boston professional man went out recently and on his return found this note from his stenographer, who had evidently been house cleaning:  
"If I'm not in by nine, it's because I am at the dentist', probably, but it may be that I'm at home, sick with all kinds-of diseases that one catches from dirt germs. If that's the reason, you have no kick coming at all, because your old desk was a mess. You can be fixing up that pile of letters and we will answer them right off. Them's my orders."

**Incorrect Phraseology.**  
Speaking of the comet as a "celestial wanderer," when its orbit is fixed and known and its place in the heavens determined at any time, is about as correct as speaking of a "dash to the pole" when the dasher is doing well to make ten miles a day.—New York Tribune.

**Leisure Essential.**  
Trees, fields, sunsets, rivers, breezes and the like, must all be enjoyed at leisure, if at all. There is not the slightest use in a man's paying a hurried visit to the country. He may as well go there blindfolded as he goes in a hurry. He will never see the country. He will have a perception, no doubt, of hedgerows and grass, of green lanes and silent cottages, perhaps of great hills and rocks, of various items which go toward making the country; but the country itself he will never see.—Country Parson.

## EAGLE ATTACKS CAT

### Meets With Tremendous Surprise and Drops Its Prey.

Soon Returns and Renews Hostilities and Air Is Filled With Fur and Feathers—Farmer Witness Calls It a Draw.

Goshen, Ind.—Jacob Eckleberger, a farmer, near Goshen, tells of a thrilling fight between a cat and an eagle. It was talons and beak against claws and teeth, and resulted in a draw.

Eckleberger was plowing in a field, and saw what at first he took to be a chicken hawk sweeping down on his barnyard. He thought it was after a chicken and stepped to the fence to watch the result. Closer inspection revealed it to be a small eagle. The bird swooped, struck and rose, but, to the farmer's surprise, it held in its talons not a chicken, but his large tom cat. The eagle held the cat by the back. The cat's four feet were extended and its tail pointed toward the zenith.

Forty feet from the ground, the cat gave a twist, wriggled from the grasp of the bird and fell to the earth, seemingly unhurt. The bird circled and made another swoop, but this time the cat was waiting for its feathered adversary and when the bird struck, things happened. For about three minutes the air was full of fur and feathers.

The eagle withdrew, baffled, to a distance of about 15 feet, dragging one wing. The cat had its back high in the air, and both cat and eagle were hissing and spitting. Finally, the cat crouched and began creeping slowly and steadily toward the eagle, its tail dragging. Its fighting blood was up. The eagle stood with one foot lifted,

## FRANCE'S FAMOUS FLYING WOMAN



THE first flying woman to receive official recognition is Mme. de Laroche of Paris, who has recently been granted a certificate as "pilot-aviateur" by the Aero Club of France. Her flights in dirigibles and aeroplanes have been numerous and successful, and it is admitted that the present distinction has been fairly earned by her skill and daring. There are many other women in France who have made flights in aeroplanes, but Mme. de Laroche leads them all.

turning its head from side to side, the better to observe its adversary. The feathers on its neck were ruffled. The cat hugged the ground a little closer and then sprang. It evidently expected the eagle to attempt to leap to one side, for it spread its legs far apart.

The cat, however, made a mistake. The eagle turned on its back and drove its talons into the cat's breast and tried to strike it in the eyes with its beak. The cat missed the bird's neck and got its wing. Then the air became full of fur and feathers again.

The farmer's little son had seen the encounter from the front of the house and ran as fast as he could toward

the scene. He was afraid his pussy was going to be carried off. His shout frightened the cat and it released its hold for a minute, the bird struggled free, ran about 20 feet and launched itself with heavy wing and badly tattered plumage in flight. The cat climbed the fence, mewed, licked its breast and mewed again, eyeing its fleeing adversary with baleful eye and switching tail.

Eckleberger says he would have given \$100 to have seen the finish of that fight. As it was he felt compelled to call it a draw. He says the cat never leaves the house now, but he gazes half anxiously, half expectantly, into the sky.

## ROMANCE OF COTTON

### Cupid Makes His Way in Bolt From Massachusetts.

Message in Piece of Goods Finally Finds Its Way to Mexico and Culminates in Marriage of Writer and Mexican Merchant.

Puebla, Mexico.—A pretty international love romance, which recently culminated in the marriage of Miss Nettie Belmont of Lowell, Mass., and Francisco de la Pena of Puebla, is the reigning society sensation of this beautiful mountain city of Mexico. The bride and bridegroom have arrived here and are now established in their own home.

Mrs. Pena is the daughter of a mill superintendent in Lowell. She was given the freedom of the factory and one day, three years ago, she wrote upon the smooth pine board upon which a bolt of goods was about to be wrapped these words:

"Oh, I am very, very lonely; please do write me a letter. Nettie Belmont, 8061 Mulberry street, Lowell, Mass."

This bolt of goods found its way in time to the Gran Centro de Lujo dry goods store, in this city. This store is owned by the wealthy Pena family, and Francisco de la Pena, son of the principal owner of the establishment, was assisting in waiting upon customers one day during the rush hours, when he found the inscription upon the pine board. He could not then read English, but his curiosity was aroused, and an English-speaking

clerk in the store was called upon to translate the message. Young Mr. Pena made a careful note of the address and that night he wrote a letter to the young woman who had sent the appeal to this remote part of the continent. This letter was written in Spanish, but he had it translated into English. It contained a few formal sentences, saying that he would be glad to correspond with her.

Miss Belmont was surprised and delighted to receive a letter from a stranger in a foreign land. She replied to it and correspondence ensued. Mr. Pena became deeply interested in the American girl and devoted himself to the study of the English language that he might be prepared to converse with her when he met her. Miss

## Unique Anti-Germ Devices

### Ingenious Arrangement in Rendering Operating Theater in London Free From Dust.

London.—A number of novel and ingenious devices for rendering the operating theater as free as possible from disease germs have been installed at the new Hospital for Invalidd Gentlewomen, 19 Lisson grove, N. W., which was opened by the princess of Wales. Principal among the new germ destroyers are a large blue glass window looking south, a new dust-catching system of ventilation, and radiators which swing away from the walls to allow thorough cleansing.

The virtues of the large southern

window were explained by one of the staff. "The reason no other hospital in London has a southern window or skylight is on account of the difficulty the operator experiences with the afternoon sun glistening on his instruments. The peculiar blue tint of our window has no actual germ-killing properties, but it allows us plenty of afternoon light to work with, and when the theater is not in use the colored glass is pushed aside and the theater may be flooded with sunlight, the best of nature's germ killers."

To prevent the entrance of dust into the operating room the air in the ventilating shaft is first passed over a specially prepared surface which is kept constantly moist. All the heavier dust particles are in this way sifted out of the air before it reaches the theater.

Every effort is made to allow the surgeon to devote the entire use of his hands to the operation itself. The electric lights, the ventilators, the fans, and the water taps are all worked by brass handles which the operator pushes to one side or the other with his elbows, thus obviating all risk of contaminating his fingers.

## RATTLESNAKE A BABY'S PET

### Venomous Reptile Enjoyed Soft Strokes of Infant's Hand, But Fought Child's Mother.

Trinidad, Col.—Her sixteen-month-old daughter playing with a rattlesnake as she might with a kitten was the alarming sight that greeted Mrs. Arthur Wilkinson when she missed the little one and went in search of her.

The child had been playing in the house, but had wandered into the yard when her mother found her seated in the grass holding a rattlesnake in one hand and softly stroking it with the other.

The snake seemed to enjoy it. Mrs. Wilkinson knocked the reptile from her daughter's hand, who set up a cry for the return of her pet.

The snake showed fight to Mrs. Wilkinson, who killed it with a spade. It was two feet long and had four rattles.

## Makes Record in Coaling.

Berlin.—The German battleship Schleswig-Holstein claims to have established a record in rapid coaling. The crew on a recent occasion shipped 700 tons in one hour and twenty-nine minutes, of which 566 tons were shipped in the first hour.

## CORN PLANTING IS OVER

### THAT CANADIAN TRIP SHOULD NOW BE TAKEN.

If you had intended going to Canada for the purpose of purchasing land on which to establish a home and accompanying some land company, whose holdings you proposed to look over or to go up on your own account to select one hundred and sixty acres of land free, you should delay no longer. Corn-planting is over, your wheat crop is well ahead, and you have a few weeks' time before you are required in the fields again. Now make your intended trip. Reports at hand show that the crop prospects in Canada were never better than they are today. The cool weather has not affected the crop, but if anything, it has been a benefit. There has been plenty of moisture and those who have had their land properly prepared look upon this year as likely to be one of the best they have had. A great many are going up this season who expect to pay two or three dollars an acre more than they were asked to pay last year. Others who wish to homestead are prepared to go farther from the line of railway than would have been necessary last year. Still it is worth it. So it will be with you. Next year lands will be higher-priced and homesteads less accessible. There is a wonderful tide of immigration to Central Canada now. It is expected that one hundred and fifty thousand new settlers from the United States will be numbered by the end of the present year, an increase of fifty per cent over last year. In addition to this there will be upwards of one hundred thousand from the old country, which does not include those who may come from the northern countries of the Continent. These all intend to settle upon the land. The reader does not require an answer to the questions, "Why do they do it?" "Why are they going there in such large numbers?" Western Canada is no longer an experiment. The fact that one hundred and fifty million bushels of wheat were raised there last year as against ninety-five millions the year previous, shows that the tiller of the soil in Central Canada is making money and it is safe to say that he is making more money than can be made anywhere else on the Continent in the growing of grains. He gets good prices, he has a sure and a heavy crop, he enjoys splendid railway privileges, and he has also the advantages of schools and churches and such other social life as may be found anywhere. It is difficult to say what district is the best. Some are preferred to others because there are friends already established. The Grand Trunk Pacific, on its way across the Continent, is opening up a splendid tract of land, which is being taken up rapidly. The other railways—the Canadian Pacific and Canadian Northern are extending branch lines into parts inaccessible a couple of years ago. With a perfect network of railways covering a large area of the agricultural lands it is not difficult to secure a location. Any agent of the Canadian Government will be pleased to render you assistance by advice and suggestion, and a good plan is to write or call upon him. The Government has located these agents at convenient points throughout the States, and their offices are well equipped with a full supply of maps and literature.

Tongue Twister Thimplied.

"Some of these tongue twisters are really very hard to enunciate, for instance: 'The sea ceaseth, and it sufficeth us.'"

"That's eatthy thaid," litigatly thimled Mithth Elithabeth. "You thimply thait thio: 'The thea theath eth, and it thuffithth uth!'"—Life.

A Smooth One.

"You say he was brought up in a refining atmosphere?"

"Yes; as a boy he lived in the oil districts of Pennsylvania."

Mrs. Winslow's Soothing Syrup.

A genius is a man who tries to borrow money—and gets it.

Levis' Single Binder, extra quality tobacco, costs more than other big cigars.

To love and to serve is the motto which every true knight should bear on his shield.—Downs.

## DON'T WAIT TOO LONG

Don't wait until the digestive organs are almost beyond help—don't wait until the bowels have become constipated and don't wait until the liver and kidneys have become weak and inactive; just take Hostetter's Stomach Bitters—at the very first sign of trouble. It will save you lots of suffering because its results are certain. Try it today for Indigestion, Cramps, Diarrhoea, Malaria, Fever and Ague. Be sure to get Hostetter's.