

distinguished people who travel for nothing.

The Chicago Record-Herald, of February first, reports six members of the Illinois general assembly who refuse railway passes. The remaining 147 members ride on passes. The six members who refuse to be distinguished with the railway badge are in disgrace, and are no doubt referred to by those who ride for nothing, as well as by the railroad manager, as enemies of railroading. The average man is glad to get a pass and if his social or official position is such as to command one, he feels elated. The time will soon be, however, when the public will realize that a pass is prima facie evidence of bribery when made to a public official and used by him. The time will soon come when today's civilization will soon pass from the tomahawk period to that of common school, common sense in its history. The idea

is not meant to be conveyed that all men in public position who use passes are dishonest—nor that they do not rank well up among our citizenship, but the writer does mean to say that few of us realize what a blight is put upon the finer sense of manhood by passes. Small things make up the sum of one's character, as minute forces of nature build the rose upon the rose bush, and the minute cutworm of the pass can not enter the bud without blasting it. In strict fact it is a dishonor to hold a pass and an insult to be offered one.

Suppose some enterprising reporter for our daily journals would interview the Nebraska executive officers, judges, legislators and county officers regarding passes; interview them now and then one year from now. You will find not 10 per cent who will admit using passes now, will admit it one year later. When our public men feel it

to be a disgrace, it will be done away with. The half-fare permit to the minister is a disgrace to a poorly paid, hard-working class. The writer once asked a railway man why ministers got half-rates and was informed that their holy calling and influence for good were recognized by the railway management and because of that, the courtesy was extended to all denominations alike. The writer was deeply impressed with the generosity and discernment as to agencies of good discovered by the railroads and felt that he might have been a little harsh in his judgment of their motives. But sad to relate the very next day he found an example of a ward politician and one who controlled saloon votes riding on a pass. Thus was the newly made idol shattered. This made the writer think that the wires must have been crossed between the railway idea of hell and heaven and that the man in

the wine cellar got full fare while the man in the vinyard only got a half-rate. Take a minister at Kearney who travels for instance as far as Omaha and back about once a year. His half-fare saves him \$6. If he keeps himself and family warm part of the year he burns five tons of coal at an over-charge of \$3 per ton, freight rate, and thus loses \$15, but dare not say anything about it because of being a half-fare friend of the railway management. This kind of business sense shows that the minister is a child and there is something of divine justice in his half-fare permit, after all. The question is, is there a scientific remedy for this railway abuse and destruction of man's finer nature? The writer claims there is, and will develop it before these articles are finished.

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If any one will take the trouble to study the interstate commerce statistical reports they will find that in 1902, 1,200,315,787 tons of freight were reported carried by all the roads of the United States. The gross revenue from that tonnage was \$1,207,228,845. (See page 76 of 1902 report.) In other words, a slight revenue over \$1.00 per ton was received. In other words, had

a freight stamp been purchased and cancelled for each 100 pounds of freight shipped, a 5c stamp, with the saving such a simple means of computing revenue would have made for the roads, we would have been able to have sent all the tonnage that was carried, given the roads all the revenues they got, and the consumer would have paid but 5c a hundred.

This is no wild dream, it is a simple mathematical fact which is proven by the statistical report compiled from the railroad's sworn reports to the interstate commerce commission. From the first year to the present, and the average for all that time, notwithstanding the recent raise in freight rates, does not exceed 5 cents per one hundred pounds during the seventeen

years' report. Tables are given herewith showing the ten groupings in which the statistician has divided the United States. His idea being to compile the statistics in each locality of the United States with a view to accommodating the railroad men in their ideas that one locality was a much more expensive one than another in which to conduct railroading.



GROUP MAP. INTERSTATE COMMERCE REPORTS.

STATISTICS OF RAILWAYS IN THE UNITED STATES. SUMMARY SHOWING PUBLIC SERVICE OF RAILWAYS BY GROUPS.—1902

FREIGHT SERVICE							PASSENGER SERVICE						
Territory covered	Revenue Per Ton per mile	Average revenue from each ton of freight carried	Revenue per train mile freight trains	Number of tons of freight carried	Average number of tons in train	Average haul per ton	Territory covered	Number of passengers carried	Average number of passengers in train	Average journey per passenger	Revenue per passenger per mile	Average revenue from each passenger carried	Revenue per train mile passenger train
	Cents	Dollars	Dollars								Cents	Dollars	Dollars
Group I.....	1.172	.99027	2.42133	55,711,126	201.41	84.07	Group I.....	115,314,778	61	18.75	1.798	.63710	1.27368
Group II.....	.664	.79160	2.54450	376,492,715	378.36	111.82	Group II.....	242,345,765	53	21.75	1.785	.39113	1.10769
Group III.....	.576	.65223	2.09018	283,953,697	361.55	112.49	Group III.....	70,591,949	44	89.77	1.910	.76362	1.04424
Group IV.....	.650	1.25798	2.05594	41,251,860	314.72	189.07	Group IV.....	16,670,619	34	38.72	2.254	.87973	.95795
Group V.....	.816	1.21289	1.82255	79,555,322	219.96	145.78	Group V.....	30,519,223	32	39.58	2.291	.91258	.90371
Group VI.....	.787	1.17199	2.21841	219,165,927	275.59	142.20	Group VI.....	95,697,851	39	35.46	2.088	.74205	.99614
Group VII.....	.994	2.31765	2.61781	20,954,681	263.08	229.48	Group VII.....	5,819,008	44	105.52	2.188	2.33021	1.22543
Group VIII.....	.978	1.94970	2.12816	65,440,768	215.57	174.60	Group VIII.....	23,282,296	37	60.27	2.236	1.35479	1.04547
Group IX.....	.984	1.58228	2.10106	33,062,688	212.32	159.08	Group IX.....	12,530,520	40	51.71	2.262	1.17013	1.10218
Group X.....	1.037	2.42140	3.15500	33,788,243	303.29	230.68	Group X.....	37,104,501	63	41.43	2.071	.87337	1.49556
United States.....	.757	1.03219	2.27033	1,200,315,787	296.47	131.04	United States.....	649,878,805	45	30.30	1.986	.60494	1.08531

From the map, find in which group you are located. Note what the average rate is for your group. Then remember what you pay and it will help to fix in your mind that not only business houses are discriminated against by ton per mile rates, but that commodities and cities are likewise

treated by these quasi-governmental agencies.

We have no room to discuss passenger service. But the average journey per passenger for United States is 30.3 miles and average number of passengers in train to have been 45, when, under a just rate application, the travel

would be ten times that. The average revenue from each passenger was 60 cents plus. In Group VII the revenue is \$2.33 per passenger and in Group I it is 34 cents.

This explains why the roads take spurts at excursion rates that set the natives to drooling for a varnished car

ride at, say, \$3.00, as lately made for trip from Chicago to St. Paul and return, while the standard rate for the same haul is \$19.40.

The railroad man tells us that his business is very intricate. It is, and deliberately made so by his nihilistic discriminatory rates.

Right Kind of Stuff

Editor Independent: Find enclosed order for one dollar, which will pay my subscription up to date and I want you to keep sending it as it has the right kind of stuff in it for me. Although I am an advocate of the single tax, I have never supported any other political party than the populists. The only objection to the populist platform is that it contains too much. I think that it should only contain one plank and that the initiative and the referendum and we should try to educate the people along those lines. I can not close this without commending you for

your editorial on page 9, of January 19, entitled "Typical Mullet Heads." That had the right ring to it and my only objection is that you did not put it in a more conspicuous place and in larger type.

I do not allow one of The Independents to go to waste in my house, but when I have read them, I send them to some of my friends.

W. A. CAMPBELL.  
Colorado Springs, Colo.

The Independent and Kansas City Weekly Star, both one year for \$1.10.

The new banking law that is being quietly pushed through congress will greatly decrease the volume of legal tender money, made by the government out of something, and enormously increase that of hocus pocus made by bankers out of nothing. Bankers are now collecting from 1 per cent a year to 1 per cent a day as interest on over 6,000,000,000 of this stuff, and its use is the sole cause of commercial panics and of most periods of disastrous business depression. "The Hocus Pocus Money Book" tells all about this and shows that a sounder, safer and juster system can easily be substituted for it.

Send immediately to Albert Griffin, Topeka, Kansas, 25c for one copy, or \$1.00 for five.

Wants a Conference

Editor Independent: I have been expecting a call for an early conference, for organization work ought to be pushed. A well attended conference would hold up the hands of our officers, enthuse an element that needs the contact of numbers to stimulate it and loosen some purse strings. It would enable us to more fully develop the consensus of populist judgment as to party policies.

J. M. LONDON.