

LOW RAILROAD RATES A PRACTICAL QUESTION.

For The Public.

It has always been a puzzle to me why railroad companies and other monopolies seem to prefer a large income from high charges against customers, to much larger incomes from low charges that receive greater patronage.

Some years ago the roads cut rates from the Missouri river to the Pacific down to ten dollars via San Diego, Los Angeles, San Francisco, with five dollars for the return. At the same time they exacted twenty dollars extra, to be returned. (This to prevent passengers for half-way and Utah from taking advantage of the low rates.) I went across three times. About every day from Kansas City, Atchison, Omaha and Topeka there left twenty carloads of sixty persons each, two engines, conductors, etc., in proportion. It could not have cost over two hundred dollars to take the train through. Twenty cars, sixty passengers each, equals twelve thousand dollars at ten, six thousand dollars at five dollars per head. Freights were in same proportion. Never did roads make so much. Yet they said it was ruin. I got to studying over it.

Pullman started his cars with great difficulty. But it paid enormously—cars cost a large sum. I took train at Omaha for Chicago, paid the railroad company eighteen dollars, paid Pullman five, two of which he paid the company for hauling us. The railroad got twenty dollars for hauling me, Pullman three. You know how rich he became.

A little company began to furnish a poor kind of passenger car with beds, etc., very common for us common people, to go from the Missouri river to the Pacific. They charged six dollars per head and less for a family, and divided with the railroad of course. It paid so well that the railroads grew jealous and took it from the little company to run it themselves. Three dollars across the continent from the Missouri river paid. At the same time they exacted three cents per mile, or from sixty to eighty dollars!

Consider all this. You know it must be true if you reflect. How could the little ride companies get so rich? and Pullman richer?

An engineer once ran a newspaper, entitled "Across Continent for One Dollar," and proved it would pay enormously. He had helped build and operate railroads, so he knew what he was talking about.

CLARKE IRVINE.

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PERSONAL PROPERTY TAXATION.

From the New York Times of October 21, 1906.

Gov. Stokes recently made William J. Devereux, Secretary of the Democratic State Committee, a member of the Monmouth County Tax Equalization Board. In a letter which reached the Governor today he tells of some of his troubles in fixing true values upon the Summer show places of New Yorkers at Long Branch and neighboring coast resorts.

"Our greatest trouble comes, Governor," says the letter, "from the show places or freak properties of the millionaires summering at Long Branch, Spring

Lake, Elberon, and Deal Beach. For instance, one of the Guggenheims has a pretty, glass-enclosed labyrinth on a portion of his estate at Elberon. Thus far, I confess with shame, I have been unable to ascertain the value of a down-to-the-minute Monmouth County shore-front labyrinth.

"I asked a wiseacre friend of mine to put a fair price on a twentieth century labyrinth, and he replied that he never ate any of it.

"I next tackled Dominic Ballard of Ocean Grove. To him I put the question. 'Labyrinths! Labyrinths! I am a trifle rusty, brother, on church discipline,' he replied, 'but I don't think Methodists are forbidden to play the new game, providing, of course, there is no gambling attached to it.'

"Now, Governor, if they have any old sort of labyrinth down in Millville, for mercy's sake please quote me a price for one, so we can fix up the Guggenheims' assessment p. d. q.

"Down at Spring Lake, Marquis Martin Maloney has a famous show place containing a replica of the world-famous Grotto at Lourdes. Now, Governor, I'm on the job when it comes to beer gardens, but I'm a Mugwump if I know anything about the value of a Grotto a la Lourdes. If you ever owned one, put me wise as to its worth.

"The Marquis also has a very elaborate iron fence around his estate. You, Governor, no doubt, have built and repaired many fences in your political career, so please give me a line on their value—for taxing purposes, I mean.

"Another fellow has a hot-air plant underneath a portion of his garden for forcing tiger lilies to bloom outdoors in Winter. They tell me the plant—the iron pipes, I mean, not the flowers—cost \$30,000 to install. What amount should we assess him for his tiger lily hobby?

"Then up at Kildysart, the Summer home of the late Daniel O'Day, at Deal Beach, a small fortune was spent in laying out an Italian Sunken Garden. It's nothing, as you probably know, but a hole in the ground. How are we to get at the intrinsic value of a big, open air hole?"

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TOLSTOY'S REVOLUTION.

From the Chicago Examiner and American of October 21, 1906.

To a French journalist friend who visited him at Yasnaja Poljana the other day, Count Leo Tolstoy spoke of the Russian revolution in the following words:

"I have my own ideas of this revolution. I know very well that it has become the fashion to consider me an old chatterbox. But what can I do?

"I cannot say that I am wrong when I know that I am right.

"The whole situation is very simple. What is the cause of the disease from which Russia is suffering and from which some, but not I, think she will die? It is because there is no real power, no authority, here any longer.

"There are two kinds of authority—one which is founded on violence, and which is immoral and bad, and another is based on the will of the free citizens.

"Here in Russia we have at the present time