

THE PEOPLE'S REPUBLIC.

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FRIDAY, APR. 6, 1899.

LOW STREET CAR FARES.

Experience Shows That They Result in an Increase of Receipts.

The question is often asked, Would not a reduction in street car fares greatly increase the traffic without a corresponding increase of expense? All experience shows that an increase of street car traffic does not bring a proportionate increase of expense, and it is self evident that a reduction of fares would considerably increase the traffic. Such facts as can be gathered from the three cities Detroit, Toronto and Glasgow, that have made a marked reduction in street car fares, throw much light on the question.

The new Detroit railway, known as the Detroit Electric railway, which Pingree introduced, has been practically absorbed by the Detroit Citizens' Street Railway company and has too small a traffic to be of any value in this comparison. But the straight 5 cent fare of the Detroit Citizens' Street Railway company was changed in 1895 or 1896 to six tickets for 25 cents at all hours and eight tickets for 25 cents for over an hour in the morning and evening, the average fare now being about 4 1/2 cents.

The gross receipts in 1894 were \$1,600,484 and in 1897 \$1,102,250. This increase of 10 per cent would mean an increase in passengers from about 20,000,000 to about 22,000,000, or about 20 per cent, while the increase of passengers in the case of the Chicago City railway from 1894 to 1897 was 13 per cent. In the case of the North Chicago railway the increase of passengers was from 49,571,478 to 56,354,147, or about 14 per cent. The total receipts of the West Chicago system actually declined in that time because in part of the elevated roads from \$4,181,287 to \$3,859,918.

In Toronto fares were reduced in 1892 to about the same basis as in Detroit, averaging about 4 1/2 cents, and the traffic has increased from 10,418,483 passengers in 1891 to 25,271,314 in 1897, or an increase of over 50 per cent. The increase in the four years 1891-5 was 23,332,228 passengers, or over 40 per cent. Of course the transformation during that time from horse car to electric traction and the increase of mileage from 68.7 miles in 1891 to 89 miles in 1895 would account for much of the increase, but there has been a transformation to electricity and some increase in mileage also in Chicago. Generally speaking, there has been no such rapid increase of traffic elsewhere on this continent as in these two cities of Detroit and Toronto.

The 26 largest American companies that have reported continuously for three years to American street railway investments reported gross receipts in 1895 of \$76,741,000 and in 1897 of \$84,352,250, an increase in the three years of only 10 per cent in receipts and likewise in passengers carried, for fares have remained virtually the same on all these roads. The number of passengers carried has scarcely increased one-third as fast in the cities that have not reduced fares as in the two that have done so.

Finally Glasgow, under municipal ownership, without any considerable extension of mileage or any transformation to electricity, but with better cars and a reduction of fares of about 30 per cent, increased the number of passengers carried from 57,104,647 during the 11 months ended May 31, 1895, a rate of about 58,000,000 a year, to 106,341,437 in the 12 months ended May 31, 1898. This is about 70 per cent increase. If, then, as thorough investigation shows, the three great Chicago street railway systems could now pay a good profit on the cost of duplication with a straight 4 cent fare, it is altogether likely that such a reduction would bring an increase of traffic that would justify within five years a still lower fare.

All these considerations do not merely point to the wisdom of demanding an immediate reduction of fares, but show the folly of attempting to fix fares 25 or 50 years in the future at such a figure as present traffic might seem to warrant. What would be a fair charge to-day is likely to become an exorbitant one in a few years both from the growth of traffic and the development of invention. —Edward W. Benis in Chicago Record.

Government by Plutocracy.

It is no exaggeration to say that nine-tenths of the laws are made nowadays by the judges, and that they are made in the interests of the rich and powerful and to destroy the poor, and the sooner the laboring man understands this the better for his liberty and his life, for his life is really at stake.

The judge is the most powerful official in the machinery of modern civilization, for he can override statutes and even the constitution whenever necessary. Legislators are notoriously corrupt and work in the interest and pay of corporations. When they do pass any laws in the interest of the poorer classes, the judges are at hand to declare them unconstitutional. —Clarence S. Darrow.

They Will Own the Earth.

All the gas, heating and lighting companies of Pittsburgh have been consolidated. The capital invested exceeds \$26,000,000. The new company will in the future control the gas, light and heating supply of Pittsburgh and Allegheny and will have absolute power to raise, raise or lower the price to all consumers. It is stated that the company operates under the omnibus charter of the Philadelphia company, one of the leading concerns forming the new combine, and will retain that name. This charter embraces nearly every concession within the scope of human ingenuity and is, in fact, carte blanche.

Rothschilts, Farmhouse.

The Rothschilts are negotiating to purchase about 45,000 acres of land in the Mariposa grant in California for \$1,000,000. It is thought they will operate banana farms through their agents.

ONWARD, CHRISTIAN SOLDIERS.

"The loss of the Rebels may be gathered from the fact that 16 of them were buried in one place, on Monday, near Paso and Santa Ana. A converted river gunboat did the terrible execution among the Rebels, sweeping both banks of the river with its Gatling guns and heavier battery, and hundreds of Filipinos (with their bellies torn out) crawled into the cane brakes and died there." —Chicago Tribune.

Onward, Christian soldiers!

On to heaven lands!

Explosives in your cruisers,

Rifles in your hands!

Onward, Christ's crusaders!

Freedom's "boys in blue,"

Hosannah in the highest!

Yankee Doodle-do.

Sail to distant islands,

Spread the Gospel Light;

You are God's anointed,

Hail Columbia suite!

Oh! Oh! Americans,

The white man's burden bear.

Go, plant the love of Jesus—

The Three-Ball Temple there.

Face the smokeless Manners,

Die in jungle swamps—

Feast your souls on glory!

—Cohen gets the stamps.

Go! teach the Filipinos

The taxes they must pay—

If they grin sardonically

HUMANITARIANS,—slay!

Save those wicked sinners!

(For them our tears are shed.)

But if they do not hearken—

Inject them full of lead.

Deploy your iron squadrons,

Night gives birth to Right!

'Tis Ragnar Redhead's logic,

Seize everything in sight.

Seize one thousand islands,

And Lord! Let ye forget,

Ring them round with tariffs,

Load them down with debt!

Seize their ships and cities,

With the rest as dogs rebel—

With shrapnel shell their dwellings,

Blow the fools to hell.

Bishops, priests and rabbis

Bless your lovely skill—

And the Red Cross Lassies

Date to see you kill.

Onward, Christian soldiers!

On to heaven lands!

With rapid-fire Maxim's

And rifles in your hands!

Remember Yorktown's battle,

Forget not Bunker Hill!

(When guns have ceased to rattle,

Then found your mortgage-mill.)

Ho! aloft Old Glory!

Load the Gatling gun!

Hurrah for INDEPENDENCE!

Three cheers for Washington!

—Richard Thorland.

A FRUIT TRUST.

Company incorporated in New Jersey

to raise and deal in produce.

TRENTON, N. J., March 30.—Articles

of incorporation of the United Fruit

Company, with an authorized capital

of \$20,000,000, were filed with the secretary

of state today. The company is in-

corporated to do a general business as

merchants, planters and farmers, and

to grow, manufacture and deal in pro-

duce, merchandise, and property of all

kinds. The incorporators are: Kenneth

H. McLaren, William H. Beardsley and

H. W. Meon, all of Jersey City.

WILL FIGHT SUBSIDIZING TRUST.

CLEVELAND, March 30.—The

Superior Shipbuilding Company has

been incorporated under the laws of

West Virginia, with a capital stock of

\$1,000,000. The shipyard will be built

at Duluth. It is stated that Alex. Mc-

Dougall, the inventor of the steel

"whaleback" barges, is back of the

company, and that it will fight the ship-

building combination recently com-

pleted on the Great Lakes.

SHEET STEEL COMBINATION.

NEW YORK, March 30.—The Evening

DAIRY & CREAMERY.

PASTEURIZATION.

Inquires as to What the Process Has Accomplished.

In an editorial article The Creamery Journal says that five years' pasteurizing has done one of the things discussed among the creamery men of the land. Experiment stations have also taken hold to a limited extent, enthusiastic writers have clung to their views with commendable persistence, and in at least one instance it has been made the subject of close study, intense application and untold labor in one of the best creameries of the country. More is known about it than was known five years ago or two years ago, but on one point it is satisfied. The believer in it can point to nothing substantial in results, the inquirer can get no definite answers to his queries, the scientists are unable to find the line of demarcation between speculation and demonstration, and, in short, we are none of us yet out of the woods, no matter how welcome the confession.

It is entirely true that ever and anon some one reports success and says that he has demonstrated that it pays, and that he has devised a method which has come to stay. But before many moons have passed we find each and every one of these enthusiastic pasteurizers out of his job and looking for fresh pastures.

It is also true that our Danish friends point with legal pride to the success of pasteurizing in their fatherland and draw a vivid contrast between the four workers in a Danish creamery and the one or two in our own creameries. But not one of them builds a creamery here and hires the four workers and attempts to compete with the creamery which handles the same amount of milk with one or two workers.

Then in making our confessions strictly up to date, continues The Journal, we have to acknowledge that it costs more to make good pasteurized butter, and that better so pasteurized does not catch good butter from raw cream.

Pasteurization of whole milk or cream rests upon the assumption that it is dominated by damaging germs. It is like the doctrine of total depravity. "It is a good doctrine if people would only live up to it," as the old lady said. But at present the best we can do is to keep our children and our milk from contact with bad surroundings, instead of trying to treat out the badness after it is once in them.

"Congealed" Butter.

Congealed butter is on the market again, says the Kansas City Grocer, and the city health department is getting ready to have a word to say to it in a few things. A sample has been obtained from the city market, and as soon as the city chemist gets through analyzing it warrants will be sworn out. Congealed butter is detrimental to public health mostly by the filthy character of the ingredients that compose it. It is also in the nature of a tankard game, as the weight of the butter is greatly increased by the addition of water. Its principal ingredient is country butter picked up by peddlers and bucksters at country stores where it has been taken in trade. Only the poorest stuff the country merchant has on hand is bought, and this is dumped in one indiscriminate mass into dirty barrels and taken to the city. The butter is washed since they left the country's shop, and a small amount of one of these barrels is equal to a visit to a reading establishment. This mass of ill smelling grease is brought to Kansas City and washed, churned and mixed with stale buttermilk. Then it is washed again and coloring matter added to give it the first of the creamery butter. It is then put in fancy shapes, covered with paraffin paper and placed on the market as a high grade of the creamery product. Enough water is left in it to make it weigh a third more than would pure butter.

Immature Cheese.

J. B. Scott of Canada, in a recent paper upon "Immature Cheese," specified the boxing of green cheeses and shipping them when only a few days old as most detrimental to the credit of the products of the province. He considered that more cheese was spoiled by poor curing agents than from any other cause. He denounced the poorly constructed sheds and buildings so often in use as all fit to store wood or rubbish. The trade would be helped by all cheese in spring and autumn being held at least 25 or 30 days and in hot weather 15 to 20 days. The curing rooms should allow the cheesemaker to regulate the temperature from 60 to 70 and to ventilate without causing a draft. The need in uniformity in export cheese and of better boxes for shipping was urged. Seventy-five pounds was recommended as a standard size. Old style hoops and presses should be given up, the upright hoop and press adopted and more attention be paid to style and finish.

How to Tell Oleomargarine.

The Kansas Agricultural college dairy has been experimenting with other as a means of distinguishing between butter and oleomargarine. Takes a very small piece of butter and oleomargarine, about the size of a pinhead, and place in separate spots on a clean piece of glass. A drop of ether placed on the butter will assume a wavy but somewhat regular outline, while a drop placed on the oleomargarine will show a ragged outline very much like the appearance of a cogwheel with the cogs sharpened to a point. —Live Stock.

Good For Minnesota!

It is claimed that the best managed dairies in Minnesota have reduced the cost of manufacturing a pound of butter to 1.35 cents. The prevailing price in other states is about 8 cents.

WINTER LAYING.

How to Make Hens Produce Eggs in Cold Weather.

How to make hens fill the egg basket to its very brim during the cold winter days has been a great puzzle to many, and we have to learn to ourselves when we see the unaccountable means employed by many to do this. The conditions of winter are so much different from the season that the hens lay, as we sometimes say, naturally, that it becomes necessary to overcome this difference before we have success. The hen will lay in winter as well as in the

Breeding Males.

A subscriber writes asking if it be true that the use of old males in a breeding flock will insure a surplus of cockerels? In all the experience of years of breeding we have never been able to control sex in the poultry yard operations. So much depends upon the individual bird, his breeding while energy and life history that it is impossible to determine in advance. If the male kept over has been bred from prepotent stock, fed for bone and muscle only, given plenty of exercise, kept in a healthy, vigorous condition from the closing of the season of 1898 until February, 1899, not allowed to run with the hens until the breeding season opens, it may reasonably be expected that he will control the offspring to a large degree. At the same time, if the hens have been treated and fed in the same reasonable manner, the old time uncertainty regarding the sex of the chicks will be met, while the certainty of fertile eggs will practically be assured. If old and healthy males are mated with pullets, a large per cent of cockerels may be looked for, and if cockerels are mated with hens which have been fed for egg production solely, the excess will naturally be of pullets. No human skill can determine in advance what will be the result, but the only breeder can rest assured that the only safe policy is to separate the males intended for next year's breeding at once, give them comfortable quarters, feed on plain, coarse food, such as will promote health and vigor, and in such manner as to insure activity and in create strength. In this way only can they be brought to hatch which will develop into profitable chickens. —Maine Farmer.

Little Things That Make Success.

There are men who raise poultry by the thousands and with a percentage of loss not much greater than those who raise but a few. Their success is due to their personal attention and the strict observance of proper feeding, good houses, sanitary conditions, in fact, the carrying out of all little things in careful detail that an experience has taught them is necessary. There are men who become infatuated with the poultry business and imagine that because they have the proper pocketbook backing to start in on a large scale they will be successful. Experience is a wise but of ten a costly teacher, but in poultry keeping experience properly followed will lead the follower on to success, and it is the only way by which you can reach that goal. Remember this—little things make the success or failure of the poultry farm. —Indiana Farmer.

NOTICE.

U. S. Land Office, The Dalles, Oregon. March 11, 1899. Notice is hereby given that the land of the United States, to-wit: Section 34, Township 36 N., Range 16 E., 3rd Meridian, Oregon, will be sold to the highest bidder at public auction, on Thursday, April 27, 1899, at 10 o'clock a.m., at the U. S. Land Office, The Dalles, Oregon.

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