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A SILLY CHARGE.

At a meeting called last evening to consider ways and means for relieving the Carter story of unemployed out of the country, the following among other resolutions was adopted:

Resolved, That while extends the strongest sympathy to our brethren who are accustomed to transport [illegible] to be able to do so, yet we believe that the time shall not have passed when [illegible] from such [illegible] as possible.

This for a somewhat plausible sound, and would certainly be sufficient, were the circumstances with not known, to temporarily the already existing belief that many persons in every community feel against the railroads. In the light of the facts, however, which form the basis for this direct charge aimed against the Rio Grande Western, the resolution is too musical in the extreme.

What the author of that resolution must have meant were to refuse the railroad, not because it was discriminating against, or because it habitually refused to discriminate in favor of, "one class of Americans" [illegible]. What he doubtless intended was to arouse a feeling against it because it was not employed enough to be "held up" by the invertebrate army and survey the duty of men to the state like an nothing. Giving his motive the most charitable construction, his expressions are calling for disappointment that the road has declined to make a special rate or to locate line, or rather has contented to dump down certain passengers for a reduced price this morning and under conditions which it could not legally or legitimately furnish or maintain. It is not so very long since the "gentlemen" and "servants" of the Southern Pacific railway were roundly and widely criticised. Yet the act of that road was not far different from that which these resolutions strongly demand from the Rio Grande Western.

As to refusal to this part of the country "relating to transport" passengers—that is all rubbish. They are in the transportation business, and the more passengers they can get the better they like it. But they are under no obligations to furnish free transportation to those or any honest man who have been made to believe they represent and enjoy "the sympathy of the mass of American citizens" in a million miles in Washington, and the News sincerely hopes they have for much more to estimate their property. In the amount of those gentlemen hold up of Uncle Sir's winking at lawlessness and permitting an example that at a later day will surely return to vex them. As to what terms they are willing to make for the transportation of Mr. Carter's contingent, we neither know nor care, but the talk about unjust discrimination against him and his followers is true, and the expressed determination that "until the roads desist from such discrimination they will not carry other classes" amounts to a threat that is monumental in its stupidity.

PAYING THE DEBT.

There probably has never been a time in history when a nation in the enjoyment of as great immunity from armed conflicts as is the United States, has experienced such a general feeling of uncertainty regarding the immediate future as does the Republic under the present industrial situation. If there were well-defined issues as in the days of the Revolution or preceding the great civil war, there might be some way for the people to make up their minds as to the colors of coming events, but at present, while there seems to be a general fear in all parts of the nation regarding an approaching ethic, there is no definite idea as to the form in which a settlement of the questions will be offered, nor is there unanimity of opinion as to what some specified questions really are. The nation is truly persistent to an extreme degree. The strife of manufacture, the strikes, the uncertain relations of capital and labor, and the growing dissatisfaction with political parties and systems, all create a condition of unrest that is far from comforting to the nation at large.

Who would have thought that so great a change could have come in a short a time as has been witnessed within few years? By way of contrast, turn attention for a moment to the situation as described in the New York Herald in July, 1892:

> The business of the country is in a prosperous condition and promising fair for a good year. Imports during the fiscal year ending June 30 will exceed those of any previous year. Even exclusive of the specie and bullion imported, the imports will be greater than ever before, and the exports of domestic merchandise will be larger than ever before except in the year 1891. Manufactures are now running full time, and the prospect is that the year will be greater than ever before in activity, with the exception of manufactures, which will be less than ever before. Money is easier than for many years, and the rate of interest has been lowered by the action of the banks in the great cities. Our foreign commerce is growing rapidly, and the Treasury is in a position to give facilities for the movement of the crops. The Treasury is paying its current obligations promptly, and has a surplus of over $100,000,000 in its vaults. The Navy Department is carrying out a policy of building a new Navy, and the Secretary of the Navy is now in Europe for the purpose of purchasing some of the best models of war vessels. The Secretary of the Treasury is also in Europe for the purpose of purchasing some of the best models of revenue cutters. The Secretary of the Navy has also gone to