

RAILROAD MILEAGE.

MOST STUPENDOUS INVESTMENT IN THE WORLD.

The Condition, Progress and Prospects of the Roads of the United States—Recent Statistics and Calculations—Mammoth Figures of Cost.

An Interesting Study.

A study of the condition, progress and prospects of the railroads of the world reveals facts and tendencies of interest not only to those engaged in transportation, but to all students of economic science. Our country now possesses nearly half the railway mileage of the world, and it is a fair estimate that 5,000 miles a year of new road can be added to this mileage for the next twenty years. The population of this country to-day is 70,000,000, and its wealth is about \$1,000 for each person of the population, or \$70,000,000,000, and this wealth is increasing at the rate of \$6,000,000 a day. The railway capital of the country is now about \$11,500,000,000, or one-sixth of the total valuation of the property of the country. The capital stock of the railroads is now \$5,000,000,000 (it was \$4,834,000,000 a year ago), and of this \$730,000,000 is preferred stock. The funded debts amount to \$5,400,000,000, of which bonds constitute \$4,600,000,000. A year ago the miscellaneous obligations amounted to \$456,000,000; income bonds, \$243,000,000, and equipment trust obligations to \$64,000,000, while the amount of current liabilities was \$405,000,000. The obligations of to-day differ but little from those of a year ago. The railway securities held by the best roads as investments amount to-day to \$1,550,000,000. Sixty-three per cent, or more than three-fifths of the whole amount of railroad stock, paid no dividends during the year ending July 1, 1894. Of the stock which did pay dividends, the average rate was only five and four-tenths per cent. Ten per cent of this stock paid dividends ranging from 5 to 6 per cent. The amount of bonds paying no interest was \$461,000,000. The miscellaneous obligations paying no interest amounted to \$53,500,000, and the amount of income bonds which paid no interest was \$211,000,000. The railroads of the whole world have cost about \$35,000,000,000, and their gross receipts last year were \$2,900,000,000, and their expenditures were \$1,600,000,000, leaving \$1,300,000,000 to be applied to the payment of debts and dividends.

Earnings and Expenses.

During the year ending July 1, 1894, the gross earnings of the railroads of the United States were reported at \$1,073,000,000, a decrease of \$150,000,000 from those of the preceding year. This is accounted for by the panic and the partial stagnation of business. Passenger traffic fell off over 5 per cent, and freight traffic nearly 16 per cent, although this period includes much of the travel to and from the World's Fair. The depressing effect of the panic is seen in the decrease in operating expenses over the preceding year of \$96,500,000. The largest decrease in these operating expenses was in the matter of keeping tracks and station houses in repair and in permitting railroad equipment to run down. The decrease for the year in the expense of keeping rolling stock in repair was nearly 18 per cent. The net earnings of the roads were \$342,000,000, a decrease of \$51,000,000 over the preceding year. The income derived from sources outside of operating the roads was \$143,000,000. After paying fixed charges of \$429,000,000 there remained \$56,000,000 for dividends, a decrease of 50 per cent from the amount available for that purpose at the close of the preceding year. The fact that \$96,000,000 was paid in dividends shows that there was a deficit from the operations of the year of \$46,000,000. The money derived from carrying passengers was \$285,000,000, or nearly a million dollars a day, and for carrying freight \$700,000,000, or about two million dollars a day.

Railroad Mileage of the World.

From the best authorities accessible, we find that the railroads of the world, July 1, 1895, are 436,271 miles long. Adding the length of second, third and fourth tracks, and the length of sidings, turnouts, shop tracks and all yard tracks, which aggregate 120,000 miles, we have a total length of all tracks to-day of 556,271 miles. This distance is twenty-two and three-fourths that of the circumference of the earth, and sixty million tons of iron and steel have been used for the rails alone.

The following tabular statement exhibits by continents the present railroad mileage of the world at this time, and also the mileage, inclusive of all kinds of tracks:

Continents.	Mileage.*	trunk.*
In the United States and Territories	181,200	236,600
In other portions of North America	25,750	32,190
In South America	22,815	28,519
In Europe	156,380	205,294
In Asia	28,229	35,397
In Africa	8,212	10,176
In Australasia	13,985	17,100
Total	436,271	556,266

*Of all railroads July 1, 1895.

An inspection of this table shows that the United States has more miles of railroad than all Europe, and that it has nearly half the mileage of the world. Our country now has 1,920 railroad corporations, but forty of this number, each controlling 1,000 miles of road and over, are operating three-fifths of the total mileage, and ninety corporations operate three-fourths of all our mileage. The tendency of the great roads is to absorb the smaller ones.

Service Standard.

The mileage of our country, during the year ending July 1, 1894, carried

six hundred and twenty million passengers (620,000,000), a number nearly equal to half the present population of the world. This was 26,000,000 more than were carried during the preceding year, the increase being largely due to the World's Fair. These passengers traveled 14,289,445,883 miles, or an average of twenty-three miles for each ride. This travel is equivalent to a ride of 204 miles for every man, woman and child of our population, or eight rides of twenty-five miles each for every person. The average number of persons to a passenger train was forty-four. A good idea of the density of the passenger traffic is seen in the fact that there were 81,333 passengers for the year per mile of line, or as many persons as could stand comfortably on a right of way 100 feet wide and a mile long. The railroads of the whole world carried 2,900,000,000 passengers last year; 650,000,000 tons of freight were carried by the railroads of the United States during the year ending July 1, 1895, and 638,000,000 for the preceding year, and 745,000,000 tons for 1893, and this freight carriage was equivalent to carrying one ton 1,200 miles for every man, woman and child of our population, or five tons that distance for every family. The magnitude of this freight service may be illustrated by saying that it is equivalent to carrying 268,000,000 tons one mile a day, or 26,800,000 tons ten miles a day. Fifty strong men serving as porters are needed to carry one ton of freight ten miles a day; hence, to do by human strength alone the work of transportation performed by our freight trains last year would require the constant service for a year of a number of porters nearly equal to the present population of the earth, or about five times the present number of the adult males in the world. The average haul of each ton of freight was 126 miles, and the average number tons carried by a freight train was 180. All the railroads of the world carried 1,400,000,000 tons of freight last year. The remarkable economic feature in the evolution of the railroad is the decline in the rates charged for carrying freight. Thirty years ago it cost \$3.50 to carry a barrel of four from Chicago to New York. We have a rate for May, 1895, which quotes \$0.40 as the price of the same service. Railway statistics for the year ending June, 1893, show that 86,588,111,830 tons of freight were carried one mile by the railroads and at .875 of a cent per mile. The rate for 1894 was .866 of a cent per mile, and the freight rates for Ohio, Indiana and Michigan were only .682 of a cent for carrying a ton one mile. Ten years ago the railroads carried only half the amount of freight per year that they are now carrying. The entire transportation effected by the railroads of the country during the ten years ending June 30, 1893, was 113,170,723,026 passengers one mile and 681,500,465,282 tons of freight one mile, and the average charges of 1893 been maintained through the decade in question, the public would have paid \$251,981,813 for passengers and \$1,797,078,221 for freight transportation more than was actually received by the railroads for the service. The total sum gained by the public on account of these reduced charges was, therefore, \$2,049,000,034. How can the inestimable value of the railroads to the people be better illustrated than by these astonishing facts and figures?

Number of Persons Killed and Injured

During the year ending July 1, 1894, 1,823 railway employees were killed and 23,422 were injured. Two thousand seven hundred and twenty-seven were killed during 1893, and 31,729 were injured. This increase is doubtless owing to the fact that not so many persons were employed in 1894, and that the men in service are growing more careful and efficient. Less business, too, was transacted, and improved appliances for safety in handling cars are continually increasing. Only 324 passengers were killed and 3,304 injured. One passenger is killed and 10 injured every day in the year, but these numbers are small compared with the number who travel. One passenger is killed for every 2,900,000 who travel, and for 4,000,000 miles of travel, and one is hurt for every 200,000 who travel, or for every 4,750,000 miles of travel. One-fourth of the railway employees killed lose their lives by falling from trains, and one-seventh of them by coupling cars. One is killed each week by some overhead obstruction, and three a week in collisions. That train service is dangerous and attended with many risks is seen in the statement that one out of every 156 in this service was killed during the year, and one out of every twelve was injured. In the operation of roads one employe out of every 428 was killed, and one out of every thirty-three injured. These casualties extending over a whole year attract little attention, but a like number killed and wounded in a battle would attract the attention of the whole world. Many persons, not passengers or employes, are killed and injured by cars, especially in cities, at crossings, but the number is not reported by the railroads.

Officers and Employees.

Eight hundred thousand persons are now in the employ of the railroads of our country, against 779,908 July 1st, 1894, and 873,612 July 1st, 1893. The decrease from 1893 has been caused by the lessened traffic and by the necessity for economy. Directly and indirectly one-eighth of our population is largely dependent upon the railroads for a livelihood. Forty thousand less men were employed this year than in 1893, in the maintenance of tracks and structures, and 34,000 less in the railroad car shops.

The Average Daily Pay in the Several Departments for 1894 was as follows:

For general officers	\$2.71
Other officers	\$.70

General Office Clerks.

Station agents	1.75
Other station men	1.63
Locomotive engineers	3.61
Locomotive firemen	2.93
Conductors	3.94
Other train men	1.80
Carpenters	2.02
Machinists	2.21
Other car shop men	1.80
Section foremen	1.71
Other trackmen	1.18
Switchmen, flagmen and watchmen	1.75
Telegraph operators and dispatchers	1.33

Cars and Locomotives.

Our railroads on July 1st, 1894, had 35,492 locomotive engines, having added 794 during the preceding year, and about 500 have been added during the year ending July 1st, 1895. Ten thousand of these are passenger engines, 20,000 are for freight trains, and 5,000 are switching engines. The total number of railway locomotives to-day is 38,000. The number of passengers carried per passenger locomotive for the year was 63,000, and the passenger miles per passenger locomotive were 1,444,400. Exclusive of freight and refrigerator cars owned by shippers, there are now in all 1,268,578 cars of all kinds. Of these, 36,000 are passenger, mail and baggage cars, 1,250,000 are in freight service, and the remainder are cabooses, pay cars and other cars in the service of the roads; 2,500 sleeping and parlor cars owned by the Pullman Company, and 650 such cars owned by the Wagner Company are not included in the above enumeration. Considering the profitable life of a freight car twelve years, 100,000 such cars should be built every year to keep the quota full and to take the places of worn out ones. This has not been done of late. In 1892, 93,000 freight cars were built; in 1893, 51,216, and in 1894, only 19,029, and probably not more than 20,000 for the year ending July 1st, 1895. The revival of business indicates that the railroads ought to provide for at least 200,000 new freight cars during the year ending July 1st, 1896. For the past four years only 193,000 freight cars have been built, but had it not been for the panic, 200,000 more would have been needed and ordered. A thousand miles of side and yard tracks are now occupied by freight cars in need of repairs, and with many cars which cannot be used again. The near future must bring a heavy demand for freight cars, a demand which will tax the capacity of all freight car works to their utmost. The crops of this year are simply enormous. The corn crop alone is now estimated at 2,400,000,000 bushels, or nearly double that of 1894. To move such a crop will require more additional cars than the car shops of this country can possibly turn out by the close of the year 1895.

As yet, only 25 per cent. of cars and engines are fitted with train brakes and 27 per cent. with automatic couplers. The law requires that all cars shall be fitted with these safety appliances by Jan. 1st, 1898, and that grab irons shall be put upon freight cars, and that draw bars of freight cars shall be of a standard height. Every year brings marked improvements in the construction of cars.

Friend of the King.

M. Godillot the founder of the great Paris factory which was recently destroyed by fire, did something more than give his name to the French soldier's boot. Once upon a time he played a humble part in history. When Napoleon III. was kept a prisoner at Ham, Godillot L., a working mason, was employed in repairing the mansion which served Louis Napoleon for a prison. And it was disguised in Godillot's blouse and trousers that the prince made his famous escape from Ham. The escape was not altogether dignified, and the heavy plank which he carried on his shoulder was doubtless irksome to Napoleon. But Godillot had laid the foundation of a fortune, and the linen trousers were in a sense symbolic of his future greatness. For Napoleon never forgot a service, and once upon the throne he sent for Godillot, rewarded him with an imperial gift of money, and permitted the mason, who once had troweled his emperor, to supply the emperor's soldiers with boots and breeches.—Philadelphia Telegram.

How to Choose Meat.

Beef, when young, has a fine open grain and a good red color, and the fat should be white, for when more or less yellow the meat is seldom of the best. Beef, of which the fat is hard and skiny, and the lean meat a deep red with coarse fibres, is of an inferior quality, and when the meat is old it can be told by a line of horny texture running through the meat of the ribs.

Mutton must be chosen by the firmness and fineness of the grain, its color and the firm white fat. Lamb that has been killed too long can be discovered by examination of the veins in the neck. These are bluish when the meat is fresh, but green when it is stale. In the hindquarter, the point to examine is the knuckle, which is not firm when the meat is not perfectly fresh.

Veal when young will have clear and bright fat which should be of considerable thickness. Partridges have yellow legs and dark-colored bills when young. Quail are greatly improved by wrapping them in very fat larding bacon before cooking.

A Most Exclusive Institution.

The swaggar set at Newport will open its new club house this month. The members of the so-called country club estimate their combined wealth at \$600,000,000, and intend to have this the most exclusive institution in America.

If two young men call on a girl at once, it is no sign of popularity, but rather that the men are afraid to go alone.

General office clerks.....2.34
Station agents.....1.75
Other station men.....1.63
Locomotive engineers.....3.61
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THERE are few young men who do not expect to achieve some degree of success or greatness during the course of their lives.

The young man who entertains this ambition should keep a weather eye open on the question of matrimony. It might be thrown out as a matter of advice that every young man ought to marry with the idea that he might become famous some day. The girl who will make a good wife while "they two" are living in a three-room flat will be pretty safe to be trusted to be a good wife in a brownstone front, for the chances of happiness in a brownstone front would not be very promising if the woman in question was not qualified to be a good wife in a three-room flat.

The married life of the great men of the world is full of lights and shadows. In fact, woman can make happy or miserable the life of a great man just as easily as she can that of a man "to fortune and to fame unknown." It all depends upon the woman—and the man.

Tea, dyspepsia and a scolding wife made the life of the famous essayist, Hazlitt, miserable. Tea, dyspepsia and a scolding wife—these three, but the greatest of these is a scolding wife. Fielding married a maid-servant and was miserable. Goethe married his housekeeper and was contented and happy. Lessing married a widow and was singularly happy—that is, he was, singularly happy! Mollere, at 40, married an actress of 17, but it was a farce and the curtains was soon rung down. Steele was twice married and both times happily. The married life of Prince and Princess Bismarck, while Milton drew from his personal experience the material for a vigorous pamphlet advocating divorce, Abraham's married life was made very unpleasant by the jealousy of Sarah for Hagar.

If Julius Caesar and Alexander the Great had lived in Delaware they would have been whipped about three times a week, for they were chronic wife beaters. Racine was about to turn monk through disgust at the failure of one of his plays, but was persuaded to marry and he never regretted it. The music of Mozart's happy wedded life was sweeter than any he composed. The story of the married life of James Fenimore Cooper and his wife is one of the idyls in the annals of Hymen. Richter married to get a good housekeeper and he got one. And right here it might be suggested that the true sweet Marie is not she whose chief claim is that she has a face that is fair to see. The girl who can make biscuits that can be opened without using a "jimmie" discounts by a very large per cent the grand dame who never saw the inside of a flour barrel.

Helme wrote to a friend that he was "frightfully" happy. Cato married a poor girl that she might be wholly dependent upon him and found her disagreeably independent. David married the daughter of Saul, but had to get rid of her on account of her temper. Napoleon's misfortunes were intimately connected with the divorce of Josephine.

The list might be gone through with, and at the end we should find that before the great problem of human happiness the prince is as helpless as the peasant and the philosopher as the mechanic.

The Wheel a Test of Character.

Certain disgruntled philosophers have contended that the woman you see is seldom the woman you think you see. Mounted upon her bicycle, most women have to tell the truth about themselves. You can distinguish at a glance the dainty, willful beauty from the timid, timid girl. The woman is reduced for the moment to the plane of a boy, whose looks or lack of them, health, vigor of mind and body, are apparent. I will even go so far as to advise a man not to get married until he has seen the object of his choice disport herself upon a bicycle.

A New Corset.

A tape corset has lately been introduced which is meeting with a most decided success. The tape takes the place of a foundation, and is about three-quarters of an inch wide, and is placed in horizontal rows with narrow spaces between, whalebones being stitched into sheaths of the tape. They are designed to take the place of the summer ventilating corsets, and, as they are a novelty, are strong, cheap and comfortable, keeping the body well ventilated, they have become very popular.

A New Trunk.

A new trunk that is finding favor with many women who dislike the lugging of heavy trunks, or the turning of the contents of a carefully packed trunk top-sy-turvy in order to reach something placed in the middle or bottom of it, is constructed like a dresser, with the trays like so many drawers that can be drawn out as easily as the drawers

of a well-made bureau. It has not the appearance of a piece of bedroom furniture, however, when closed, as the lid forms part of the side of the trunk, locking near the bottom. These trunks are very strong and light, being clamped with iron and made of a cellulose fibre, with the woodwork a three-ply veneer. The drawers run on metal slides.

Ode to the "Old Woman."

Don't you remember sweet Alice, old man?
Sweet Alice, who lived long ago,
Who wore skirts and ruffles, bonnets and curls;
And always had smiles and a bee?



NOW WOMEN ARE NEW.

We liked her much in those days, old man—
The days only few can remember,
Before women became new and men were old,
And we always knew a be from a her.

We may have become old-fashioned, old man;
We may be of the time long ago;
But I long for the days of bonnets and curls.

When skirts reached to boots and below,
Alice was one of that sort, old man;
You remember her—so modest and neat,
She never wore bloomers nor rode on a bike,
And did not buy margins on wheat.

But in all this there is comfort, old man—
Comfort for me and for you,
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GIRTY'S GRAVE.

The Renegade's Nesting Place Found on a River Island.

In the early part of the present century, when the Indians of the great Northwest territory were giving the Government so much trouble, and the sturdy pioneers who had boldly pushed their way into the forests of northern Ohio and planted their log cabins along the numerous streams, were compelled to carry their muskets into the fields to protect themselves from the attacks of roving savages, a band of murderous renegades from the Delaware, Ottawa and Seneca tribes, who were led by the notorious Simon Girty, infested the Maumee valley and for years terrorized the settlers by their bold robberies and murderous assaults without revealing their rendezvous.

Shortly after or about the time of the war of 1812, Simon Girty, with his brother George, was sent into northern Ohio from their home in Pennsylvania to conduct Government trading posts. Of George Girty but little is known concerning his life in the Northwest, and it is fair to suppose that he remained true to the trust confided to him; but not so of Simon Girty, of whom, although history has little to say, there still live many legends relating numerous deeds of murder and pillage perpetrated by himself and his band of blood-thirsty followers. Many times Girty's band of red devils were followed to the banks of the Maumee river about twelve miles below Defiance, O., but here all trace of them was lost. They disappeared as suddenly and mysteriously as though the earth had opened and swallowed them.

It finally became a general belief, however, that the band of land pirates had a hiding place some place on an island in the river near the spot where they had so frequently baffled their pursuers, and the island was given the name of "Girty's" island, which name it still retains. This island is about 100 yards wide and 300 long, and is covered by a heavy growth of forest. On the western end the ground is high and slopes gradually to the water's edge at the east.

There is a legend which says that at one time Girty captured a white girl from one of the numerous settlements along the river and carried her to this island, which he had fortified with a cannon secured while he was yet a Government agent. The legend also relates that the settlers discovered the hiding place of the band, and, with the