

RAILROAD RATES.

WHAT THEY SHOULD BE BASED ON. ACTUAL COST OF CARRYING.

Conclusion Reached After Careful Research and Full Knowledge—Hon. John Davis Replies to the Ohio Senator's Question in an Interesting Manner.

Hon. John Davis, ex-member of congress for a Kansas district, furnishes the following letter to the Junction City (Kan.) Tribune:

A gentleman who has recently been elected a member of the state senate in Ohio writes me as follows: "I desire to prepare a bill for a 2 cent passenger rate on all railroads in Ohio and was informed by a friend that you would give me the actual cost of carrying passengers per mile. Any information in that direction will be thankfully received."

It is a matter of gratification and encouragement that there is a general awakening going on in all parts of the country on this railway question. For years the uninformed and confiding people have looked upon our railway managers as reasonably honest and that transportation rates are based upon the cost of service. For years the railway managers have striven to perpetuate that delusion by strictly guarding their "business secrets," in order to continue their general spoliation. Though engaged in a public business that directly concerns all the people, yet they have insisted that it is a private and personal matter and have made no adequate official reports for the information of the people. In the absence of such reports men are compelled to remain in darkness, with the hands of the robbers in their pockets, or to gather information incidentally, by private correspondence or otherwise, as best they can. This is wrong. The very first measure that should be passed by congress and by each state legislature should be a law compelling the officials of every railway corporation to make adequate detailed reports of every branch of their transportation business for the full and complete information of the people. In all cases an intended secrecy on any important point should be considered and treated as intended fraud.

Those of my readers who have followed me through my late series of articles on "The Railroad Question" will appreciate the nature of the subject that I am now to discuss.

The true answer to the senator's question depends upon the patronage of the road. For example, it costs 85 cents on the average to run a passenger train in the United States. If that cost should all be collected from a single passenger on board the train, then he would pay 85 cents per mile for riding. If there are two passengers on board, that reduces the price one-half. If there are 10 passengers, the price is reduced to one-tenth, and if there are 85 persons on board the train the price becomes 1 cent per mile, provided the additional passengers have not added to the cost of running the train. Up to a single full carload the addition of persons onto very little figure as to the cost. But above that, when it becomes necessary to add a second coach, there must be allowance made for the use of that coach (1 cent per running mile), and an infinitesimal amount of additional coal will be consumed. Both of these items of additional expense, when divided among the 85 passengers, will be an additional burden to each passenger, perhaps of one-seventieth part of a cent per mile, or an aggregate cost of 1-17 cents per mile in all states and localities where the average trainload reaches the number of 85 persons. The state of Ohio will far more than do that.

Thus it is seen that with 85 passengers on the train the fare should be slightly over 1 cent per mile, and of course with half that number the fare should be about 2 cents, in order to pay the cost of running the train. Now, the average trainload in the United States is 43 persons, approximately one-half of 85, and the average fare paid in the United States is 2-1-6 cents per mile. That coincidence proves my reasoning to be very nearly correct.

Let us now proceed another step. The density of population in the United States (besides Alaska) is about 20 persons to the square mile. The average trainload of passengers is 48 persons. The density of population in Ohio is 90 to the square mile—that is, the density of population in Ohio is four and a half times the average of the United States. This should make the average trainload of passengers in Ohio 193 persons, and the cost of transportation would be a little less than half a cent per mile.

In this calculation I have purposely eliminated several items on both sides which may or may not balance each other. For example, the railroad managers claim that there is wear and tear of track and equipments and interest on money invested, which I have not counted. To far more than balance this I reply that the transportation of the United States mails, at 35 times the average freight rate, and the express matter, at six times the average freight price, have not been counted. The average income from carrying the United States mails is about 10 per cent per mile of the cost of running the average train. In states like Ohio the income from the United States mails will average nearly half the cost of running the trains that carry them, and in many cases the mail will pay the entire cost of the trains, leaving the entire income from passengers and express matter to meet the items mentioned on the other side, so that in the state of Ohio, with a density of population of 90 persons to the square mile, the rate of carrying passengers should be not over half a cent per mile. But in all this calculation I have omitted nothing for increased patronage in account of reduction of fare. In Hungary, when rates were reduced, it increased the local travel sixfold and the long distance travel nearly threefold.

There is not the shadow of a doubt but what that would be the case in Ohio if some enterprising road would set the example.

I recently referred to a case in Ohio where three excursion trains of ten cars each, carrying 70 persons per car, charged about one-fourth of a cent per mile and made a profit of 10 per cent, greater than the usual earnings of the road. It was found in this case that the cost per passenger was one-tenth of a cent per mile. Cases like that prove what all railroad men admit—viz, that full cars pay best. And yet, very generally, prices are kept so high that a very large proportion of the operating forces of our railways are expended in hauling unfiled cars. The rule is, as far as tried in this and other countries, when fares are reduced that the travel increases in a much larger proportion, and hence the profits of the road are increased. It is like the letters carried in the United States mails—the less the postage, as far as tried, the greater the public patronage and the larger the profit of the business. Of course this has its limits in railway management, but they have not yet been reached in this country.

As to freights, the same rule (based on density of population) may be adopted in part, but allowance must be made for the fact that handling, loading and unloading, and the temporary storage of freights cuts some figure at the expense of the companies, yet all that cannot justify the present exorbitant rates on local freights. The cost of short hauls in Ohio (say from 10 to 50 miles) should be limited to 1 cent per ton per mile in carload lots. For hauls above 50 miles the rate per mile should be reduced as the length of the haul increases.

As to the senator's 2 cent per mile passenger bill, it will be a good entering wedge, and it is all perhaps that can be passed or enforced at first. But by all means there should be embodied in the bill a clause forbidding free passes or more favorable rates to one class of persons than to another, and another clause should require and make mandatory full detailed annual official reports by every railroad company in the state. These clauses will be popular, adding strength to the bill, and if enforced as law the good results will be very great, even at first, and ultimately beyond present comprehension. It would open the door to impartial justice toward the people—a thing which has not been expected in the past. Very respectfully, JOHN DAVIS.

Inflammatory Rheumatism.

From St. Lawrence Placidale, Canton, N. Y.

To suffer for years with a prevailing painful ailment, which baffled skillful medical treatment, yet which was cured by a simple household remedy, is the lot which befell Mrs. George L. Rogers, of West Main street, Canton, N. Y.

"Thirteen years ago," said Mrs. Rogers to a reporter, "I was attacked with inflammatory rheumatism and a complication of diseases. You can judge somewhat of what I endured when you look at these hands. They were distorted, twisted and swollen. My foot, too, is so much out of shape that the big toe lies across the others, the end touching the little toe."

"Notwithstanding I am sixty-five years old, have a pleasant home and other comforts, life to me was far from enjoyable, for all other things pale into insignificance when you are without good health. I tried different doctors and many proprietary remedies, but no permanent benefit was obtained."

"Last March I tried Dr. Williams' Pink Pills for Pale People, and before I had finished the first box I began to feel that they were doing me good. I continued using them and steadily grew better."

"I have used thirteen boxes of the pills and today feel better than for the past fifteen years. My appetite is good, I feel bright, cheerful, and have a desire to live and enjoy society."

"I have been a member of the Methodist church for many years, but for six years was unable to attend. I am able now to attend the church services regularly, and certainly appreciate that privilege."

"I consider Dr. Williams' Pink Pills for Pale People a wonderful medicine and am confident no other medicine could have effected the wonderful cure they have in my case."

"I am glad to state this, hoping that some sufferer may profit by it and obtain relief." It was nature's own remedy that accomplished this cure caused by impure blood, for Dr. Williams' Pink Pills for Pale People are composed of vegetable remedies that exert a powerful influence in purifying and enriching the blood. Many diseases, long supposed by the medical profession to be incurable, have succumbed to the potent influence of these pills. This universal remedy is sold by all druggists.

What the friends of bimetallic denounce is the closing of the mints to silver coinage and then using the commercial depreciation of silver bullion as an argument against silver money. They charge—and statistics support them—that there is not enough gold and silver in the world for the necessities of business, and that the mints have been closed to silver for the purpose of decreasing the volume of redemption money, so as to increase the purchasing power of gold. They believe that the pending struggle is the fight which has been waged in all the centuries—the attempt to use governmental powers by the rich and powerful to increase their incomes at the expense of the masses. No intelligent or honest man expects to enact laws which will put money into the pockets of those who do not labor, but money should not be diminished in volume below the amount necessary to afford every human being full opportunity to secure just compensation for the product of his or her enterprise and toil. The single gold standard is an instrument of tyranny, the foe of that equality which is the basis of free institutions.—Senator George G. Vest in Forum.

Great Rubber Shoe Sale

Commencing Monday Morning, Jan. 10.—25 Per Cent Discount on Shoes and Rubbers.

The Nebraska Shoe Company opened a great shoe and rubber sale Monday Morning, January 10th, which continues until January 15th—25 per cent discount on all leather goods, and 300 cases of rubbers at 25 cents on the dollar. Come and get all you need. Plenty of goods to select from.

Men's \$5 shoes at \$3.50; men's \$4.50 shoes at \$2.75; men's \$4 shoes at \$2.50; men's \$3 shoes for \$2; men's \$2.50 shoes at \$1.50; boys' and girls' shoes in same proportion. Everything must go.

Ladies' fine shoes worth \$5, all the leading makes and latest styles, for \$3 in this sale. Ladies' fine \$4 shoes, silk tops, go at \$2.50; all \$3 goods will be sold at \$2. Come and fit your feet. All our Oxfords and house slippers, including warm lined goods, at one-half price.

We have placed on sale 300 cases of new, stylish rubbers at 25 cents on the dollar. Ladies' \$1 Alaskans will go at 40 cents; ladies' 50c rubbers, 14c; ladies' 40c rubbers, worth 50c, go at 7c, 40c goods at 25c.

Gent's \$1.50 Arctic at 88c; gent's \$1 rubbers, 50c; 300 pairs of men's 75 cent clogs at 17c. We must close these rubber goods out in ten days. Now is your time to get bargains.

Men's \$5 shoes, made by Hathaway, Sole & Harington, \$2; ladies' \$5 shoes, made by Wright & Peters, \$2.50. Sale began January 10th.

NEBRASKA SHOE CO., 1126 O Street, Lincoln, Neb.

Good Advice.

A whole lot of our good friends and coworkers—sincere, honest and earnest men—are evidently trying to persuade themselves that the Populist party is on the verge of disbanding "unless something is done." Don't worry, brothers. We have been working days and sitting up nights with this reform movement since 80,000 votes were cast for Peter Cooper in 1876. It has been killed and resurrected half a dozen times during that time, but every time "it rose from the dead" it was a heap bigger than when it was "buried." It seemed to do it good to "kill it off." It actually thrived on being laid away to rest.

The Populist party may have met with a setback, but the Populist cause was never as formidable as it is today. Niagara well undertake to dam up the Niagara river and compel the waters to flow back into Lake Erie as to try to even check the onward course of the great principles which are embraced in the one word populism.

Nor is there any need of worrying about the organization. When the proper time comes, all the old time Populists, who voted the ticket in 1892 and 1893, are coming together, and each one is going to bring a new convert along with him. They are going to rally around the old flag, emblazon on it some new thoughts and ideas, and then with one mighty shout that can be heard round the world they are going to march forward and plant it on the dome of the capitol at Washington. Educate and agitate. Sow the seed and spread the light. Work, but don't worry.—S. F. Norton.

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Is Our Republic to Fall?

The Roman republic passed into a monarchy through stages that are thus defined by the historian: "There had been (1) the decay of the free peasantry and the transfer of economic power from the many to the few; (2) the consolidation of oligarchic power in the senate; (3) reactions and factional wars; (4) the interference of Caesar, fresh from great successes in Gaul and backed by a devoted army; (5) the formal investiture of a single man with controlling authority in the state."

We are well advanced in these stages, and already the majority of the people realize it. They are aroused. The question with them is what to do and how to do it. Rome was uninventive and could not adapt itself to the changes which came with conquest and the widening territory that had to be governed. It could not devise a way to govern the new provinces. The growth of the modern world is intensive. Its extending territory is industrial machinery, as difficult a thing to learn to govern as provinces. The revolution going on in the United States is as great as that of Rome and requires likewise invention and adaptation. If we are unequal to it, we must end as Rome ended. A new plan must be adopted. What is it, and how shall it be established?

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A BANKER'S CONSPIRACY.

The Real Motive Behind the Unusual Retirement of National Bank Notes.

The national banks are just now engaged in playing another trick on the American people. They are seeking more privileges and more power with less responsibility and more complete exemption from all burdens imposed by the government.

They are seeking to avoid the 1 per cent tax which the government charges them for their circulation and are also wanting the privilege of issuing notes to the full speculative value of the bonds which are deposited to secure circulation.

These bonds are the security which the government holds guaranteeing the payment of the bank notes, and if notes could be issued on the basis of quotations in the market there is no telling what might be the result.

The wildest speculations of former years would pale into nothingness beside it. To produce an effect on the minds of congressmen and the business public the banks are just now retiring from circulation a few of their notes.

The amount actually being withdrawn is proportionally very light, but the whole strength of the treasury department and subsidized press of the country will for the next few months be utilized to magnify it into great importance.

The comptroller of the currency, Mr. Coffin, has called attention to the fact that the retirement of national bank notes during the first 20 days of December reached the sum of \$3,000,000. This is said to be the first time that the retirement has reached this amount in any one month, except in cases of suspensions, which the department terms involuntary retirement.

Under the national bank act the United States treasurer is not allowed to receive for the retirement of circulation more than \$3,000,000 in any one month, and hence all deposits to retire notes during the last ten days of December were refused.

Mr. Coffin volunteers the information that it is caused by a superabundance of money and leaves the impression that this action of the banks is a natural business transaction, while the facts are that it is simply a forced condition, the result of a conspiracy by which the combined power of the banks will be employed in securing such legislation as they ask.

Mr. Coffin expresses the opinion that the national bank law must be revised. That's the meat in this oocanast.

That's all there is in it. Watch out for a few months and see how anxious the banks pretend to be to retire their notes and just listen to the howl that will be made by the politicians and the old party press, that something must be done to keep their notes in circulation.

But not one of them will propose the true remedy.

Why not let them retire every note they have issued?

For every note they retire issue a full legal tender greenback.

If this policy was adopted, this phase of the national bank conspiracy would be ended in three days' time.

They have no real desire to quit the business of issuing notes, but they want to make pretenses and thus secure laws to their own notion.

If congress was honest enough to treat the question right, they would be invited to liquidate, and greenbacks would take the place of every bank note. The national bankers have the most powerful organization in the world, but a thorough expose of this conspiracy will do much to enlighten the people and lead to public condemnation of their rascalities.

Everybody Says So.

Cascarets Candy Cathartic, the most wonderful medical discovery of the age, pleasant and refreshing to the taste, act gently and positively on kidneys, liver, and bowels, cleansing the entire system, dispel colds, cure headaches, fever, habitual constipation and biliousness. Please buy and try a box of C. C. C. today—10, 25, 50 cents. Sold and guaranteed to cure by all druggists.

Bigamy States Convicted.

Chicago, Jan. 6.—David E. Bates, accused of having six more wives than the law allows, and who, as a result of his arrest several months ago, has had steady employment at the dime museum, was yesterday afternoon convicted of bigamy in the first of the numerous charges against him. He was fined \$1,000 and sentenced to an indeterminate term in the penitentiary. A second trial for bigamy was immediately begun, after which he will be tried for perjury.

Avoid of Falsities.

WASHINGTON, Jan. 6.—Since the agitation concerning the publication of the list of pensions has commenced, Commissioner Evans has received several letters from pensioners requesting a cancellation of their pensions. One pensioner in Michigan exclaimed his certificate and stated his desire to have the same recalled, as he was not entitled to the government's bounty. He added he would endeavor to return all the money drawn since 1865, when the pension was granted.

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