

the Philippines will be fit for statehood.—Detroit Free Press (Ind. Dem.).

One-tenth of the sum needed for the conquest of the Malays of the Philippines would create a great merchant marine, which could be protected by naval stations all over the world, to be had almost for the asking. The talk about "destiny," of course, is an insult to a great nation, which up to the present time has been powerful enough to dictate her own destiny. It may do for such crumbling nations as Turkey or Spain; but when the American people become content to whine tearfully that they are "powerless to oppose the march of destiny," the last glorious achievement of this great republic will have been recorded.—Boston Advertiser (Rep.).

**SLEEPING-CAR RATES IN AMERICA AND EUROPE.**

Consul Benjamin H. Ridgely, writing from Geneva to the Railway Age, comparing sleeping-car rates in America and Europe, says in part:

"The more a citizen of the United States lives and travels abroad, the more does he learn to respect and appreciate many American institutions; and particularly he learns to respect and appreciate American railroads. When he begins to study the comparative conditions under which the railroads of the United States and Europe are operated, the more is he impressed with the fact that the railroads of the United States give the people infinitely more for their money, and yet work under many disadvantages that no railway corporation of Europe would even remotely think of tolerating.

"When I told a great French railway director of the difficulties the American railroad managers were having to protect themselves against scalpers, he was astounded.

"'Why,' said he, 'here in France, the first juge d'instruction to whom they might be presented, would regard them as common knaves and punish them accordingly. I am amazed that the laws of the United States do not deal with such pests as with ordinary rogues.'

"I know what it is to leave Geneva at 8:37 at night and pay just a little less than \$5 for a berth in the sleeper to Paris, from which I am forced to descend at half-past six the next morning. In the United States I would pay the Pullman company \$2 for the same service, and would have a more comfortable bed. Hence I write more or less feelingly on the subject.

"From Paris to Constantinople, a journey consuming a little less than three days by the oriental express, the sleeping-car fare is \$21.50, or about \$7 a day. This is considerably cheaper than the charges for similar accommodation on the French lines but it is still much higher than in the United States. For example, the regular sleeping-car rate

from New York to Chicago, a distance of 980 miles is \$5; from Chicago to Missouri river, 500 miles the rate is \$2.50; from Chicago to Louisville, 324 miles, \$2; from Cincinnati to St. Louis, about the same distance, \$2.

"A thing that at once astounds the American traveler and impresses him as a tremendous imposition, is the rule on nearly all the roads (outside of Germany) that requires not only a berth fare for each person who goes to bed in the sleeper but exacts a first-class railway ticket for every berth occupied.

"Probably the most expensive fares paid anywhere in the world are from Paris to Nice—a distance of 675 miles—for which the sleeping-car fare on the limited trains is \$20, and \$24 for the railroad ticket. This train runs at only 44½ miles an hour, and a passenger is allowed only 60 pounds of free baggage.

"Between Geneva and Genoa—a ride of 16 hours—there is no sleeper run. Also none in winter between Geneva and Paris. If you ask a railway official why this is, he simply shrugs his shoulders, and answers briefly that it doesn't pay.

"'Besides,' he adds, 'there is but one railway line, as monsieur knows very well. Consequently persons who must go will do so, whether their are sleepers or not, is it not so? The company works only for money, is it not?' he adds, naively."

Consul Ridgely gives two elaborate tables, showing distance, railroad fare and sleeper fare between Berlin and prominent European points, and also between Paris and the same. In conclusion he says:

"I declare it to be my opinion that nowhere in the world does one in a single night get so much luxury and comfort, and, I may add safety, for \$2, as on the Pullman sleeping cars in the United States. When we consider, moreover, that our railroads supply them at an expense to themselves, instead of exacting pay for them, and thereby necessarily making the rates for berths much higher, as the European roads do, the spirit of liberality in which they do it ought to be much more appreciated than it is."

**EPOCH-MAKING DISCOVERY.**

"All students of the problems of Malthus and all lovers of their kind will be deeply interested in the discoveries of the Garton brothers of England. What Darwin did for speculation these agriculturists have done for the world's food supply. Their discoveries seem to be epoch-making and promise a new era for agriculture. A century ago by a system of cross-breeding Bakewell increased the weight of the average bullock by 450 pounds. Similar methods increased the size, strength and speed of horses. In the orchard also, by cross-grafting, horticulturists took the apple and pear that were small and acrid and

lent them size and sweetness. During the last fifteen years the Gartons have been experimenting upon cereals. Hitherto farmers have increased the yield of grain by fertilization or irrigation, but the Gartons double the harvest by cross-breeding. Farmers know that the spelt of Asia holds the grains of wheat so tightly that the heads break off, but will not thrash, while the ripe Fife wheat shells out in the field unless cut immediately. After many years of experiment the Gartons have produced a variety of wheat that after ripening will stand for thirty days without shelling. The stalk also is so strong that it stands up against all wind and rains orms, while the yield per acre is nearly doubled. Working with barley, they have changed the barley head with two rows into a head with six rows. By crossing the English and Japanese oat they have produced a huskless oat, and made the bushel to weigh, not thirty-two pounds, but fifty, while at the same time increasing the yield. The red and white clovers have also been successfully crossed, and the red clover has been made perennial. Knowing that if they sell a few bushels to individuals in a few years their cereals will seed the world, without any recompense for fifteen years of costly experiments, the Garton brothers are trying to sell their seeds to the agricultural departments of governments. Our own government now has a representative upon the Garton farm, investigating the new grains there so successfully grown. Scientists and practical farmers who have investigated their work believe that the food supply of the world is very shortly to be doubled. If he who makes 'two blades of grass to grow where one was is a philanthropist,' how much more is he who doubles the harvests, halving man's labor and sorrow?"

THE CONSERVATIVE of Nebraska City, edited by J. Sterling Morton, says: "There is need of a political party in the United States which can live without traditions and promulgate policies and principles without fear of running amuck with its own precedents and platforms. The objections to a new party are not insuperable. The republican party was organized in 1854. It ran Fremont for the Presidency in 1856. It elected Lincoln because of a divided democracy in 1860." Whether the time has come for a new party or not it is not for us to decide, but that there are new issues and high causes waiting for study and solution, issues and causes that run across existing party lines and that are not adequately represented by the traditions or present spirit of any party in this country, we have persistently insisted.—The New Unity, Chicago, November 24.

THE CONSERVATIVE received twenty yearly subscriptions from Omaha alone during the past week.