

THE PEOPLE'S PILOT.

BY F. D. CRAIG. (Lessee.)

PILOT PUBLISHING CO., (Limited,) Proprietors.

DAVID H. YEOMAN, President. WM. WASHBURN, Vice President. LEE E. GLAZE-BROOK, Sec'y. J. A. McFARLAND Treas.

THE PEOPLE'S PILOT is the official organ of the Jasper and Newton County Alliances, and is published every Thursday at

ONE DOLLAR PER ANNUM.

Entered as second class matter at the post office in Rensselaer, Ind.

Blessed is he that expects nothing—for the present congress will provide for him.

It is a wonder the courts don't decide that the constitution is unconstitutional.

It is evident that the courts think the Declaration of Independence is unconstitutional.

If the "stay-at-home" vote should be cast for a policy that would provide homes to stay at.

Brass bands and buncombe speeches will fail to cover up the record of the Fifty-third congress.

The office will probably have a hard time seeking the man in the next national Democratic convention.

The kind of "sound currency" wanted by the bankers is their own notes, on which they can draw interest.

England will probably participate in the international monetary conference to the extent of defeating its objects.

"Primary money" is discussed only in the primer class of finance. The advanced class has learned that all money is fiat.

Don't forget the fact that the silver "inside-the-party" advocates are the backbone of the single gold standard movement.

Paper money issued direct to the people is just as good as paper money issued through the banks to the people—and very much cheaper.

A guarantee on greenbacks issued by the government direct to the people is as good as a guarantee on a banknote issued by the government through the banks.

If the bankers are going to insist on conspiring against the government and the interests of the people, they ought to be tried for treason, condemned and banished to Jerusalem.

The question is not so much whether our money shall be made out of the yellow metal or white metal, or both, but who shall issue whatever money we do have, the bankers or the people?

"This note says I owe 'the bearer' ten dollars, but I will loan the note to him and make him pay me interest on what I owe him. This is the kind of sound currency I want."—National Banker.

The Republicans have decided not to do anything in the Fifty-fourth congress but pass the usual appropriations. They evidently think that as much record as can be handled has already been made. There will be a mighty effort made to fool the people again.

The express companies are about to take the money order business away from Uncle Sam. One reason is they make a cheaper rate and the other is you don't have to run the gauntlet of writing out an application. The same result could be obtained if Uncle Sam would go into the railroad business to some extent. It would bring the railroads down in the rates.

Express money orders increased from 500,000 in 1882 to 7,000,000 in 1894. The express companies are doing their business cheaper than the government, but they would charge three times the rates they do if the government was not engaged in the business as a competitor. Here is a valuable lesson applicable to the public ownership of railroads and telegraph lines. A little competition on the part of the government would save the people millions of dollars.

President Cleveland notified the conferees on the sundry civil bill that the provision for the distribution of \$300,000 worth of seeds to the drouth-stricken farmers of the West must not remain in the bill, to be consistent with his record in having vetoed a seed bill for Texas drouth sufferers several years ago, and in violation of every precedent and without a shadow of law or rule, but in obedience to the president's demand, this item was stricken out. And yet the gavel of both houses had scarcely sounded the death knell of the Fifty-third congress until Grover Cleveland boarded a government vessel and at government expense went on a duck hunting trip—a fine example to set before the country by a president who declared the seeds voted to the Texas drouth sufferers was "paternalism!" Talk of Caesarism! If Grover Cleveland has not given this country a taste of all that implies in the past two years, then to what other depths must we descend? No president has ever presumed to threaten members of congress or committees to influence legislation as he has. However, the people voted for this, and they are getting what they voted for. Those who did not vote for Cleveland have the only right to squeal.

FOR THE TELEGRAPH.

LINES OF EUROPE NOW OWNED BY THE STATE.

Not Run for Profit, but for the Benefit of the People—Operated in Close Connection with the Postal System—A Success.

There is one important difference between the telegraph systems of the continent of Europe and those of England which has to be taken into account in the outset in considering the general systems. This difference is that the English system originated in private enterprise, while in most of the continental states, if not in all of them, the government was the initiator. Hence in the case of the continental countries the state had not to burden itself with a large outlay in the acquisition of the telegraph, although there is no doubt that in the early days of the telegraph the first cost of some of the primary lines was excessive. Another fact which may as well be stated in the outset is this, that, with hardly an exception, none of the continental systems of telegraph pay financially. Even in cases where there is a balance on the right side, it is so small as to be hardly worth taking account. Still another consideration which has to be borne in mind is the fact that different governments seem to regard the telegraph system as so intimately connected with the postal system that in the published financial statements the accounts are invariably given en bloc, and not divided, so that one can see what the receipts and expenditures have been on telegraphs alone; and even when we get these figures they only tell a part of the story, for in most of the European states many of the telegraph lines have been constructed or have been extended to unprofitable points, commercially speaking, for strategic purposes. Moreover, they are used extensively for governmental purposes, for which no corresponding remuneration appears on the balance-sheet. In other words, in England, as elsewhere, the telegraph service bears all the government business, for which there is no actual financial return.

But let me give some statistics of the actual state of the telegraphic service in the different countries of Europe, and then we shall have the material for comparison. The latest statistics to be had are those for 1893. On the 1st of January in that year France had a total length of telegraph lines of 59,693 miles, with 197,622 miles of wire. There were 10,589 telegraph offices; and in 1892 there were despatched 45,328,588 telegrams, of which 33,439,947 were internal, 5,306,337 international, 1,571,168 in transit, and 5,011,436 were official. There are 237 miles of pneumatic tubes in Paris. The number of subscribers to the telephonic system in 1890 was 11,439, and 152,338 international conversations were held. It should be said here that in all the chief European states the minimum price of a telegraphic message is 6d. or half a franc, the 6d. carrying 12 words with the address, and the half a franc 10 words and ditto. In England, with the lowest average at one shilling, the telegraph was just on the point of paying when public opinion compelled parliament to adopt the 6d. tariff. In foreign states the same thing has practically occurred. In France, during the year 1893, the total receipts from the telegraphic service were 35,146,454 francs 85 centimes; but this is all I am able to give of the financial position, although our statement gives the net product at 34,979,269 francs.

In the German empire (including Bavaria and Wurttemberg, which have separate systems of telegraphy), the total length of the lines in 1892 was 73,198 miles, and the length of wire 259,628 miles, while the number of messages sent was:

Internal telegrams.....22,209,144
Foreign telegrams.....8,965,956

Total31,175,100

In regard to Germany, the Journal Telegraphique, the best authority on this subject, has no information touching finances apart from those relating to the postoffice as a whole. It should be said that in addition to the telegraphic system worked by the state the railways have a system of their own, which under certain conditions can be taken over by the state, especially in time of war.

The following are the available statistics of Austria, Hungary, and Bosnia and Herzegovina for 1892:

	Austria, Hungary, Bosnia & Herzegovina.	
Offices.....	4,098	111
Line, miles.....	17,609	12,473
Wire, miles.....	50,154	35,320
Messages.....	10,815,302	5,671,579

Although I have no special financial statement regarding the telegraphic service, the postal service as a whole shows a very profitable working, the financial statement for Austria (1892) and Hungary (1891) being as follows:

	Austria, Hungary, Bosnia & Herzegovina.
Receipts.....	32,993,560
Expenses.....	21,750,837

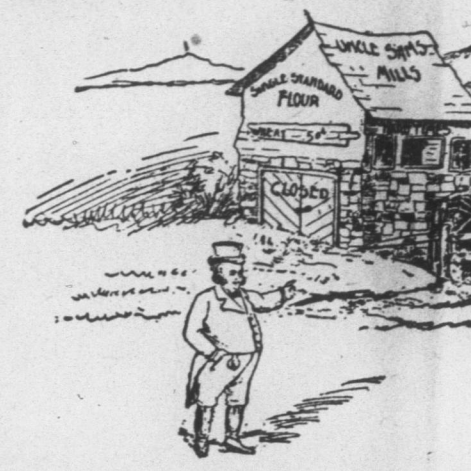
The length of state telegraph lines in Russia on Jan. 1, 1891, was 88,280 English miles, and the length of wire 172,360 English miles. Of the total system about nineteen-twentieths were the property of the state. There were at the same date 3,796 telegraph offices. The total number of telegrams carried in 1890 was 10,103,810. The length of the telephone lines was 1,376 miles, and the number of telephonic messages was 109,950. As in regard to the other states, there are no figures published with reference to the expenditure upon the telegraph alone. I find that the revenue from telegraphs rose from 10,507,000 rubles in 1888 to 11,875,000 ru-

FROM

A Few Financial Facts

THEN

Great Britain having built a dam across our Silver Stream. Gold alone is powerless to turn the wheels of Commerce. Result: Stagnation and Commercial Death, to which John Bull points with pride, rejoicing in his wonderful successes.



NOW

Two streams, Gold and Silver flowed from our mountains. Uniting, they furnished power to turn the wheels of Commerce. Result: Prosperity and Commercial Life, to which Uncle Sam points with pride.

bles in 1892; but as regards expenditures, all the figures available are that the general expenditure on posts and telegraphs combined in 1890 was 25,219,619 rubles, against an income of 30,925,903 rubles. Thus, treated as a whole, the system of posts and telegraphs shows a considerable revenue, and this apart from the fact that the state uses both the telegraph and the post largely, without crediting the department with a single cent.

The state took over all the telegraphs in Belgium in 1883, and since then the department has worked well in conjunction with the post. In 1891 the telegraphs carried 8,445,593 dispatches, private and official; in 1892, 7,975,523. In the latter year the total length of public telegraph lines was 4,617 miles, and the length of wires 22,739 miles. There were at the same date 965 telegraph stations. The receipts in 1892 were 3,445,599 francs, the expenses 4,535,192 francs. There is nothing to show how this excess of expenditure has arisen, although it may arise from the fact that the government has of late years been laying telephone wires of its own. The system has worked well, although the private Belgian Telephone Company existed side by side with the state system. In 1893, however, the government acquired the entire telephone system of the country. The terms of the acquisition were that the state should pay the companies an annual rent plus 15 per cent bonus for the ensuing 16 years, the concession having been originally granted to the companies, according to the provisions of Art. I of the law of June 11, 1883, for the maximum period of 25 years. This will be a drag upon the state until the obligation has been extinguished.

In the Netherlands there are several private telephone lines, but most of the lines are owned by the state. The length of state lines on Dec. 31, 1892, was 3,398 miles, the length of wires 12,098. The number of state offices was on Dec. 31, 1892, 473. The number of paid messages by the state lines in 1892 was 4,302,978. The receipts of the state amounted in the same year to 1,353,924 guilders, and the ordinary expenses to 1,881,580 guilders. The number of "service" messages, which include those in the service of the state railroads, and for which nothing appears to the credit of the lines, is very great.—Alfred T. Story in New York Voice.

Government Ownership.

One of the favorite arguments against the government ownership and control of railroads—advanced, it need hardly be said, by the railroad companies themselves—has been that for the government to take over the railroads would be to infringe upon individualism. It has been said, again and again, that governmental control of railroads would put a stop to individual investment, and therefore to that competition which a much-misunderstood adage declares to be the life of trade.

A railroad is, primarily, only a transportation agency, that is, means to an end. Its legitimate functions are comprised within the providing of adequate means for carrying passengers and freight from point to point on its route. Had the railroads of the United States been content to confine themselves to their legitimate sphere the era of government control might have been at least postponed, but so far from so doing they are found concerned in improvement companies, in development companies, in express companies, in coal companies, and even in ice companies, all of which industries they monopolize and control, either by the creation of wheels within wheels, as in the case of the Contract and Finance Company, the Pacific Improvement Company, the Western Development Company and the like, or by putting the screws to other corporations until they are forced to yield the lion's share of their business to the railroad companies.

Under governmental ownership such secret and vicious partnerships could not obtain. The government would operate the roads under the well-known principles which should control common carriers, and would have no special favors to extend to pet corporations, because it could have no interest in them. Individualism would be promoted rather than repressed, and all patrons of the roads in the same line of business would be put on equal footing. A coal-mining company or an ice-making company or any other industry would not be compelled to take railroad magnates into partnership in order to secure fair and equitable rates. Genuine competition would be favored and the consumer would derive an ad-

vantage which now he will seek in vain, for the railroads will favor themselves and their officials to the detriment of the outside competitor.—S. F. Chronicle.

"STAND BY THE PARTY."

What Is Success—And What Is a Democrat?

No matter how democrats may differ on the financial question, they should stand by their party organization. No matter which side wins in conventions, there should be no bolting. Party disintegration is to be more feared than defeat on any given question of party policy. Men and brethren, let us hold together at all hazards. As free coinage advocates we have a right to endeavor to control the party organization on that issue. As gold standard advocates, democrats so believing have the same rights. But let us recognize each other still as democrats—all of the great party to which the country looks for the best government, and let us subordinate our views on given questions to the will of the majority and perpetuity of the party. Don't bolt.—Hot Springs News.

The first question that naturally suggests itself is, What is a democrat? And then what does party success mean?

Is democracy merely a name? Does it stand united for any principle, good or bad?

Does success mean merely to win the offices?

Will any honest man consent to the domination of wrong, when by leaving the party he can stand up for the right?

The fate of the greatest republic in the world is now in the hands of the people.

Is party greater than country—and office for a few politicians more to be desired than American liberty and independence?

Only men of the same general principles should be in the same party. The American people are greater than any party.

All our parties are included within the people.

Why should not those who agree upon the momentous questions of the day vote together at the ballot-box?

Majority rule applied to the entire country is all right—but no man should sacrifice his principles to the majority of a sect which is only a subordinate division.

Neither should a man fail to stand up for the principles he believes to be right, though a majority of the people be against him.

To save the democratic party is not to save the American people. The party is a mere form of organization for the propagation of certain principles, and when the man of principle finds that he is in the wrong party he should get out as quickly as he would climb out of a barn lot with a mad bull behind him.

When you get into the den of a bear and have nothing but bird-shot in your gun, don't stop to argue, but join the fellows who are out hunting that kind of game, and together you may conquer him. Because you have always hunted with bird-shot is no reason why you should not accept the assistance of a repeating-rifle in an emergency.

Another democratic paper boasts that "the democrats are getting together in good old democratic fashion. Local organizations are being perfected on the basis that 'I am a democrat' first, last and all the time, whatever individual opinions may be on this, that or the other question."

Now, honestly, isn't that disgusting to a self-respecting democrat—or to anybody else of common sense?

A party with no principles has no right to existence.

The idea of organizing "regardless of opinion" into a party that knows no principle except that "daddy was a democrat."

You have as an American citizen a much higher responsibility to your country than that of a mere party whooper.

The manhood of every professing democrat is grossly insulted by the papers that assume all democrats have no more principle than to "unite on the basis of I am a democrat."

It either means something to be a democrat, or else there are no democrats.

It is no honor to be nothing—or to belong to a party that means nothing.

The first balloon was made by a Jesuit, about 1620. The idea was revived in France by M. Montgolfier, in 1783, and introduced in England the following year.

TO LEGION MEMBERS.

IF LEADERS WILL NOT ACT DO SOMETHING YOURSELVES.

Some One Must Stir the People Up—Some One Must Point Out the Way, and Then If the People Will Not Act, It Is Their Own Fault.

It is the duty of each quartermaster of the legion to at once collect the 10 cents annual dues from every member able to pay and remit at once.

If each member would act promptly it would lift the burden of debt from my shoulders and leave a large balance for organization. It would also furnish a campaign fund to do work during the winter. You certainly do not want yourself and family to work for nothing and be out hundreds of dollars besides. He will lose one home if this is not done. I have taken money that we sorely need and expended it in legion work. Have lost my life insurance and have run heavily in debt and this was done to establish the legion. It now has running expenses, but no salaries for clerical work. The burden is not too great and I appeal to you to pay your dues. Ten cents per member will break nobody. Do without tobacco; do without something, or save the money. Stop old party papers. Do not give one dime to any cause but our own, and we can furnish speeches, literature and wage a great battle. If I had the postage stamps I could send appeals to organize to thousands of our best workers. We have a great army of addresses in our office we cannot use unless the people raise funds. Let each legion give a supper, a concert or let the women devise ways and means to raise money. Let each one do something. If your leader will not act it is no reason why you should stop. Wake the people up from ocean to ocean. The entrance fee of 10 cents and 10 cents annual dues from each member would give a big campaign fund now. We issue many charters without a cent and few pay dues. We ought to have our best speakers in the field. We can put a live orator and organizer in each state without costing you a cent if each one will respond. It is humiliating to make these appeals, but some one must act. Some one must stir the people. Some one must point out the way, and if the people will not wake we will not be to blame. This duty was conferred on me unsought, and I will bear the burden and stand the assaults of the enemy without fear. None of us are perfect. If we had our life to live over we would amend it, but if we act with honor and integrity now the duty will be performed.

We must support our newspapers. They will, hundreds of them, be compelled to suspend if we do not do our duty to them. The grand men and women who are the strong tower in our cause bear untold burdens. We must sustain them. Each legion should organize all the surrounding country. Bring them all into line.

This is a holy work. To those who assail me I say without malice, I will gladly turn the burden over. I have no ambition save to do my duty. I have a reputation as an organizer I have gained by years of hard work and sacrifice in other fields. My highest desire is to band our men and women together so strongly that the enemy may not be able to break our line.

Were it not for the noble letters written by the rank and file we would faint by the way. But with the help of God we will labor day after day to build up the cause. We will guard the integrity of our party as a sacred jewel and pray for the victory to come.

The millions of oppressed people must be rescued. The poor, lonely heroic advocates of our cause must be sustained and we urge all true hearts to respond to this call. Write for papers to organize. Don't delay. The enemy are strongly entrenched. We must fall into solid line and that at once, or defeat will surely come. Let every loyal heart respond to this call.

Millions in Want in a Land of Plenty
Henry D. Lloyd, in "Wealth Against Commonwealth."

Nature is rich; but everywhere man, the heir of nature, is poor. Never in this happy country or elsewhere—except in the Land of Miracle, where "they did all eat and were filled"—has there been enough of anything for the people.

Rome banished those who had been found to be public enemies by forbidding everyone to give them fire and water. This was done by all to a few. In America it is done by a few to all. A small number of men are obtaining the power to forbid anyone but themselves to supply the people with fire in nearly every form known to modern life and industry from matches to locomotives and electricity. They control our hard coal and much of the soft, and stoves, furnaces, and steam and hot water heaters; the governors on steam boilers and the boilers, gas and gas fixtures, natural gas and gas pipes, electric lighting and all the appurtenances. You cannot free yourself by changing from electricity to gas, or from the gas of the city to the gas of the fields. If you fly from kerosene to candles you are still under the ban.

We are rapidly reaching the stage where in each province only a few are left; that is the key to our times. Beyond the deep is another. This era is but a passing phase in the evolution of industrial Caesars, and these Caesars will be of a new type—corporate Caesar. What we call monopoly is business at the end of its journey. The concentration of wealth, the wiping out of the middle classes, are other names for it. To get it is, in the world of affairs, the chief end of man.

The first Bible printed in America was Elliot's Indian version, in 1658.

Coin's Financial School (price 25c) is given free to every new trial subscriber of The People's Pilot. Twenty-five cents for three months.

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