FASCINATING

Learching Investigation of the Census Office Into Individual Debt.

GRADUAL DECLINE OF FARM MORTGAGES

Farms and Lands Carry Less Than 33 Per Cent of Mortgage Indebtedness.

THE LARGER CITIES BEAR THE BURDEN

Indisputable Lyidence that Mortgage Debt is the Handmaid of Prosperity.

Jon. Robert P. Porter Makes an Extraor-

DEBT OF NEBRASKANS IS LIGHT

dinary Exhibit of the True Condition of Borrowers Throughout the United States - Facts and Figures.

. The stupendous investigation of the census office into individual indebtedness has brought to light strange and fascinating facts in relation to debt and its attendant burden of interest. This inquiry was conducted in two ways, and as a result we have practically two separate reports, eich revealing facts of vital importance to the prosperity of the nation and of great value to economic discussion. In the first place, all existing mortgages were transcribed for a period of ten years, thus showing the real estate mortgage movement in the various states and territories. From this and other obtainable data the average life of mortgages on acres and mortgages on lots was secured, and the actual mortgage indebtedness was ascertained. It is believed by the most accomplished statisticians that the percentage of error in this work is less than 5 per cent. The completed tabulations announce the f llowing startling results:

Mortgage indebtedness of United States, 1890 S6,019,079,085 Number of mortgages repre-sented 4,771,688 sentel 4,771,698
Annual interest charge 8 397,442,792 Think of what these totals really mean. A debt more than eight times the aggre-gate of the national debt and three times as large as all the public debt put together A debt which, when added to the public debt, makes a grand total of over \$8,000. 000,000. A debt which, considered by it-self, takes nearly \$400,000,000 annually from the productive forces of the country to meet the interest account. Truly this view o the subject seems at first sight appalling, and in a measure justifies the cry which cam from some of the western states that farm mortgages were becoming a greater burden than the people could bear. That the in-terest was sapping up the profits of agricul-ture and that the principal could never be id. A further study, however, of this oblem with all the data at hand may enable us to take a more cheerful view of the AN ASTONISHING FACT.

In the first place, we discover this encr-mous total is not all farm indebtedness. Indeed, mortgages on acres seem to form a smaller share in this gloomy and at first apparently overwhelming aggregate indebt edness. The dwellers in our cities and towns seem to have been bitten by the mortgage craze or epidemic to an even greater extent than the honest, hard working farmer. Not that we are called upon to waste any sympathy or shed rby tears on his account, the "toiling farmer" alone eliciting the sympathy of the politicians. Still, as a statistician, the facts must be resented, even if in doing so the populist ubble, that the farms of the country are plastered all over with mertgages, shall be pricked. Look at these two pictures:

ACRES.

Number of mortgages Annual interest charge Of the amount of mortgage debt placed on real estate in the United States in 1890 48.19 per cent was on acres and 51.81 per cent on lots; of the amount in 1889, 33.42 per cent was placed on acres and 66.58 per cent on lots, shewing the increasing importance of mortgages on lots. This is unexpected. to say the least. Here was an inquiry invented, patented, worked up, put on foot for the single purpose of revealing the awful condition of the American agriculturist under the wicked system of protection. Instead, it discloses the lot or city side of the scales weighed down while the acre or farm side poises in the air. DWELLERS IN CITIES THE REAL BOR-

ROWERS. Still worse! New York (\$268) leading in the highest per capita mortg ge debt, and not Kansas (\$165). There are twenty-nine counties containing the great cities of the United States, each of which has an existing mortgage debt of \$25,000,000 or more. The mortgage debt of the twenty-nine counties is 43.34 per cent of the mortgage debt of the United States. The per capita mort-gage debt of the twenty-nine counties is \$232; of the United States, outside of these counties, \$66; of the United States, \$96. The percentage of true value of all taxed real estate represented by the merigage debt in force—the United States, 16.67 per cen; the twenty-nine counties, 23.24 per cent; the United States outside of the twenty-nine

counties, 13.70.

In New York City and the ten countie neighboring thereto in New York and Nev Jersey the mortgage debt is \$1,279,343,700 which is 21.25 per cent of the mortgage deb of the United States. It is 2.37 times the mortgage debt of the entire south, and, it is estimated, is 1.29 times the entire real estate chattel and crop mortgage debt of the south ern states. It is 1.32 times the mortgag debt of the south and that part of th United States that lies west of the Dakotas Nebraska, Kansas and Texas, comprising th Rocky mountain and Pacific coast regions It is 61.59 per cent of the mortgige deb of what is commonly known as the west extending from Ohio westward to Kansa; and northwestward to the Dakotas with its populcus cities of Chicago, second only to New York, o Cincinnati, Cliveland, Detroit, Indianapolis Kansas Cliv. Kansas City, Milwaukee, Minneapolis, Omah. St. Louis and St. Paul. The mortgage del of New York City alone is \$839,684,530. Th is 13.95 per cent of the martgage debt of the United States; it is equal to the mortgag debt of the south and 55.44 per cent more it is nearly twice the mortgage debt of the Rocky mountain and Pacific coast region it is 86.62 per cent of the mortgage debt these regions and the south combined, a it is 40.42 per cent of the mortgage debt the west above described.

THE EAST NOT THE WEST. Although so much has been said about th mortgage debt weat of the Mississippi river yet, as a matter of fact, the principal tion of the mertgage debt of the United State the six states of Massachusetts, Ne York. New Jersey, Pennsylvania, Ohio an Illinois. In the great industrial states w have nearly two-thirds of the mortgage debt. These states owe 57 per cent, or nearly three-fifths of the mortgage debt of the country. In short, the figures show that right along the line of greatest prosperity and progress, whether it be agricultural, mining, manufacturing or commercial, there you find the largest amount of debt. It is nd that mortgages are responsive to high real estate values, to business activity and to the growth of towns and cities. If a map of the United States were to be shaded accordance with the amount of mortgage debt the darker portions would be found such great industrial states as Pennsylvania, Massachusetts and New York in the east the new mining and manufacturing regions of Alabama and Tennessee would be the dark spots of the south; Illinois and Ohio would be darker than Indiana in the old west; and Chicago would be black indeed. The reason for this is that mortgages enable men who can make partial payments for real estate purchases to branch out into endertakings that would otherwise be be-

FACTS youd their reach. It is likely to be a slow-going community where the inhabitants wait to save their capital out of their own carries going community where the inhabitants wait to save their capital out of their own earnings; but let neighbor borrow from neighbor and the south and west borrow from the east and then young men who are too impatien and enterprising to neglect opportunities that call for more capital than they have saved increase their manufactures, extend their trade, buy farms and homes for themselves and create a market for labor, which is the best that the world has ever seen

HOW THE MONEY WAS EXPENDED. One of the most important conclusions that this investigation has established is the voluntary character of mortgage indebtedness. It does not represent a loss of wealth by debtors, which they are replacing by borrowing. From three-fourths to nine-tenths the debt has been incurred in the purchase of real estate and to pay for improvements and if to these are added business purposes and the purchase of the more enduring kinds of personal property, almost the entire amount of the real estate mortgage dept of the United States is accounted for. The farmers of the west mortgaged their farms in order that they might buy them, erect buildings and procure stock and machines with which to pursue their occupations. In this way there has been strengthened a demand for farm lands, and mortgages have been instrumental in preventing the growth of great agricultural holdings by landlords. Under our system of mortgage securities and free alienation no one need long be landless who

is thrifty and industrious. These statistics indicate that the affairs of the people of this country are undergoing some rapid and tremendous changes. I have shown that in 1890 the mortgage debt of the United States amounted to upward of \$6,000, 000,000, or to one and one-half of the wealth of the country. This debt has doubled in ten years, although population increased but one-fourth and wealth one-half during the same time. But what has this \$6,000,000,000 been expended for? What has been the object of the indebtedness? The following tables tell the story far more strikingly than

Objects of indebtedness	For num- ber	For amo- ant
Total for 102 counties	100:00	199,00
Purchase money	54,67 20,56	56.66 20.81
teombined) Business Farm machines, domestic animals	4,50 6,61	5.05 8.05
and other personal property Purchase money, improvements.	1.95	0.7
business and personal property temblines with one another) Purchase money, improvements, business and personal property	1.73	2.1
combined with objects other than family and farm expenses. Purchase money, improvements, business and personal property	0.45	0.6
(combined with farm and family expenses) Farm and family expenses	2.05 5,40 2.27	1.5 1.7 1.5
Total for purchase money and improvements (not combined with other objects. Total for purchase money, im- provements, business and per-	80.13	82.5
sonal property (not combined with other oblevis)	96 99	91.3

PROSPERITY AND DEBT MARCH HAND IN HAND.

To buy land, build homes, erect barns and e property. It was incurred volun-It is an evidence of enterprise, of mprove property. tarily. of faith in the future of our country of all that goes to make good citizenship The mortgage movement when studied in all its bearings is an evidence of the upward movement of the people, of the reaching out for land ownership, for better homes, for better surroundings. In doing this the future may have been discounted somewhat. But what successful business man has not done this? Not only are these mortgages evi-dences of prosperity, but they are as a rule the result of prosperous times. There was a considerable increase of debt in 1881, the year that first distinctively shows a recovery from the great financial depression of 1873 o 1877; and a considerable increase is shown The period of financial depression that then began almost entirely arrested the increase of mortgage debt for three years. In 1886, as the depression was ending, mort-gage making gained great impetus and the greatest increase for any one year of the deade was for 1887. The progressivene the movement temporarily spent itself in hat year, for, in 1888, there was a decrease of incurred debt, although it was an increase over 1886. The yearly upward tendency of the mortgage movement was resumed in Number of mortgages 2,203,061 the mortgage more and the readers of Amount 3\$2,203,448,431 this journal all know what a good year for business that was. This intimate relationship between mortgages and business activity, confidence and expansion, is unquestionably es-HOW THE DEBT CAN BE PAID.

> In this article we have gauged the mortgage field, learned something of its dis-tribution, discovered that more money is owing on the 4,181,138 mortgaged lots of cities than on the 273,352,199 mortgaged acres in the country as ascertained, the purpose for which a debt of this vast magnitude was incurred, formed an idea of its annual burden upon productive industry and brought to light some facts as to the relation of this debt to the true valu of all taxed real estate. Having discerned briefly these points and before taking up the still more interesting question of mortgages on our homes it might be well to examine for a moment the chances of to examine for a moment the chances of paying off the existing mortgage debt. It is generally conceded that all taxed real estate can be incumbered for two-thirds of its true value. During such periods of depression as the present, when real estate has decreased in value, the burden of some of these debts must indeed be relatively greater than in times of presentive. The greater than in times of prosperity. The subjoined table shows the percentage of existing debt to the true taxable value of the real estate. It brings to light two important facts, namely, that the largest per centage of deb' to valuation is not confined o the agricultural states and that no state has as yet reached what may be termed the danger line: States and Territories.

The United States	20.0
Alabama	23.1
Arizona	
Arkansas	10.0
California	23.8
Colorado	19.6
Connecticut	21.6
Delaware	23.8
District of Columbia	23.0
Florida	
Georgia	10.7
Idaho	6.4
Illinois	18.6
Indiana	13.7
Iowa	24.5
Kansas	40.2
	10.5
Kentucky	17.8
Louislana	20.3
Maine	16.
Maryland	28.5
Massachusetts	-
Michigan	20,5
Minnesota	31.0
Mississippi	14.6
Missouri	23.7
Montana	7.1
Nebraska	30.0
Nevada	6.5
New Hampshire	183
New Jersey	39.4
New Mexico	17.5
New York	45.1
North Carolina	12.
North Dakota	30,6
Ohio	16.
Oregon	11.3
Pennsylvania	25.7
Rhode Island	17.1
South Carolina	12.
South Dakota	
Tennessee	13
Texas	
Utah	
Vermont	3.7
Virginia	9.5
Washington	14 1
West Virginia	19.

Wyoming ... estate can be incumbered for two-thirds of its true value without increasing the rate of interest to cover additional risk, it follows that 25 per cent of the real estate mortgage debt limit has been reached in the United States. New York, Kansas, District of Columbia, Massachusetts, Minnesota, Ne-braska, New Jersey, North Dakota, South Dakota, Vermont, Wyoming and Pennsylvania have all exceeded this limit. In no case has the danger limit of two-thirds the value been reached, except possibly in some "boom" community, where values

have gone down to nothing. Such instances, in my opinion, only represent the usual business misfortunes. Taken as a whole the individual mortgage debt of the United States has been contracted for wise purposes, the rates of interest are not excessive, and with the return of good ago.
times it will be met and the interest paid "Good. Blame the regularly. A nation that regarded its nathable that built the biler."

tional debt almost in the light of a personal debt and paid it as we have done is not likely to repudlate the debt which enabled the thrifty and energetic to purchase land. build homes and make a wilderness blossom

THE FARMS AND THE HOMES. The second part of this inquiry dealt with each home and each farm. At every one of the upwards of twelve millions of dwelling houses of the republic the enumerator was instructed to inquire if the home or the farm was hired or owned by the occupant. and if owned whether it was free of debt o encumbered. This was one of the so-called "Inquisitorial" features of the census, al though hardly any work done by the census office was less inquisitorial than this. The ownership of land and the mortgages that incumber it are matters of public record, and inquiries in regard to them were made of the people to save expense. While the epidemic of newspaper abuse at one time seemed likely to embarrass this investigation I am inclined to think it merely called attention to it and perhaps aided th in securing returns. The results which Mr George K. Holmes, the special agent, who has had charge of the work, has kindly sen me this week indicated a completed task. He reports a total of 12,699,152 farms and Of this number 4,767,179 are returned as farms and 7,922,973 as homes. The total number we find about equally divided between those who own their farms or homes and those who hire. Here it is:

	FAMILIE	S OWNING.	
Farms		nes	5,142,721
********		S HIRING.	
Total fr Farms Homes	rms and hom	ie#	6,621,760 1,624,458 4,999,392
When	however, we	compare far	m owning
relative better	ly speaking off than his	the farmer brother of	is much

cities. Of the 4,767,178 farms no less than 3,142,721 are owned and only 1,624,458 are hired. Of the 7,922,973 homes, however, nearly 5,000,000 are hired and the remainder owned. Thus we are rapidly becoming a owned. Thus we are rapidly decording a nation of house renters and not of home owners. It does seem wrong that in this country, where land is cheap and casily purchasable, two-thirds of the homes are hired. After all allowances have been made for the families that are too poor to own for the families that are too poor to own houses, no matter for what reason, there still remain a large proportion of tenant families that do not want to own their homes under the circumstances in which they live, although able to do so. Men must feel settled in life and have what appear to be permanent local attachments before they will own their homes. Perhaps this in part explains the fact that such a large proportion of our homes are hired. For example, in the large cities containing population of over 50,000 there are 2,363,577 mes, of which number I find only 567,746 owned and 1,795,837 hired. Here we have over three-fourths hired, or 76 per cent the aggregate homes, and only 24 per cen owned. Of the 6.066,392 farms and homes reported as owned by the occupants we find the following distribution of those free of debt and those incumbered: Incumbered

Farms and homes..... 4,329,354 2,113,740 809,931 Here we have a most satisfactory condiof affairs. Of owning families we find the following percentage free from debt:

Farms and homes..... This for all families owning. In the large cities, however, a greater proportion of homes are incumbered, namely, 38 per cent, and only 62 per cent free of debt. So long as 72 per cent of our owned farms and homes are free from debt and so long as mortgage indebtedness does not exceed 25 per cent of the true taxed value of real estate we have no reason to feel alarmed, especially with a national debt melting away rapidly, the per capita of all debt decreasing and the valuation of property increasing at a greater rate than any kind of public debt. Nevertheless there are some cheerful pictures in relation to our hearths and homes which speakers will have to omit from Fourth of July orations in the future The flat, the boarding house, the monster hotel are alike playing havor with the increase of population, the size of the family and home owning in the United States. ROBERT P. PORTER.

CONNUBLALITIES.

He-I would do anything in the world for She-Well, then, why don't you go A pneumatic baby carriage is a good deal better thing to have in the house than a

pneumatic baby. "What makes you so sure that Blankly be lieves in future punishment?" "He's going to marry the lady he was divorced from six

nonths ago. He-When I succeed in getting on the right side of you I'm going to propose. She-Well, if you do, you'll find yourself on the

left side almost immediately. One of the customs of ancient Babylon was an annual auction of unmarried men. The proceeds of the sale of the beautiful women were used as a dower for the

ungainly ones. It's hard for an old married couple to realize, when they see a young unmarried couple spooning in the twilight, that they were just exactly as big fools themselves years ago, when they were young.

Among the Sioux no lover can have the girl of his choice unless he can outrun her. The scientists say this is a survival of the earlier method of ambuscading an intended wife and kidnapping her as a means of opening the courtship. The engagement is reported of Mme. Lil-

lian Nordica, the prima donna, and Zoltan Dome, a young tenor who distinguished himself at Bayreuth this summer. Mine. Nordica's former husband was Frederick A. Gower of Providence, who was lost in a balloon ascension from Havre in 1885.

Mrs. Irene House, or Carson, as she now calls herself, who has been married more times than the average person in Trenton can keep record of, is in the Mercer county, New Jersey, jail on complaint of Paul Red-mond, one of her husbands, who charges her with assault and battery. Paul is No. 6. One of the most picturesque and interesting of the September weddings to New Yorkers will be that of Miss Mary Lee Duvall, the daughter of First Lieutenant William P. Duvall of the Fifth cavairy, U. S. A., to Louis Eugene Marie, a son of the late John B. Marie of Philadelphia, and a nephew of Peter Marie of New York, which is announced

to take place on Tuesday night. Miss Estelle Robertson of Albany, N. Y., and Prof. Alonzo Stagg, the Yale athlete, now of the University of Chicago were married in Albany Tuesday. Prof. Stagg is one of the most cominent figures in the athletic affairs of the country, as he has been since he first achieved fame as pitcher of the Yale basehall team and one of its famous football players eight or nine years ago. He was then in college preparing for the ministry, as was generally supposed, but on graduation he con-tinued his athletic work. When the University of Chicago was started Stagg was se lected as the best available man to dir the athletic efforts of the undergraduates.

Revealed a Flaw.

Chicago Tribune: "I wish you hadn't had your hair cut so short, Harold," exclaimed the young woman, turning away from him involuntarily.
"What difference does it make, dearest?"

asked Harold, with tender anxiety. 'You-you have destroyed an illusion," sighed. "That is all." You didn't think I was a poet, did you Clara, because I wore my hair long?"

'No; I never suspected you of being

'Or an artist?"

"Then what illusion have I destroyed?" he "Perhaps I should say, Harold," she answered, with tears in her voice, "that you have unconsciously revealed a fact I never suspected, dear. Your ears ain't mates."

Placating the Public. Indianapolis Journal: Coroner-See here boys, it won't do to find nobody guilty. The people are getting tired of it, and when a boiler bust up like this one somebody has got to smart for it. Does anybody know when the boiler was built? Foreman of the Jury-About eighty years

ago. "Good. Blame the explosion on the fellers

Terse Fresentation of Stubborn Facts by a Reilroad Man.

PAYS THE FREI HT BILLE?

Henry C. Frink of New York Throws : Search Light Upon the Dark Recesses of Mercantile and Political Railroading.

Every person in the United States-native naturalized, alica, solourner or travelerpays tribute, directly or indirectly, to our railroads, every day. We do not ride on a railroad every day, but everything we eat and everything we use has helped in some way to swell the earnings of some rail-The infant at its mother's breast is, by

the very act of absorbing food, contributing its mite to the earnings of railroads. The clothing that covers it has contributed. The house that shelters it, and the fuel that warms it have contributed. The bed it deeps in, the eradle it rocks in, and the chair it sits in have contributed. The table it sits at, and the plates it eats from have contributed. The book, slate, pencil, paper and pen that help it to learn have contributed. The school house it recites in has contributed. The light it uses at night to study by has contributed. The implements t uses in tilling the farm and garden, and n harvesting the crops have contributed. The shop it works in, and the tools it handles have contributed. The church it attends, and the show it goes to have contributed. the show it goes to have contributed. The book, letters and newspapers it reads have contributed. The jewelry, musical instruments, paintings and statuary that adorn its home have contributed. The carriage it drives in, and the horse it rides, and the boat it manages have contributed. The rum it drinks, and the tobacco it chews and smokes, and the snuff it takes have con tributed. Its medicines and its surgical ap-pliances have contributed. The coffin it is buried in, the crematory it is burned in, the tombstone set over its grave, the urn that contains its ashes, all have contributed. From birth to death, the children of God in this civilized country are continually contributing to the earning capacity of its network of railroads.

Very few of us, however, seem to be aware

of the fact. The commuters and the com-mercial travelers realize that they are doing considerable business with the railroads. So do the merchants who are receiving large shipments of goods on which they must primarily pay the freight. The majority of us think very little about our servants, the railroads, because we do not often come in direct contact with them. Our annual va-cations, our occasional excursions and our flying holiday trips bring us to the ticket window, and when we must attend court or the funeral of a relative in another town or state we know that we must pay our servant directly; but how many of us pay a freight bill? or think that we are paying for anything that we use or consume? Those who have seen a freight bill are in a very

Let us first inquire whether something could not be saved out of the operating exenses of our railroads. The high salaries paid to officers should be cut down unsparingly Legitimate railroad business is very simple, and it does not warrant the paying of extraordinary salaries. The railroads, as common carriers, have only two sources of reve nue, namely, freight and passengers. The passengers pay before they get on the cars, and they load and unload themselves. Freight on perishable property must be prepaid. other kinds of property, the freight is paid at destination before delivery to consignee indeed, before a delivery order will be issued. Any claim for overcharge, or for loss or damage, must be made afterward. Now, what is there to be done in such an easy business, by even the highest officer, to earn more than \$5,000 or \$6,000 a year? The simple duties required by the people of their servants do not call for very high remuneration. But, when the servants are expected to bamboozle and hoodwink the people, to bribe their legislators newspapers, to make special rates and to pay secret rebates, to organize fast freight lines and to pay them commissions for doing work that could be done just as well by the railroads themselves, to place tickets in the hands of speculators at reduced rates, to form car trusts and construction compan-"water" and otherwise manipulate stocks, and to do all kinds of dirty work for the di-

rectors, they naturally look for large figures opposite their names on the pay rolls. * * The mismanagement of railroad officers and agents for a long time past has brought the business into great disrepute. They seem to act contrary to all good business princi-ples. When business is dull they grind down their subordinates to the verge of starvation. When business is lively, they work their men extra hours, but do not restore or advance their pay, thus creating just dissatisfaction and causing strikes to discommode the pub-

Commissions and mileages paid to fast Commissions and mileages paid to fast freight lines make a big hole in the gross earnings of our railroads. There are dozens of these parasites—sometimes a half-dozen or more on a single railroad or "system." What good are these fast freight lines to the people? What good are they to the railroads? What evil can be worked through them in the way of absorbing surplus earnings, paying rebates, conducting rate wars

and practicing discrimination? What profits

do they make, and to whom are the profits If you want to go from New York to Chicago or St. Louis or San Francisco, you can buy a through ticket at the office of any of the trunk railroads. When you want to ship a car load of merchandise to either of these points, why should you be referred to a fast freight line for a through rate and a through bill of lading? Is it because the railroad company is afraid of having too great an amount of gross earnings to report? The fast freight line is a great absorber of earnings. It must have a general manager and some general agents and some contracting agents, and some accountants and clerks, and some offices and some printed matter and some stationery. When it is known that a man in this city has a few car loads of goods to ship, he is likely to be waited upon by forty or fifty representatives of fast freight lines, all bidding against each other to secure the shipment. The result is pretty sure to be a cut in the rate and a discrimination against other shippers, who have not so large a shipment to go forward. If a rebate is agreed upon between the ship per and the successful bidder, the fast freight line must pay the relate out of its com-mission, or arrange to pro-rate the amount of the cut with the raffronds over which the fast freight line operates, according to their respective mileages or, carnings. The goods are received by the railroads, and loaded by the railroads, and the freight is collected by the railroads. All the fast freight lines can do is to solicit the shipments, in this country and other countries (some of the fast freight lines are bonded, under the imme-diate transportation act; but that arrangement falls with the sustom house) and to pay promptly any claims for overcharge or loss and damage, and reciain the amounts, along with their commissions, monthly, from the railroads, according to the mileage per centages. The commissions allowed to the fast freight lines may be 10 or 15 per cent of the gross earnings of the railroads, depending upon the classification of the goods.

If the officers of the railroads covered by a particular fast freight line own the capital stock of the line, or a majority of the capital stock, they will have a personal interest in pushing the shipments through to destination in the fastest possible time, thus keeping their line popular with shippers and

consignees. Some of the fast freight lines own cars, but the shipments secured by those lines need not necessarily be carried in their own cars. Any available car of any line of railroad may be loaded. (It must be understood that the property loaded in a car destined from the east to the west, or from the north to the south, or vice versa, is not to be transferred or unloaded until it arrives at destinaion, unless some accident occurs on the way by which the car becomes disabled.) Thers-fore you can see trains composed of all kinds of cars, belonging to various railroads and fast freight lines and car trusts, and fre-

quently there will be cars of one system of all MAYS SOME UNEMPLOYED railroads or fast (Fight lines running over rival systems and ones. The cars may rival systems and ones. The cars may be full or empty, for the balance of trade is sometimes in the interior and sometimes at the seaboard. A car may be loaded from New York to Chicago and then be sent empty. to Minneapolis. From Minneapolis it may be loaded back to Chicago and then be sent empty to Council Bluffs. From Council Bluffs it may be loaded back to Chicago again and thence reloaded to Albany. From Albany it may be sent empty to Boston, wher it may be loaded to Buffalo and then be sen empty to New York, where it may be loaded to St. Louis or some other southwestern point. So the cars of all roads and lines are kept on the move in all directions. Just now there is a strong demand for cars in the far

west, and it may be profitable or expedi

unloaded at the scaboard or

points, without waiting to reload them.

to send them there empty as fast as they

How is a railroad or a fast freight line compensated when another railroad or another fast freight line is using its cars? That is very simply arranged by the different rail-roads agreeing to pay in leage on all the cars they had, excepting, of course, their own. Car accountants or reporters are stationed at all initial, junction and terminal points. and their business is to keep records of all starting, passing or arriving, and to send daily reports of them to the head offices of the various railroads and fast freight lines. The accounts are adjusted and settled monthly. If a car is carded "New York to Chicago-Blue Line," and if it gets through without accident, the records and reports will show that it has run a number of miles the Central-Hudson road and a number of miles on the Michigan Central carded "Boston to Cleveland-White Line will earn mileage from the Boston & Albany road, the Central-Hudson road and the Lake Shore road. If a loaded car is delayed or if an empty car is side-tracked too long, the car accountant of the railroad or fast freight line that owns or leases the car will tele graph to the superintendent of the railroad that the car was last delivered . to hurry it along or to chase it out. If the superintendent does not heed the request his rail cad may receive a bill for demurrage at the rate of, say \$6 a day.

The rate of mileage may be from 14 cent 114 cent per mile, according to the style of ear, some cars being specially constructed of car, some cars being specially constructed to carry live stock, dressed meats, fruits and dairy products. It makes no difference whether the cars are loaded or empty, they earn their mileage just the same; for, as previously stated, it may be highly necessary to run trains of empty cars occasionally in direction or another, and it might bother the car accountants or reporters at times to dermine whether the cars are loaded o empty. Car trusts are formed for the pur pose of building cars to ren either inde-pendently, on a mileage basis, or to be leased to railroads or fast freight lines, who, of course, will pocket the difference between the mileage earnings and the rentals that are paid to the car trusts.

Let us select a fast freight line, calling it the "Happy Dispatch Transportation com-pany" to prevent jealousies, and let us as-same that Mr. Winderpelt owns all or nearly all of the capital stock. Suppose the capital to be \$200,000, which is used to purchase a few cars and to organize the Happy Dispatch Mr. Winderpelt confers with the managers of other railronds and distributes some of the stock among them. Then he confers with some of the principal shippers and receivers of goods, perhaps, and lets them in for a few shares of the stock, so that they will feel an nterest in having their packages marked Happy Dispatch.

So the business starts off, and because the Happy Dispatch is a pet of Mr. Winderpelt and other railroad owners and managers, and of certain large shippers and receivers of goods, and because fast time is made and all claims are paid promptly, the business nat urally increases. A substantial dividend is leclared, and a surplus fund is created to purchase more cars. Say, now, that the Happy Dispatch owns 10,000 cars, and that it agents are located here, there and abroad soliciting shipments. The earnings are likely o be \$100,000 a month for commissions and mileage, or \$1,200,000 a year on a capital stock of only \$200,000! After deducting expenses for salaries, office rents, printing and stationery, and repairing cars, think what a fat dividend Mr. Winderpelt will have t

But where do the people come in on this deal? Mr. Winderpelt may have a fine conservatory or a fast yacht, but he wouldn't let you pluck a flower in one or take a ride on the other. conservatory with dynamite and sink the yacht to obstruct navigation on the high

seas. The stocks of the railroads covered by Happy Dispatch, watered though they be are considered pretty good paper on 'change are considered pretty good paper on 'change because they pay dividends of 4 or 5 or 6 per cent, and are therefore above par; but the stock of the 'Happy Dispatch Transportation company is not on the market. Be cause why? It is beyond the market!

Well, now, after the Happy Dispatch has been running awhile, the general business of the railroads over which it runs increases from natural causes until it would seem to warrant dividends of 7, 8, 9 or 19 per cent warrant dividends. But it would never do to on their stocks. But it would never do to pay such huge dividends; the people might think that their servants were getting too wealthy. So the managers of the railroads proceed to organize another fast freight line to absorb the surplus earnings and divert them to their own pockets, and so on, as long as the people will submit to it. The managers of other railroad systems see the point and are quick to follow Mr. Winderelt's example (it would amount to the sam thing if he followed their example) so that

"They've all got 'em. Or if they haven't got 'em, they'll get 'em by and by."

Car trusts, construction companies and rail way equipment companies are doubtless close corporations also, having the effect of ab-sorbing and diverting gross earnings and increasing the total of the operating expenses of ur railroads.

Some political organizations are calling for governmental control of our ratiroads. The of the railroad managers, themselves, action of the railroad managers, themselves, in making extensive combinations for the avowed purpose of economizing expenses and reducing rates is one of the best arguments in favor of governmental control; for, if it more economical to place a system of railroads extending across several states un-der the management of one man, why would it not be still more economical to place all our railroads under the general management of a secretary of transportation in Washington, at a salary of \$8,000 a year, the same as other members of the president's cabinet?

Our servants, the railroad managers, ob-Our servants, the railroad managers, of ject to being controlled, saying that their business is of a private nature which does not admit of any interference. That is not true, for the people gave them their charters and their rights-of-way, and what the people gave they can take away again, unless their business is managed to their satis-It is openly stated, on good authority, that the charters of many railroads this country are already forfeitable, owing to the misdeeds of their managers.

PRATTLE OF THE YOUNGSTERS.

Teacher-What is the difference between liabilities and assets? Smart Boy-Well, assets are what he's got, an' liabilities are what he isn't liable to pay.

Teacher-The race is not always to the swift. Do you understand the inner meaning of that? Bright Boy-Sometimes the head feller's tire gets punctured. A caller had mentioned that a neighbor had

been obliged to shoot his dog because it had grown old and cross. After he had gone little Edith, who had been very quiet since the dog had been spoken of, surprised her mother by asking, "Mamma, when do you think papa will shoot Aunt Sarah?" Little Dot-Oh! I want to live to be ever so old. Tiny Dot-I don't. I want to die

young so I'll have lots of friends to go to my funeral. Willie Winter-Please, mamma, down to the rink this afternion? Mrs. Win

ter-You foolish child, don't you know that they are not open in the summer time? Wiflie W.—Oh, yes, they are, mamma; I heard papa tell Mr. Joyce this morning that he had a beautiful skate yesterday. Teacher-What is your name? Little Boy

(from England)- Enry Hadams. Little Girl (from New York)—He, he! Hear him mis-place his h's. Teacher—And what is your name? Little Girl-Idar Warnhah. Little Ethel-Mamma, I wish you'd wash Willie Prettie's face. Mamma—The idea! He's not my little boy. I have nothing to do with him. Little Ethel—But I have. do with him. Little Ethel-But I have. We's become engaged, and I want to kiss

Views of Edward Everett Hale, the Famous Author and Statesman.

A FEW SENSIBLE AND ORIGINAL IDEAS

There is No Law, Human or Divine, Which Announces that Men Shall Be Employed All the Time-Natural Holiday Seasons.

(Copyrighted by the Irving Syndicated) Writing in the middle of August, it seems ossible to persuade somebody who has some wrick of sense left to consider the nonsense which the last year has listened to on the

subject of the "unemployed," When 40 per cent of the manufacturing es tablishments of the country were thrown out of gear, it followed as a matter of course that 40 per cent of the people who worked in them were obliged to seek other occupation. There thus presented itself the very gravest problem for all sorts of people Those who believe in the present institution of society saw that they were on trial, and had to do their best to show that they were equal to so extraordinary an emergency, Those who do not believe in them had an excellent object lesson. And from that object lesson they argued fairly and well that It was time to have some improvement in a state of things which admitted of such sudden calamity.

All this time the existence of a body of 'unemployed' people was spoken of as if it were an absolutely new revelation unheard of by gods above or by men b'low. It seemed as if we, in the year 1893, were called upon to behold a new epidemic, of which we knew as little as our forefathers knew of Asiatic chol ra in the year 1831. This supposition has led to a great deal of blindness or clear folly in the treatment of the very difficult subject under consideration.

SOUARE AND SIMPLE TRUTH. The square and simple truth is that there is no law, human or divine, which announces that men shall be "employed" all the time. On the other hand, some very old customs or traditions or conditions of society require distinctly that people shall not be employed one day in seven. The conditions thus existing are so distinct that a large part of the people of the world believe that the voice of God Almighty himself required rest one day in seven. There are even those who go so far as to say that he needed this rest himself. More than this, it ought to be remembered

More than this, it ought to be remaindered that all conditions of industry, up to the beginning of this century were such that many men were "unemployed" at certain seasons in every year. The only exceptions, ndeed, to this condition were simply those some handicraftsmen in cities and towns, and were very few.

In the last century even soldiers were not "employed" in winter. Armies went into winter quarters as late as the time of Frederick. The officers exchanged visits with each other, and danced at each other's paries, so distinct was the understanding that the business of war was a business of eight summer and autumn months, and did not belong to winter or early spring.

THE BUSINESS OF AGRICULTURE. The business of agriculture, from the nature of the case, is a business of which nine-teen-twentieths is done between the breaking up of the frost in the spring and the closing of ground by frost in the autumn. The New England farmer works, and works very hard, from April to Thanksgiving time. From Thanksgiving time to April it is hard for even the farmer's almanac to tell him how he is to occupy his time. In point of fact, when he used it as a New England farmer liked to do, "to the glory of God and to enjoy Him forever," he used it in reading or in writing or in other mental cultivation. From this necessary leisure of the "unen ployed' grew the admirable system by which in the old days, better than ours, the schools

were kept principally in the winter months. Akin to this is the custom of all colleges and schools which from year to year have lengthened their cover well nigh three months of every year in which the professors and the pupils fill the ranks of the "unemployed." THE FISHING INDUSTRY.

Writing on the seabcard of New England, no remembers the great fishing industry of New England, the industry which created states, and which created, when the came, the navy which wrenched from George III. that empire which we now call the United States of America. This fishing in dustry, in those days, was confined to the months between April and December. those months the hardy fishermen, feared nothing which was in the order of God, least of all feared such people as George III, and Lord North and the officers of the English navy, carried on their proud vocation on the seas. When they came home they were "unemployed." But a great many of them in Essex county took up business of making shoes during those months, and it is from this industry of theirs that the great shoe manufacture of New England has grown.

Passing to speak of this manufacture, it has been its law from the beginning that people worked when they had anything to When they did not, they did Any large dealer in shoes can tell us that when the orders come he has his staff of people who fill those orders, then there will be a leisure week or perhaps a leisure month when there are no orders. At that time these people are reading Shakespeare or Huxley or Benjamin Kidd, or they are at the clubs discussing Browning or Wagner, or they are playing transcendental music on the plane. They are not going round saying they are "unemployed.

The manifest increase in the number holidays, which now gives us a holiday almost every month in the year is an index that people do not like to be "unem-ployed," if only the lack of employment is something which follows a fixed rule LESS DRUDGERY, AND NOT MORE.

To sum all this up, the whole tendency of modern civilization is that there shall be less drudgery and not more. When we succeed it is by making a giant which we call a steam engine do for us the work of drudges who existed under the system of slavery fifty or 100 years ago. And the evil in the last year was not that many people had nothing to do, but simply that this lack of labor came in like a flord, striking at the same time all sorts and conditions of men, and striking them without such prep aration as the farmer or the fisherman has. It proved, as it is apt to prove, that the copie concerned understood their business great deal better than the philanthropists tid or the social economists. When John down he said to Jane, "My dear, I think we will go back to the old farm. There is plenty of pork there, there are putation enough for all, there is room enough, and my mother will be only too glad to see the babies." They went back there, and John bored auger holes in the fence posts and made himself generally useful. His name never appeared on any list of the "unemployed;" he never needed any rugs to weave or any cellars to whitewash. And this is the reason why, when Mr. Closson col-lects the statistics of the "unemployed" who were found finally in cities, they make so very small a number in comparis n with the herrible list which could be made from those who, as we know, were thrown out of em-EVERY MAN CAN EARN HIS LIVING

And the moral of all this is here. While the earning of money wages depends on Mr.

Cleveland, Mr. Wilson, Mr. Tem Reed and the other people who make tariffs, to a greater or less extent, every able-bodied man in America who has a year to give to the in America who has a year to give to the business can earn his living. It is one thing to earn money; it is another thing to earn a living. Let us remember that the Caited States of America has 4,000,000 of square miles, mire or less of territory, and that in each of three square miles there are 540 acres. Now, as all told, we are abut 10,000,000 families, it is a satisfaction to know if by any throw of the dice we should divide evenly all round, each of us would divide evenly all round, each of us would have 256 acres. Really, that is more than I can use to advantage; I would be satisfied with the eighteen acres I should have in Massachusetts if by some throw of the dice box that should fall to me. When we re-member this we may assure ourselves that "the problem of the unemployed" will be ble to take care of itself as it has done be-

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We owe our present production of wheat

MEN OF THE MOMENT.

Anecdotes and Incidents About People of Prominence.

When Westinghouse first obtained his satent on the air brake, like most inventors, he was poor and fri ndless, and he found considerable difficulty in inducing the railroads to apply it to their cars. He managed to secure an introduction to Commodore Vanderbilt, who was never noted for his gentle manners. Westinghouse found him engressed in his correspondence and ne did not delgu to stop reading his letters vice. When he had spoken his little of Vanderbilt for the first time seemed take notice of him, and looking up sudlenly said in his gruffest tones.

What's that you say?" So Westinghouse commenced all over and explained how by an air pressure of thirty pounds to the square foot the brake was applied by the engineer, and when he firished he waited patiently for the verdici,. Once more the old commodore raised his head long enough to jerk out:
"What's that you say about air?"

Westinghouse told him. Looking him steadily in the face the old man replied in freezing tones: "That will do, I have no time to waste with a d-d

Discouraged but not disheartened Westinghouse left, only later to bring his great invention to the knowledge of the Pennsylvania railroad authorities. At that time Tom Scott was the president of the corpora-tion and he at once saw the practicability of the invention and allowed some of his cars to be equipped with it. With that opening it was easy enough to get the other roads to use the brake, and Westinghouse's roads to use the brake, and Westinghouse's fame and fortune were made. When that time had arrived he one day received a letter from Commodore Vanderbilt, asking him to call at the Central's office. Mr. Westinghouse's reply was terse and to the point. He simply wrote:

"I have no time to waste with a d-d

A lady, who has made an extensive study of newspaper portraiture, was commenting yesterday, says the New York Sun, upon what she called "the massive and states-manlike face" of Levi P. Morton. It seemed an odd description to people who see Mr. Morton in real life, but it is a fact that the artists cannot give a portrait of the ex-vice president which the public will recognize, unless the features are shown in heroic proportions. Newspap r portraiture has done as much to build Mr. Morton up as a public idol as it did to detract from the personal appearance of the late Roscoe Conkling. Nobody ever succeeded in representing Mr. Corkling in the newspapers as he looked in real life, and the effigy of him which adorns the southwest corner of Madison square gives no idea of the nobility of carriage and remarkable grace of the great "stalwart," Mr. Morton at one time wore a remarkable pair of side whiskers, and his wigs were woven into perfect harmony with them. It was his custom to stroke these whiskers with a delicate hand, on which a targe seal ring was conspicuous. When the news was sent abroad that the banker had sacrificed his whiskers the public looked for a remarkable change. It was remarkable, since it changed Mr. Morton's appearance from that of a robust and prosperous banker to that of a thin-faced and careworn doctor of divinity. He has, however, apparently never regretted the loss of the whiskers, for without th m he takes rank pictorially as an

A writer in the Springfield Union says that Senator Brice got his start in life in a rather interesting way. After ne left college he studied law, but he didn't get on very well, and he went to Charlie Foster, then governor of Ohio, and asked if something in the way of office couldn't be found for him. "Im-possible," said the governor. "You are a democrat and I am a republican. It would cause no end of talk if I were to give you a place, with so many republicans wanting offices." But Brice was in straits, and he begged so earnestly for some help by which he might extricate himself that Foster finally placed a sum of money in his hands and told him to come to New York and look after a certain financial transaction. His last injunction to the young man wan to follow instructions. When he got here Brice made inquiries first and then acted directly contrary to what he had been told, telegraphing forthwith what he had done Foster wired indignantly for the reason. The reply was: "Because I could make \$40,000 for you." There was no question beyond that, and thenceforth Foster and Brice worked in harmony in various railread operations, the latter giving up his idea of a legal career for the more lucrative one of railroad builder and promoter.

When Charles H. Turner of New York City was in congress he was famous because the fact that he had been an iceman. The will be a member of the house in the Fifty-fourth congress who was once a policeman, and a capitol policeman at that. is R. P. Bishop, and he has been nominated as the republican candidate in the Nninth Michigan district, which is solidly anti-democratic. After serving as a capitol policeman for some time, Mr. Bishop was made of the house committee on military affairs. the chairman of which at the time was Gen-eral Cutcheon of Michigan, now the civilian member of the army ordnance board. Gen-eral Cutcheon was defeated for re-election to the Fifty-second congress in the tidal wave of 1890, and afterward moved out of the district. Two years later it returned to its normal republican majority, but the general has not been in politics since, except as an office holder. Senator Gorman's friends "point with pride" to the fact that he was nce a senate page, but other men climbed the same rounds in the ladder of fame. Mr. Bishop will be the first man, however, to reach congress by way of the police force.

Prof. Richard T. Ely of the University of Wisconsin, who was recently accused of teaching pernicious theories of socialism, was born in Ripley, N. Y., April 13, 1854. He attended the New York State Normal school, was graduated from Columbia college in 1876, and as the holder of the graduate fellowship of letters of that institution studied at Heidel-berg university, Germany, from 1876 to 1879, receiving the degree of Ph.D. In 1885 he began a long term of service in the chair of political economy at Johns Hopkins university, Baltimore, and for many years was tax commissioner of Maryland. His fame as a writer on political economy soon became widespread, and not long ago the University on its faculty. He has written half a dozen or more books on political economy and kindred subjects, and his latest work is called

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