

RAISING RAILROAD TIES.

John P. Brown, of Indiana, Talks of His Contract With the Big Four.

John P. Brown, president of the Indiana Forestry Association, has been in Cincinnati. Mr. Brown is the originator in this section of a unique idea to relieve the present strained conditions of the railroad tie market, and he has a contract with the C., C., C. & St. L. to plant one of that company's big farms in Marion county, Ind., entirely with timber—in other words, to grow the trees from which ties are to be made. Fifty thousand trees have already been planted.

Speaking of his project Mr. Brown yesterday said to a Commercial Tribune reporter:

"All the main-line railways in the northern states are experiencing difficulty in obtaining enough crossties to supply their necessities. The oak is well nigh exhausted in the principal timbered states, the South now furnishing the great majority of ties, both of oak and also of yellow pine. Much of the latter is substituted for the more durable white oak. A limited quantity of tamarack still remains in the vicinity of the Great Lakes, while redwood is largely used on the Pacific coast.

"But the supply is rapidly diminishing," continued Mr. Brown. "The wasteful method of lumbering practised throughout America effectually prevents any material increase from young growths. It is morally certain that within a few years—even within the life of the middle-aged man of today—the end of our timber supply will have been reached. Some of the railways, knowing that this will become scarcer each year, have begun the planting of rapid growing timber trees on their vacant lands, with a view to their use for ties. It was with this object in view that the C., C., C. & St. L. people contracted with me to plant their Marion county farm. The catalpa species has been selected as the tree best suited for this purpose. The catalpa is a native of the Lower Wabash Valley. It formerly flourished about Vincennes, and was used by General Harrison in building the stockades in defense against the Indians, and the great length of time they were preserved proves the extreme durability of the wood. Numerous instances are recorded of posts and other timbers resisting decay for seventy-five to a hundred years. Singularly enough, this remarkably durable timber is of very rapid growth, trees having attained a girth of forty-eight inches in sixteen to twenty years from seed. On the prairie states, where tree-planting has been made a study and practice for half a century, the catalpa is well known, several forests covering a square mile each having been planted by railway companies and others. Experience

has shown this to be a profitable investment, trees large enough for telegraph poles and crossties having grown in twenty years. It is to be hoped that the Big Four catalpa forest in Indiana will prove a complete success, and that others will be planted, and in large quantities."

SILVER ONLY.

In his famous cross-of-gold-and-crown-of-thorns speech before the Chicago convention of 1896, Col. William Jennings Bryan laid down the pernicious gospel of the money fallacies as follows:

"And now, my friends, let us come to the paramount issue. If they ask us why it is that we say more on the money question than we say upon the tariff question, I reply that, if protection has slain its thousands, the gold standard has slain its tens of thousands. If they ask why we do not embody in our platform all the things we believe in, we reply that when we have restored the money of the constitution all other necessary reforms will be possible; *but that until this is done there is no other reform that can be accomplished!*"

The foregoing taste of canned statesmanship may now be taken as a lunch before entering upon the campaign of 1900. If the quotation means anything, it means that no other question should be, or could be, taken up as to any governmental reform whatever, until after the gold standard had been abolished.

Trusts and imperialism and extravagant use of the public funds are, according to this dogmatic declaration of Colonel Bryan, to be untouched, ignored and forgotten until after the free and unlimited coinage of silver at the ratio of sixteen-to-one has been established in the United States. Silver only, is the issue!

POLITICAL.

Lamenting the death of General Lawton, the Philadelphia Ledger (rep.) says: "The entire Philippines are not worth the life of one such a brave patriot, and yet the administration has caused the country to pay for them thousands of lives and at least a hundred of millions of treasure. Blood and money have been poured out like water to perpetuate a political blunder."

The vote of Representative Glynn (dem.) of Albany against the gold-standard bill is said by gold democrats in Albany to be a violation of an ante-election pledge. Judge Francis J. Woods relates that when Glynn sought his aid in obtaining the nomination, he asked Glynn: "Can I pledge you to vote and act in accordance with the true democratic sentiment of this district and against all Bryanism as to financial legislation?" Glynn made an unequivocal answer that Woods could pledge and trust him in all respects.

WHY THE TARIFF REFORM COMMITTEE OPPOSES THE SHIPPING SUBSIDY BILL.

1. Ocean freights are regulated largely by the charges made by sailing vessels and by tramp steamers, to which are due the present low rates on grain and other non perishable products.

2. The proposed shipping-subsidy bill will drive sailing craft and tramp steamers off the high sea, because it pays subsidies primarily by mileage and speed instead of tons, and by capacity, rather than by actual freight carried. The great bulk of the subsidy will go to the large and swift steamships, and this whether they carry big or little loads or run empty.

3. With sailing vessels and tramp steamers out of the way, and also with such lines of steamers as could not obtain bounty either reduced in number and size of ships or entirely removed to foreign waters, the conditions for the formation of a gigantic ocean steamship trust would be ideal. The fact that our ocean wharfs and docks are largely owned by railroads which are also interested in various lines of steamships, would pave the way for such a trust.

4. Such conditions are not favorable for lower freight rates on exported farm products. A possible slight reduction during the first year or two while the government's favorites were getting rid of competition, would be more than counterbalanced by the artificially high rates, once the trust was in full control.

5. It is certain that such a bill would take hundreds of millions of dollars from the people and distribute them amongst certain shipowners. It is not certain that any considerable portion of these millions would, through lower freight rates, higher wages to seamen or to shipbuilders, get back to the farmers and others who contributed to the subsidy fund.

6. Is it of consequence to farmers whether their products are exported under American or under foreign flags?

7. Will any of the subsidy ever get past the shipowners and into the hands of wage earners?

8. Do our ship-builders need a stimulus when they are already over-crowded with work?

9. Is it not generally conceded that we can now build ships as cheap as any other nation?

10. Are we not destined, with or without bounties, to become the great maritime nation of the future, and this even in spite of our absurd and antiquated navigation laws?

11. Similar subsidies have for years been paid by France and Italy, and have not resulted either in giving them a mercantile marine or lower freight rates, though the subsidies have enabled the ship builders to get high prices for their ships.

12. English ships carry the freights