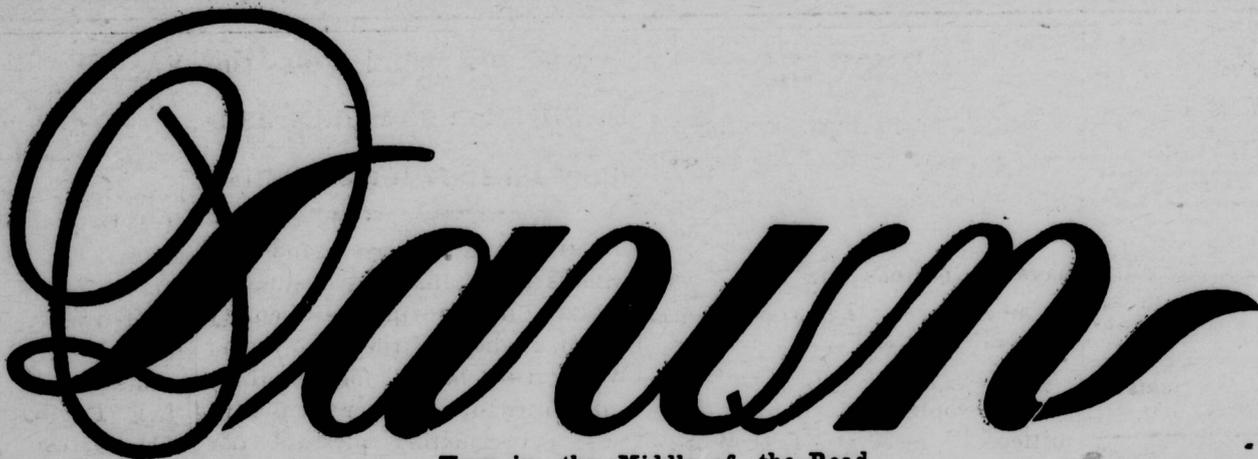


**Laws of Financial South.**

1. The law putting two exceptions on the GREENBACKS passed Feb. 25, '62.
2. The NATIONAL Bank Law, passed Mar. 25, 1863.
3. The Contraction Act, passed March 6th, 1869.
4. Credit strengthening act, passed March 18, 1869.
5. Funding National debt, passed July 14th, 1874.
6. Demonetization of silver, passed on March 12th, 1873.
7. The resumption act, passed Jan. 14, 1874.



Keep in the Middle of the Road

VOL. 2.

ELLENSBURG, WASH., SEPT. 28, 1895.

NO. 7.

ROBERT A. TURNER, EDITOR AND PROPRIETOR.

**Edin's Financial School**

Sells for 50 Cts. per copy but we offer it and

THE DAWN  
One Year For  
50 CENTS!

**A Tale of Two Nations**

Price 50 Cents and

THE DAWN  
One Year For  
50 CENTS!

Both of these books are great Educators!

**PUBLIC HIGHWAYS**

**Should be Owned by the Government.**

**PRACTICAL THOUGHTS ON THE NATIONALIZATION OF RAILROADS--FACTS AND FIGURES ON THE SAVING TO THE PEOPLE THEREBY.**

If the people owned the railways, they could save more than half the present cost of transportation.

Here are the figures:

By abolishing 590 presidents, with their staffs, (one would do)	\$ 25,000,000
Abolishing the high priced managers and their staffs.	4,000,000
Abolishing attorneys and legal expenses.	12,000,000
Abolishing merely competitive offices, solicitors, etc.,	12,000,000
Abolishing 5-7 of the advertising account, which is incurred for competitive purposes	5,000,000
Abolishing traffic associations, which are employed to adjust matters between competing rds.	1,600,000
Exclusive use of short routes,	25,000,000
Consolidation of working depots, offices and staffs,	29,000,000
Uniformity of rails, cars, machinery, etc., cheapening their manufacture; avoiding freight blockades, return of "empties" belonging to other roads, clerks to keep acct. of cars and adjust divisions of earnings among the roads; by making simple easily understood tariff, saving the time and labor of clerks and the public, by all the numberless little economies of a vast corporation under a single management, and no competitive warfare to waste its energies,	15,000,000
By avoiding strikes and developing a better feeling generally,	10,000,000
By abolishing the corruption fund used in legislatures, etc.,	30,000,000
By abolishing the pass evil,	30,000,000
By abolishing unjust rebates etc.	50,000,000
By having no rent or interest,	255,000,000
By having no dividends to pay,	22,000,000

By putting surplus in the people's treasury, 52,000,000

Total savings by public the ownership of railways, \$661,000,000

In 1881 the people paid the railroads in round numbers, \$1,200,000,000; the same or better service would have cost them only 540 millions if they had owned the roads free of debt and under good management. During the period transition from private to public ownership, the yearly cost of the railways to the people would of course be more than 540 millions. Upon the plan of purchase least favorable to the people, the expense of running the roads under good public management, together with interest and dividends, would be 770 millions a year falling toward 540 millions as the stock and bonds were paid off, and interest and dividends ceased. Under the more favorable plans the cost would be 540 to 600 millions a year after the consolidation under government ownership was complete. That is the savings to the people by public ownership would run from 430 to 660 millions a year, according to the plan of purchase adopted.

This would enable the nation to reduce rates to one-half their present figures, and still realize a profit. Even a greater reduction than that might be made, for the lowering of rates would be followed by a rapid increase of patronage that would materially lift the revenues of the roads.

PROF. FRANK PARSONS.

**A BANKERS OPINION.**

Wm. P. St John, president of the Merchants' National Bank of New York, says:

"To my mind the alledged era of prosperity is not in sight. The reports of advanced prices in staple articles is only cheap talk."

**YAKIMA POPS TALK.**

We, in this county and state, want no wishy-washey candidates, nor milk-and-water platform to catch the vote of stragglers who are met with in every campaign, both local and national. Let us have a straight, middle of the road platform at all hazard. If we stand by our colors the good people of both old parties will take courage, fall into line and march to victory with us.—*Yakima Argus.*

**ORDER OF THE KNIGHTS OF LABOR.**

The Knights of Labor has an individual membership card for the localities where there are no Assemblies in working order. We desire to have men and women, who believe in the great principles of the Order, stationed in every town and hamlet throughout the country ready at all times to cover with the shield of Knighthood all those who may be found worthy of admission, and can be trusted with the secret work of our Order. If you are one of those you can receive full information and the necessary instructions to enable you to begin work immediately by addressing the General Secretary, JOHN W. HAYES, 43 B. Street, N. W., Washington City, D. C.

**PROSPERITY LEADERS.**

King county's assessment roll shows a decrease of \$2,648,250 from last year.

Clark county's assessment roll foots up nearly half million dollars less than last year.

Walla Walla county shows a decrease of values of \$2,352,995 from assessment roll of 1894.

The decrease of farm property of Yakima county since the assessment of 1894 is \$779,063.

The total assessable personal property of Thurston county for 1895 is \$71,835 less than for 1894, while the total assessment shows a shrinkage in values of \$1,009,945 since the roll of 1894.

Big lot of gloves coming to The Cyclone.

**WATSON'S TRUISMS.**

**FOUR TRUISMS TAHT ARE WORTHY OF YOUR ATTENTION.**

After due reflection, the following remarks seem to us to be clearly true:

1. The preacher who makes Jesus Christ take a back seat when the interests of the democratic party are at stake was laboring under an honest mistake of fact when he thought that he heard "a call" to preach. It was some other noise he heard.

2. A Prohibitionist who supports the democratic ticket was mistaken when he thought his conscience wouldn't let him support a bar-room candidate. He knows now that his conscience isn't so easy to tear and rip as he feared; it was. He finds, to his immense comfort, that it will stretch.

3 That the free-silver democrat who remains with his party in the hope of getting "relief" inside the party should lose no time in reaching an agreement with the Alliance democrat to make wills in each other's favor and to mutually pledge each other that the survivor will attend the funeral of the one which dies first.

If it should be further agreed that Livingston should be the executor of whatever assets they may leave and testamentary guardian of any descendants who may be left lying around loose, the arrangement will be all the more fitting, satisfactory and proper.

4. That if there is any political body on this earth which is precisely like a mule—in that it has neither pride of ancestry nor hope of posterity—it's a democratic free silver convention.

THOS. E. WATSON