

to take his place as their general. Was it the dead Cimon or his thought that still dominated them, or the average thought of the army mass that prompted them to ignorantly follow the galley that was his bier? What was the security, the leadership of his dead body or their thought to accomplish a purpose? In brief was it not the moral force working out the security of Greece regardless of the thought of a leading thinker?

But the strongest evidence I find is this. Within the possible life of a man after the crucifixion of the Savior, the great Plutarch taught philosophy at Rome. In all his voluminous writings, and with a very evident religious disposition, and an eagerness to see, hear and learn the least details of everything possible, added to an almost overwhelming research among all the writings of the learned and learning of all ages and then within his reach, not one word does he write that chronicles a single fact of the Savior's existence, nor of His teachings, nor of those of His followers. And this, too, we must remember, although he was in Rome when Nero was glutting his gory appetite by a destruction of Christians. Jerusalem was under Roman dominion, and it is certain that in the lifetime of the Savior He was known of at Rome; also, that the greatest of the Apostles had preached Christianity at Rome and suffered death therefor. What was lacking? Was it not the thought of the mass of men? Else, what silences the wordy Plutarch from all reference to an interfering religion with that of Rome? Or, on his returning to Greece, what was there to silence him, Nero being dead? Had silence been commanded would not that fact have come to us? Indeed, the only cause we can attribute to Plutarch's silence respecting a subject that is so overwhelming to us, is the probable lack of interest on the part of the mass of men—nay, of all thought whatever—respecting that of which they had no knowledge as a mass. What the great thinkers thought we know, but that such thought was not the controlling one is evident from such a conspicuous silence on so great a subject by one who never, seemingly, permitted the least opinion among the leaders of Rome to escape him. His disposition to analyze the opinions of men of his and immediately preceding times at Rome, argues the absence of that controlling thought that in any way affected the people whose dispositions he is always very careful to explain.

When we contemplate that the leader of this thought was the Savior, God upon earth as man! and that His Fishermen of Gallilee were leaders of the thought, and yet such thought, lacking knowledge and support on the part of the mass of men, was without even the knowledge of the leading thinkers of great Rome, what can we conclude but that the mass of thought lacking in the mass of men gave no purpose for thought in or to the leading thinkers of that day? There was no necessity to think of Christianity, for it was not in the minds of the mass of men and had no place in the thought of their leaders. But when it did come Nero nor his successors nor their imitators in savagery could check the progress of the average thought of the average mass of men.

And so it must be. The great difficulty for us now, in America, is to impress upon so-called leaders that when the average thought of the average mass of men concentrates upon the accomplishment of a purpose, it becomes then a moral force which no man can apprehend or explain, and which no power on earth can restrain much less withstand.

It were wisdom to obey the behest of the average mass of thought of the average mass of men—or that thought might materialize most terribly.

W. S. RYAN.

Indianapolis, Ind., June 1.

Washington Letter

Washington, D. C., June 24.—Lately America has been startled by a series of appalling railway wrecks. Many of them have been ascribed to "derailments, broken rails, spreading rails and defective switches." In this regard the recent utterance of Mr. E. H. Harriman, who can not be accused of being unfriendly to the railroads, is significant. He is quoted as stating that "in the month of February 449 rails on the Union Pacific system were broken and of these 179 had been laid within five months." In this connection it is interesting to note that the Iron Age, which may be accepted as the spokesman of the rail trade, gives prominence to the increased work thrown upon the rail as an explanation for the frequent crippling of them. One railway is said to have computed that driving wheel loads have in-

creased 49 per cent, while the weight of the rails had increased but 16 per cent. Another computation makes the increase in driving wheel loads 60 per cent, and the increase in the weight of the rails 25 per cent. The disparity between the two sets of figures is even more unfavorable to the rails because of the general increase in weights and speeds under conditions of constant forbidding repairs except when unavoidable. The railways have also sacrificed the toughness of rails demanded for their hardness. They have aimed at the maximum amount of wear, where a softer metal would have worn down quicker, but been far less liable to those fractures that result in terrible accidents. The Railway Gazette is not afraid to denounce "the criminal willingness" of makers, whom it names, to supply rails below their best product for uses upon which human life depends. In proof of this the Gazette cites a meeting of railway men representing 230,000 miles of track. When all who were satisfied with their rail deliveries were asked to say so no one responded. Mr. Schwab of steel trust fame has recently stated that he could supply "good rails if the railroads would pay three times the present price." But Mr. Schwab did not say that our steel trust is selling a superior rail in England for far less than they charge Americans for an inferior product.

The Calumet, Illinois, News recently took occasion to criticize this correspondent for making the above statement. The News frankly admitted that our railroads have sacrificed the safe rail to the rail that will wear. They admit that our railroads have placed a greater stress and strain upon these rails than they were intended to stand. The News does not even deny that American steel rails are sold in England for less than in the United States. But it will not admit that the steel companies of Calumet or elsewhere have been accessories to these wrongs. And it scouts the idea that the American rails marketed in England are of any better quality than those sold at home. One can only judge of rails by results. England runs more heavy and more high speed trains over her trackage than we do. This is mentioned because broken rails in America have recently in certain quarters been ascribed to our high speed trains. Why is it, then, that English trains do not affect their rails in the same way that ours do?

The public, however, does not care so much who is accountable for this evil, as it desires that the evil be remedied. The steel trust can shift the burden of blame upon the railroad, and the railroads in turn can lay the wrong at the door of the steel company. But whoever is to blame, one thing is certain somebody is at fault; and present conditions are intolerable. When one employe in every 133 is killed, and one in every nine is injured on our railroads yearly; when over ten thousand people are killed and a hundred thousand injured in railroad transportation every year in our country. It is high time that something was done to fix the responsibility for such appalling conditions.

Those who have been compelled to patronize our non-competing telegraph companies lately have probably noticed that it costs forty cents to send a message which a few months ago could have been sent for twenty-five cents. It was something of a consolation to telegraph company patrons, however, to be informed that this sixty per cent increase in rates was promulgated in order to give telegraph employes an increase in wages. It was nevertheless rather difficult to appreciate the necessity of increasing telegraph tolls sixty per cent in order to raise wages less than fifteen per cent. The paying public as a rule are ever willing to give a little more to the wage earners, provided they can be reasonably sure that the wage earner gets it. It came, therefore, with something like a shock when the telegraphers throughout the nation announced that they were preparing for a strike for higher wages. It transpired that their demand and threat had been before the telegraph company officials for some time prior to the announcement of the impending strike. By using a calendar, and putting two and two together, it is now apparent that the telegraph companies' sixty per cent increase in rates was made not to meet the demand for increased wages, but to get the money to fight that demand. Thus is the public forced to supply the telegraph monopoly with the ammunition necessary to crush a movement for higher wages with which the public is itself in hearty sympathy.

If our postoffice department should raise rates for carrying letters sixty per cent, what a howl the votaries of private monopoly would make. And yet here is a telegraph monopoly that has stifled all progress in the telegraph

business, raised rates, and fought its labor. Why don't we hear more of the complete failure of this private monopoly? The successes of government ownership of public utilities often go unheralded. Its failures never. By the same token the real failures of the private ownership of public utilities are seldom recorded; its successes always. The beneficiaries of these natural monopolies appreciate the value of publicity. They are ably represented in our newspapers and periodicals, too many of which are largely subservient to vested and monopoly interests. The failure of a public institution to pay expenses is always a source of delight to the spokesmen of private monopoly.

Private monopoly has called public attention in its loudest manner to the deficit in our postoffice department, but let attention be called by the advocates of public ownership to the news in Tuesday's paper that the Adams Express company is about to distribute among its stockholders \$24,000,000, or 200 per cent on every share of stock.

The postoffice is run for the people; the Adams Express company for its stockholders.

The postoffice will carry a parcel from Detroit, Mich., to Hamburg, Germany, for less than the Adams Express company would carry the same parcel from Detroit to New York. Which does the better service for the people?

In the postoffice department we see an institution that gives more for two cents than any private monopoly in existence; a business concern paying its labor better for a like class of work and treating it better than any private monopoly; an employer who has never had to meet a strike. If left alone by private monopoly the postoffice department would be able to carry packages all over the United States naturally much more cheaply than it now carries them to Lisbon or Buenos Ayres, but the express companies, the private monopolies, are ably represented in the United States senate, and unhappily in the postoffice department itself. Therefore they hold their monopoly of the express service in the United States.

The postoffice need not show a deficit, but the railroads have their representatives too, and it is through their extortions and fraudulent charges that the deficit is forced upon the department. Postal telegraphs, postal savings banks and a parcels post are demanded by every consideration of political wisdom and will certainly come.

Rear Admiral Coghlan, just retired from the navy, has done a positive service to humanity and to civilization in expressing his conviction that there will never be a war between the United States and Japan. His reasons are political, rather than humanitarian, but at a time when too many naval officers are talking war they may help to preserve peace. "I never expect to see war declared between the United States and Japan," said he. "I don't believe Japan wants to fight us either now or in the future. The Japs have their hands full at present and I believe always will in their development and exploitation of eastern Asia. The Manchurian and Korean situation, together with their relations with China and Russia will keep them busy enough without casting longing eyes upon the Philippines and Hawaii. My attention was called recently to a magazine story in which the writer evidently possessed of a vivid imagination, discussed the gloomy manner in which Japan thoroughly thrashed us in two years of a war that is to begin in 1912 and may last indefinitely. I don't believe stories of this sort serve any good purpose. Rather they aid in stirring up race hatreds and creating unpleasant feelings among the nations."

Admiral Coghlan's words are creditable equally to him and to the service in which he has been so long. His criticism of yellow fiction might well be extended to certain alarmists in the armed service of the United States. While it may be admitted that the best way to insure peace is to be prepared for war, it is equally true that the surest way to invite war is to continually tell a friendly nation that it is inevitable.

WILLIS J. ABBOTT.

BRYAN COUNTY

Mr. Bryan extends his thanks to the constitutional convention of Oklahoma for the honor done him in giving his name to one of the new counties. Each delegate residing in a new county was allowed to name it and Hon. R. L. Williams of Durant, I. T., now a nominee for the supreme court, selected the name, Bryan, for his county. The first town named for him (the name was selected by James Simmons) is also located in Oklahoma and he thus has personal reasons for feeling interested in the future of the new commonwealth. He gratefully appreciates the compliments thus paid him.