

# Railroad Men and Other Toilers

## "Stop! Look! Listen!"

### How Figures Will Lie When Twisted by Republican Politicians

The republican national committee (Taft branch) is distributing circulars among the railroad men predicting a panic and hard times in the event of democratic victory.

Following is one of the extracts from this circular:

**RAILROAD MEN—  
STOP! LOOK! LISTEN!  
LEST YOU FORGET  
\$71,338,879.00**

**Big sum of money, isn't it?**

Nevertheless, it's exactly that much more paid to the railroad employes of the United States under the administration of President Taft in 1910, than was paid in 1907, the year before Mr. Taft became president.

This is a sample of the old time republican habit of claiming credit for all natural progress—credit even for good crops.

It is true that in 1910 the wages of railroad employes amounted to some seventy-one million dollars more than in 1907.

But that represented **THREE YEARS** progress.

Stop! Look! Listen! to this:

In 1906 the amount paid to railroad employes was \$900,801,653. In 1907 it was \$1,072,386,427. This was an increase **IN ONE YEAR** of \$171,584,774. This was an increase **IN A SINGLE YEAR** preceding the Taft administration amounting **DURING A SINGLE YEAR** to more than double the increase **DURING THREE YEARS** of the Taft administration.

As a matter of fact 1908 was really "the year before" Mr. Taft became president; and it will be seen that the first year of Mr. Taft's administration (1909) showed a falling off in railroad employes wages, as compared with the year 1908. This falling off aggregated \$47,113,834.

The republican national committee (Taft branch) forgot to say anything about railroads sold under receivership. Let railroad men "stop, look, listen" to this:

During the four years preceding the Taft administration twenty-three railroads were sold under foreclosure. These comprised 1,193 miles and involved stocks and bonds aggregating \$47,031,000.

During three years of the Taft administration (1909, 1910 and 1911) forty-two railroads were sold under foreclosure. These comprised 5,115 miles and involved stocks and bonds aggregating \$384,434,562. This shows an increase of **RAILROAD FORECLOSURES UNDER THE TAFT ADMINISTRATION** aggregating (the increase) more than a quarter billion of dollars.

In another circular issued by the republican national committee (Taft branch), the following statements are made:

The total number of railway employes in 1895 was 785,034.

The total number of railway employes in 1911 was 1,699,809.

Under republican administration the number of railway employes has increased from 785,034—during a democratic administration—to 1,699,809, an increase of 914,775, nearly **ONE MILLION** men.

Do you want a democratic president and return to conditions and number of employes of 1895?

The Taft committee has chosen 1895 so that it may point out that the Wilson tariff bill was on the statute books at that time. But the committee fails to say that that was the culmination of the hard times beginning and continuing under the McKinley high tariff law.

This temporary falling off really began under the McKinley high tariff law. In 1893 while the McKinley bill was on the statute books the number of employes amounted to 873,602 or 515 employes for every 100 miles of railroad. In the following year (1894) the number of employes decreased to 779,608, or 444 to the 100 miles. This was a decrease in the aggre-

gate of 93,994 and in the number of employes per 100 miles of 71.

Bear in mind that the McKinley high tariff law was on the statute books from October 6, 1890, until August 27, 1894. On August 27, 1894, the Wilson lower tariff bill became a law.

Now the number of railroad employes began to increase in 1895 (under the Wilson lower tariff law) after the panic (which began November 11, 1890, under the McKinley high tariff law) had spent its force.

In 1895 (under the Wilson lower tariff law) the number of employes increased to 785,034, an increase of 5,426. In 1896 (under the Wilson law) the number of railroad employes increased again to 826,620—an increase in one year of 41,586.

Now the year 1897 was the first year of the McKinley administration. During that year the number of railway employes fell off to 823,476—a decrease of 3,114 in the aggregate, or a decrease of five employes to every 100 miles.

The truth is that these fluctuations were not due to political conditions. The country has grown and will continue to grow in spite of anything political parties may do.

It is not true that democratic administration means hard times. On the contrary, it is true that every panic since the civil war (and we have had four of them) began under republican administration and under high tariff law. This was true of the "Black Friday" of September, 1869, when the republican party was in power and was entering upon a new lease of national administration. This was true of the Jay Cooke panic of September, 1873, when the republican party was in power and had but a few months before been re-elected to another four years' term. This was true of the so-called "Panic of 1893," which began November 11, 1890, under a republican administration and a little more than thirty days after the McKinley tariff law had been put upon the statute books. This was true of the panic of October, 1907, during which panic every banking house in the country suspended cash payment. The Dingley high tariff law, the highest then known, was on the statute books and the republican party was in full control of every branch of the government—White House, senate and house of representatives.

To revert to the number of railroad employes. There has been a steady increase in the number during the last thirty years—averaging about one hundred thousand every year, with the following exceptions: 1894 when under the Cleveland administration there was a decrease of 93,994; 1897 when under republican administration there was a decrease of 3,114; 1904, when under republican administration, there was a decrease of 16,416; and 1908, when under republican administration, there was a decrease of 235,799.

In 1894 the decrease amounted to seventy-one men for every one hundred miles of railroad. In 1897 the decrease amounted to five men for every one hundred miles of railroad. In 1904 the decrease amounted to twenty-eight men for every one hundred miles of railroad. In 1908 the decrease amounted to 112 men for every one hundred miles of railroad.

The fact is "God's in His heaven, all's right with the world"—particularly America. But railroad men, as well as all other working men, and all sorts of men for that matter—together with every honest industry upon which men depend for livelihood—will be in better shape under an administration (such as Woodrow Wilson's) that will be free from trust control and in a position to strive for "the greatest good to the greatest number."

RICHARD L. METCALFE.

If Mr. Roosevelt is losing more than Mr. Taft it must be remembered that he had more to lose. Mr. Taft has lost as much as he could under the circumstances.

Mr. Roosevelt gave us Mr. Taft. He was the Santa Claus who put him in our stocking. Did he know that the toy walked backward?

#### NEW DEMOCRATIC CLUBS

New clubs reported to The Commoner up to and including Friday, October 11, 1912:

Wilson Club, Princeton, Neb.—Henry Snooker, president; J. B. Pasley, vice president; Henry Riley, secretary and treasurer.

Woodrow Wilson Club of Clatsop County, Astoria, Ore.—Olaf Anderson, president; C. W. Mullins, secretary; Geo. Kaboth, treasurer.

Woodrow Wilson Club, Narberth, Pa.—Chas. E. Humphreys, president; David J. Terry, vice president; Edw. S. Haws, secretary and treasurer.

Wilson Club, Titusville, Pa.—J. J. Marron, chairman.

Wilson and Marshall Club, Camden, Ind.—H. S. Case, president; J. H. Lesh, secretary.

Young Men's Woodrow Wilson Club, Gary, Ind.—D. J. Broughal, president; Emmet N. White, vice president; Clarence Dorman, secretary; G. Burscher, treasurer.

Woodrow Wilson Club, Warrenton, Ore.—V. H. Coffee, president; Lee Straus, vice president; G. H. Greer, secretary and treasurer.

Wilson and Marshall Club, Oshkosh, Wis.—E. S. Hinman, president; F. C. Stewart, vice president; A. H. Gruenwald, secretary; F. S. Ideson, treasurer.

Wilson-Marshall-Ayers Club, Tazewell, Va.—J. S. Bottimore, president; T. A. Repass, treasurer; S. M. B. Coulling, Jr., secretary.

Wilson and Marshall Club, Vinita, Okla.—J. J. Spencer, president; E. N. Williamson, secretary.

Wilson and Marshall Club, Hoopston, Ill.—G. E. Russell, president; Dr. F. P. Johnson, vice president; A. D. Munson, secretary and treasurer.

Democratic Club of Bergen County, Hackensack, N. J.—F. M. Taylor, president; A. T. Holley, vice president; R. N. Heath, secretary; Edwin Lewis, treasurer.

Wilson Club, Towner, Colo.—R. J. McGrath, manager.

Wilson-Marshall-Dunne Club, Beardstown, Ill.—John Brocker, president; E. E. Schultz, vice president; C. H. Wynne, secretary; C. C. Garm, treasurer.

Wilson-Marshall-Ferris Club, Bay City, Mich.—Walter J. Bill, secretary.

Wilson Club, Wichita, Kan.

Wilson and Marshall Club, Hopedale, Ill.—L. J. Hannig, president; Jacob Henderson, vice president; T. E. Saltermann, secretary; Jos. Augsberger, treasurer.

Wilson and Marshall Club, Pottsville, Pa.—W. F. Sheperd, president; M. A. Goulden, secretary.

Woodrow Wilson Club, Oakland, Cal.—J. W. Albright, president; E. L. Ormsby, secretary; Major M. J. Bartlett, treasurer.

Wilson and Marshall Club, Lake Placid, N. Y.—M. T. Brewster, president; James Hendeca, vice president; L. Carroll, secretary; P. Carroll, treasurer.

Wilson and Marshall Club, Wetumka, Okla.—J. A. Long, president; T. W. Mackey, vice president; Noah Dilback, secretary; P. H. Foster, treasurer.

Wilson and Marshall Club, Reedsburg, Wis.—Henry Sorge, president; Hugh W. O'Connor, vice president; T. H. Metcalf, secretary; Emil J. Backman, treasurer.

Young Men's Democratic Club of Wheeling, Wheeling, W. Va.

#### BOOSTING THE COMMONER CIRCULATION

P. J. Hendrickson, Chairman Democratic County Committee, Columbus, Kan.—Herewith find check for \$11.10 to pay for the enclosed club of campaign subscriptions. Later—Herewith find check for \$13.20 to cover the enclosed list of campaign subscriptions to The Commoner.

E. D. Fitchette, Publisher "The Arena," and J. P. Lamb, Chairman Democratic County Central Committees, Michigan, N. D.—Enclosed please find check for \$100 in payment for subscriptions to The Commoner. Please include as many copies of the issue of September 27th as you can. This will make about 1100 subscriptions to The Commoner from Nelson county.

John O. Keefe, Secretary Democratic National Committee, Cavalier, N. D.—I send you herewith draft for \$30.00 in payment for subscriptions to The Commoner as per enclosed list.

M. W. Clark, Sheldon, Ill.—I am enclosing list of 102 campaign subscriptions to The Commoner running until after election and enclose herewith draft to pay for the same.

Wm. T. Layfield, Princess Anne, Md.—You will find enclosed list of 100 campaign subscriptions to The Commoner running until after election and my check to pay for the same.