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have an asbestos oven thus allowing no heat to escape in the room

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have horizontal brass tanks with strainer.

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have brass pipes and burner drums.

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are the best bakers in the world.

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took the price at the world's fair.

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AGENTS COLUMBIA BICYCLES.

A Letter Worth Reading.

"After a series of tests at our Elizabethport factory, extending over a period of several months, we have decided to use the **Willimantic Star Thread** believing it to be the best Spool Cotton now in the market; and strongly recommend it to all agents, purchasers, and users of the Singer Machines."

—THE SINGER MANUFACTURING COMPANY.

Send 24 cents and receive six spools of thread, any color or number, together with four bobbins for your machine, ready wound, and an interesting book on thread and sewing, Free. Be sure and mention the name and number of your machine.

WILLIMANTIC THREAD CO., Willimantic, Conn.

NATIONAL FIZZLE!

Government Ownership of Railways Would Be Just That.

Beware the People's Party Bargain Table, For Their Brand New Schemes Have Been Weighed and Found Wanting, Times Without Number, Years and Years Ago.

An examination of the financial problem involved in the government ownership and operation of railroads has shown that it would bankrupt the credit of this country if attempted; and that the entire net earnings of the roads under the present system, which are presumably larger than they would be under the less economical system of public management, would be insufficient to pay the lowest rate of interest at which bonds could be floated, or an amount equivalent to the sum for which they could be condemned under the law of eminent domain, or bought at private sale.

This will seem to determine, from one direction, the total impracticability of the Populist idea of the nationalization of railroads. It has proved to be just as undesirable by another mass of conclusive testimony drawn from the experience of governments which have already engaged in the business.

Beware of the Peoples Party Political Bargain Table.

It is common to all the novelties exposed by the Peoples party on the political bargain table, that they ignore the facts of past human experience. Anybody would think, for instance, to listen to Populist speeches and to read Populist campaign documents that the free coinage of silver was a brand new scheme, evolved from somebody's brain within the last year or two, and dependent upon theory for acceptance or rejection. The fact is, to the contrary, as every moderately well informed person is aware, that the Populist idea of money and what can be done with it, is as old as money itself; and that the experiment which they are anxious to try has been tried hundreds of times and has ended in failure, panic and utter business ruin, without a single exception.

One would suppose in like manner that the national ownership and control of railroads was a beautiful invention of late date, and that we would have to experiment with it before we could determine just how it would work in practice. On the contrary, there is abundant information, easily obtainable from current and standard works on the railroad question, and also from a recent official publication of the United States government, to teach us how state ownership has worked in other parts of the world.

Facts About Government Ownership of Railroads.

It is true that no important governments have adopted the system in its entirety. The results of a partial adoption of it have not been satisfactory enough for that.

Only two governments in the world, Egypt and Nicaragua, with a total mileage of less than fourteen hundred miles, own and operate their entire railroad systems.

Ten governments, including some of the most enlightened and freest people in the world, do not own or operate railroads at all.

Eighteen governments have a mixed system, part of the roads being owned by private companies and another part by the state. This system has been adopted most largely on the continent of Europe, and seems to be perfectly well adapted to the monarchical and bureaucratic forms of government which flourish there.

Three governments, Greece, Holland and Italy, own part of their railways but do not operate them at all. They are operated under lease by private companies.

It will be seen that an immense majority of the railroad mileage of the world is under private control. In Austria about 40 per cent of the railway mileage is owned, and about 78 per cent is operated by the state. In Belgium three-fourths of the mileage is under state control, and railroad affairs are administered in connection with postoffices and telegraphs by a government department. In Canada about one-tenth of the total mileage of 15,000 miles, is owned and controlled by the government.

The Experience of France Should Be a Lesson.

The system in France is peculiar. After a very unsatisfactory experience, both with unrestricted private competition and state management, the territory of France was finally partitioned among six great companies. Each has a district within which it alone is allowed to do business, and competition is prohibited. In order to secure to the public adequate facilities, where private ownership is thus denied, it was necessary for the government to give large encouragement and financial support to the roads. It has provided from \$750,000,000 to \$1,000,000,000 of capital, or from one-fourth to one-third of the whole, and guarantees a large government interest on the capital provided by private investors, at a rate ranging from the minimum of 7 per cent to the maximum of 13½ per cent. About five-sixths of the entire mileage of the republic is now operated under this system. It was originally proposed to have the railroads of France nationalized, but the obvious necessity of enormous taxation to bring this about caused the scheme to be abandoned 10 years ago.

Italy Went Into the Railroad Business, and Failed.

In Germany, national ownership received a great impulse from the fact

that the railways of Prussia were already under state control before the consolidation of the Empire. About 90 per cent of the whole mileage is now owned by the state.

The experience of Italy is particularly instructive. Italy tried all the possible different methods of running roads, private control, public control, mixed control and the leasing system. All these proving unsatisfactory, a public investigation of the subject was ordered which is certainly the most exhaustive that has been made up to date. At the conclusion of this, the following fixed system was finally adopted.

An act was passed by which all or almost all of the Italian railways were consolidated in the hands of two companies, which leased their lines from the state for a long term of years, and were left to work them for their own private interests. This system, which is practically the same as has been adopted by many cities with reference to their street railway service, has been practically satisfactory in Italy, as has also a similar system in operation in Holland.

How Other Nations Have Treated Railroads.

While Great Britain does not own any of its railroads, the relation between the roads and public authority is very different there from what exists in the United States. Not only rates, but the building of new roads is carefully supervised by parliament; and the result has been so well accepted by the people that a provision made 50 years ago for acquiring the roads has been allowed to die out without notice.

In Russia 40 per cent of the railroad lines are owned and operated by the government, and most of the remainder are in receipt of subsidies.

Financial Results of National Railroad Management.

We may turn now to the consideration of the financial results of railroad management in the countries in which the roads are wholly or partly under government control, and compare these with the results in other countries where the railroads are entirely in private hands. A very thorough investigation of this point was made in Europe in the year 1876. For that year the operating expenses amounted to the following per cent of gross income in the countries named:

	Public Roads.	Private Roads.
Germany.....	59	53
Austro-Hungary.....	76	50
Belgium.....	63	59
Denmark.....	71	55
Norway.....	74	63
Sweden.....	63	57

Private Management is Cheapest and Best.

On the average, the running expenses of State roads amounted to 67 per cent and of private to 56 per cent of their gross income. On the basis of these facts, the French railroad commission declared in 1878 that the comparative study of these two systems of management and the tables exhibiting its results, proved that everywhere, in Italy, Germany, Austria and Belgium, state managements had been more costly than private.

The 1,500 miles of railroad operated by the Canadian government resulted in a loss of \$600,000 in 1892.

In only three years out of the last 20 have the government railways of the colony of Victoria yielded any profit.

The report by the interstate commerce commission just published gives the percentage of interest paid on capital invested in the roads of all the principal countries of the world. This interest rate is 4.1 per cent in the United Kingdom, 3.8 in France, 5.1 in Germany, 2.5 in Italy, 2.9 in Holland, 4.1 in Switzerland, 3.5 in the United States, 3.3 in Australia.

Our Railroad Service Is the Cheapest and Best.

But the fact is, and it is the most significant fact so far brought to light in this discussion, that our service is not only the best but by far the cheapest in the world. This does not stand to reason, if we look at the matter merely as a theory. It is well known that the prices of everything, labor included, are far higher in the United States than anywhere in Europe. Our railroads have cost a great deal to build. Yet in spite of the greater amount which has been paid for material and is constantly being paid out for labor here, the United States has immensely the cheapest service in the world.

The first class passenger rates in Great Britain, which correspond to our rates in this country, are 4.43 cents per mile, in France 3.86 cents, in Germany 3.10, in the United States but 2.12. Our average rate is almost as low as the rate for third class accommodations in France and in the United Kingdom. The same is true of freight rates, as shown by an official compilation from statistics given by Mulhall and by our interstate commission.

Our Freight Rates Are the Lowest.

A table giving the average freight charge per ton per mile in all the countries of the world puts the United States the lowest on the list. Its average freight rate is given at 1 cent per ton per mile, which is really considerably more than the present charge and higher than the rate has been since 1888. The revenue per tonper mile in 1893 was less than .88 of a cent. But even taking one cent as a basis of comparison, this is about one-third of the average rate in the United Kingdom, less than one half that of France and Austria, 75 per cent less than Germany, and 60 per cent less than that of Belgium.

Christian Indians of Dakota.

CHERRY CREEK, S. D., Sept. 29.—The 24th great annual conference of the Dakota Christian Indians has just been held here. There were present some 800 delegates, representing 18 Presbyterian and 12 Congregational churches. The aggregate membership of these congregations is, in round numbers, 2,000. These churches are cared for by 29 ministers, of whom 19 are Indians.

W. A. Hubbard.

John Larson

HUBBARD & LARSON.

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mending Twine, Macaine Oils, Pumps, Hay tools. In fact anything and everything you may want. Prices that will suit you. When in the city call on us, we want to show you our goods at the lowest prices even if you don't want to buy. Repairs for above always on hand.

Pointers.

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You will perceive this fact by visiting the store of Beussmann Bros. We handle only the best of hardware and in guns and other things are as well equipped as anyone in the city. We are constantly renovating and improving our stock and aim to give our patrons fair bargains and good goods. Fine cutlery a specialty.

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For they will charge more to you.

Only **BALTRUSCH** is the man

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21,477,212 People admitted to
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**Universally accepted as the
Leading Fine Coffee of the World.**

an aromatic makes an excellent drink. It is pleasant to the taste and decidedly healthful.

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