

obtain positions where so much faithfulness and intelligence are required. They are able, experienced, careful, sober and trustworthy, or they could not keep their positions. Whether or not they are as strong in numbers as some of the other organizations, they are always sure to exert a great influence in labor councils, because of the intelligence and respectability spoken of. Furthermore, they are usually well paid, as they certainly should be, for the responsible duties required.

Now, it seems to us that these men have had less to complain of during the past twelve months than almost any other class of workmen. It has been a time of great industrial depression, and everybody has felt the hard times. Much labor has been altogether unemployed; much has been provided with only partial employment; and nearly all has had to suffer a reduction in wages. This latter may apply in some measure to the railway men, too; but, taken as a whole, it will be generally admitted that they have fared better than most of their fellow-men. Their employment has been regular, their compensation sure, and in some instances where managements have tried to scale down their wages, the courts of the country have stepped in and forbidden it, defending in the most positive way their rights and the enforcement of the contracts made with them. Is it strange that men with their intelligence, men who have been thus treated, should hesitate before throwing up their employment at the whim of some other leader, when they themselves had no grievance to complain of? On the contrary, such ingratitude would be altogether despicable in them—it would be an exhibition of which the News is glad to believe them altogether incapable.

Sympathy is a great virtue; in its best sense it is divine. A fellow feeling for and active support of down-trodden humanity is one of the best attributes of the best class of mankind. But sympathy, like charity, is sometimes made to cover a multitude of sins. We hold that, again like charity, sympathy should begin at home. Wife and children have the strongest claims upon the husband and father; neighbors and friends, even employers when fair and honorable, have also claims upon every workman. Certainly peace, and order, and law, and government have claims to the regard of every citizen. Without going into the merits of the Pullman controversy at all—even admitting, as we are fain to do, that that corporation has been and is a giant oppressor whose power for evil ought to be and must be curtailed—we ask the fair-minded people who read these lines whether by any stretch of logic or any definition of true sympathy, they can justify the killing and stoning and beating of men, the destruction of millions upon millions of dollars in property, the untold expense of trying to maintain order, the glare of the fire-brand, the shriek of the rioter, the terrorizing of whole communities—all because the haughty George M. Pullman and his unfortunate employees cannot agree on a question of wages! We ask them to reflect soberly and as honest men upon the distress and trouble that have

been caused in Utah Territory by this strike, and which must be borne by all classes—and then say whether the "sympathy" so much prated about has not been displayed in the wrong direction and in an unworthy and unprofitable way!

RAILROADS IN THE UNITED STATES

The present situation imparts peculiar interest to railroad statistics, especially when the latter are mingled with enough of running comment, comparison and information to take off the tedium of solid columns of figures. The *New York Sun* in a recent article is able to strike this happy medium; condensed, the story it tells is as follows: "There are more miles of railroad track in the United States than in all the other countries of the world combined. The figures are: United States, 172,000 miles; Europe, Asia, Africa, South, Central and British America, and Australia, 167,000 miles. The number of locomotive engines in use on American railroads is 85,000. The number of passenger cars is 25,000. The number of mail and baggage cars is 8,000, and the number of freight and coal cars is 1,200,000.

"As respects mileage the Atchison, Topeka & Santa Fe stands at the head with 7,125 miles operated; next comes the Southern Pacific with 6,500 miles. As respects the volume of gross receipts, the Pennsylvania stands at the head with \$130,000,000, the Southern Pacific second with \$50,000,000.

"The railroads of the country carry in a year 600,000,000 passengers and transport 800,000,000 tons of freight. The disparity between the two branches of transportation is much greater here than in Europe, for the foreign railroads carry twice as many passengers as do the railroads of the United States, whereas the earnings from freight or 'goods' trains, as they are called abroad, just about balance. In this country the earnings from freight business are about three times greater than from passenger business.

"The gross indebtedness, stock and bonds, of the railroads of the United States is in excess of \$10,000,000,000, and is increasing at a more rapid ratio than the mileage of the respective roads. The Atchison, Topeka & Santa Fe stands at the head of all the others, with a gross indebtedness of \$325,000,000. The Union Pacific stands fifth in the list, with \$185,000,000; while in the twelfth place stand the Missouri Pacific and the Southern Pacific with \$120,000,000 each, exclusive of floating debt.

"The railroads of the United States earn from all sources of revenue about \$1,200,000,000 in a year. About two-thirds of this is disbursed in expenses, and the balance, \$350,000,000, represents the net profit. Two-thirds of this, however, goes to pay interest on bonds or guaranteed stock, leaving about \$100,000,000, or one-twelfth of the whole amount earned, for the payment of dividends and necessary improvements.

"Up to the financial panic of July, 1893, the tendency of the large railroad systems was toward absorbing the small ones, but since the beginning of

the era of receiverships many of the large systems have been dismembered, so that there are actually many more separate railroad corporations than there were a year ago, though there has been no increase in railroad building."

A TRIUMPH OF PEACE.

The recent action of President Jeffrey of the Denver & Rio Grande railway has been severely criticised by the leading officers of other lines. The policy of these was to fill the place of strikers with new men when a strike was ordered, and to go as far as they could in removing from their lists of employees men who had engaged in a strike. The effect of this usually has been to hold the men together for mutual defense. Mr. Jeffrey saw this latter point, and several times has expressed his opinion that if a railway or other business management would argue the case directly with its employees whenever a strike was ordered, the dispute could be settled without ill feelings being left behind, and that it would pay the company better to wait while the men thought the matter over than to hasten in enforcing its own wishes in the premises.

The D. & R. G. president's views were ridiculed by fellow railway chiefs as being too mild-mannered and persuasive for a good business policy. But Mr. Jeffrey had a strong faith in the good judgment of his plan and determined to give his theory a trial should occasion arise. In the great strike which was inaugurated over the Pullman difficulty he has had ample opportunity to test his line of policy to the full extent, so far as the D. & R. G. employees are concerned. When the men were called out by Mr. Debs they responded. Mr. Jeffrey insisted that trains which ordinarily carried Pullmans should continue to do so, but he did not endeavor to put them on trains which had not carried them before. When the men went out he made no effort to fill their places, and rejected offers to this end. He called conferences of the employees, and had his view of the case set before them. At first the men were not inclined to listen to any arguments, and preferred to maintain stolidly their allegiance to the American Railway Union. But Mr. Jeffrey kept at his work, though for a time his cause seemed perfectly hopeless.

In a few days, however, when the men had had time to do some thinking, they began to feel that a mistake had been made in directing an assault upon the railway management, which would not fight them but persistently held out the olive branch by its offer to take them back in a body. With a desire to right the wrong which had been done, a part of the employees selected a special committee whose duty was to go over the railway system and exhort the men to return to their places. It is the first instance on record where a committee chosen by and from the strikers themselves have undertaken to induce the complete relinquishment of a strike; and the attitude of the D. & R. G. employees had much to do with the anti-strike stand of the engineers and others in Colorado last