

POLITICAL ORGANIZATIONS.

"A political party is an organization of men having in view the establishment of the political policy agreed to by them as the policy of the government. By "abolishing" political parties by law or in any other way, all men are deprived of the right to organize for what they consider the right. They are thus deprived of any adequate "place on earth" for without organization there is neither right nor justice possible on earth."—Nebraska State Journal.

The erudite State Journal is as far from the mark as Jones. Jones is right in idea but wrong in method. What the country does want is independent self-government, but it cannot be had by "direct nomination of candidates by the people" or "by direct making of laws by the people," any more than it has resulted from "organization of men having in view the establishment of the political policy agreed upon by them as the policy of the government." The one would lead to anarchy as the other has led to machine despotism and corruption as The State Journal well knows. What part does the individual play in caucus nominations or the party policy? Not an iota! The slate is made by the ring in accordance with dictation of the boss or bosses. The machine, that is the organized people, simply confirm it. Political independence is impossible in organization. It does not continue through one presidential canvass and election. It is not present in and through the first caucuses for nomination of a new and "independent party."

The Way Out.

The way out of this difficulty is not "by the direct nomination of candidates by the people," as Jones says, nor by party organization as The State Journal claims. Political life in the village communities of New England shows the former, even in local affairs, while national and state politics show the futility of organization to insure competent and honest government.

The way out is simple. It is to do away entirely with all local representation and have all candidates elected at large by self-nomination. Awaken individual responsibility and the majority of American citizens know what they want. Those having like interests want approximately the same thing. The individual struggle for existence, "a free fight and no favors," needs to be introduced into politics. Politics should become a science and those thinking they have fitness should prepare themselves for the fight and enter the lists. The people will soon learn who best represents their individual necessities. Each great interest should produce its candidates. Those connected with each interest will soon learn which of the candidates is best fitted to represent them individually. No matter what

the number of candidates the whole number possible of election should be limited. Those having the greatest number of votes in the county at large should be elected in serial number until the list of candidates is filled for national representation, and so for state, city or town representation. Each voter would then, in a certain measure, become acquainted with the candidates and personally select and vote for the one best suiting him. He would be a man of his own profession or work, known to understand the needs of the individual men in that branch of industry. The way out of the political muddle is interest, representation, individual candidacy and direct voting by the people individually. All local representation in national, state or town politics should be abolished.

FRANK S. BILLINGS,

Grafton, Mass.

SOME INTERESTING DATA.

A significant fact that appears in the railroad statistics in a recent edition of "Poor's Manual" is that the highest earnings per mile and the lowest rates go together. The ton-mile rate for freight is the lowest in the Middle States, averaging only 0.61 cent. But the freight earnings where that low rate was charged averaged \$10,050 per mile, which was the highest in the country. The average freight earnings per mile for the entire country was \$4,717. The highest ton-mile rate is found in the New England States, 1.10 cents, but the proportion of valuable commodities carried is higher in New England than in other states. At the same time the average train load is smaller in those states—162.46 tons, as compared with 233.18 tons in the Middle States. Earnings have increased as the freight rates have gone down. The ton-mile rate fell in the last ten years from 0.977 cent to 0.758, or 22 2-5 per cent. On the other hand, the freight train earnings per mile increased from 155.71 cents in 1888 to 160.09 in 1898. While rates went down 22 per cent, the earnings increased 3 per cent, showing that the low rate is the more profitable. This is in some measure due to the improved condition of the roads and to the use of more powerful engines carrying larger loads. The average of the train load of freight in 1888 was 159.36 tons, while in 1898 it was 211.06 tons. On those roads where the lowest rates were charged the earnings were the highest and the train load was the heaviest. The average train load of freight for the entire country was 211.06 tons, but the average on the Pennsylvania was much greater than that, and on some other roads it was as follows: Chesapeake and Ohio, 425 tons; Buffalo, Rochester and Pittsburgh, 407 tons; New York Central, 346 tons; Lake Shore, 352 tons; Erie, 335 tons. On through freight the average

train load on the New York Central was 750 tons. The great benefit the public gets from this increase in the train load, due to improved track and more powerful engines, can be seen in the returns of the Chesapeake and Ohio. In 1892 the average train load on that system was 2590 tons, and the average charge per ton per mile on freight was .536 cent. From year to year the train loads increased and the freight rate decreased, until in 1899 the train load reached 425 tons while the freight rate had fallen to .362 cent.

The roads are not able to make as good an exhibit in the matter of passenger fares. These have been steadily reduced, and, like freight rates, are the lowest on record; but it is not in the power of the roads to increase the train load of passengers as they do of freight. The passenger rate averaged per mile 1.994 cents, a decline since 1888 of 11 1/4 per cent. But the receipts per passenger train mile fell in the ten years from 93.74 cents to 79.07 cents, a decline of 15 1/2 per cent. The average number of passengers per passenger train fell in that period from 41.73 to 39.66. The earnings on passenger trains per mile of railroad fell from \$3105 to \$2796. More passengers are carried but a great many more trains are run, and they are on the average run at greater expense, better accommodations being furnished. The railroads are giving the people now much the best and cheapest service ever afforded. To accommodate passengers the roads have materially lessened their earnings on passenger trains. And yet there continues to be a demagogic outcry against the railroads and opposition to just legislation for their benefit. When they ask for a law to stop ticket scalping and save the \$2,000,000 now annually absorbed by the parasitical ticket brokers a demagogic outcry is raised in opposition. And when they want legislation to enable them, under the supervision of the government, through the Interstate Commerce Commission, to fix and maintain stable rates and to do away entirely with all secret discrimination, immensely to the benefit of the public, there is this same unfair demagogic opposition. The statistics show that the public is getting the benefit of all railroad improvements. Rates have gone up on steamships and prices have gone up generally on everything railroads use, but their charges remain the same. It is time that they were given credit for what they are doing in the way of improved facilities and lower charges, which benefit the country. The great reduction they have made in recent years on freight rates has been a very important factor in the general prosperity of the nation.

Were the self-made man conscious of his origin he might not be so conceited an ass.