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According to the statistics of the **RAILWAYS AND THEIR RELATIONS.** Interstate Commerce Commission, there were in operation on June 30, 1899, 189,294 miles of railroad, with 21 miles additional in the territory of Alaska. These figures do not include the Philippines, Porto Rico or Hawaii. The "Railway Age" and the "Railroad Gazette" furnish figures of later construction, but THE CONSERVATIVE is not able to produce them at the present moment. It is safe, however, to state roughly, upon the authority of Mr. H. T. Newcomb, the able editor of the "Railway World" at Philadelphia, that up to January 1, 1901, 6,000 additional miles of operating lines had been added to the foregoing.

Much complaint has been made of the overcapitalization of railways. Nevertheless, the capitalization was, on June 30, 1899, \$60,556 per mile. Of that amount \$30,267 was stock, common and preferred, and \$30,289 was funded debt, including income bonds and other obligations as well as mortgage bonds.

THE CONSERVATIVE believes that the enhanced value of terminal properties belonging to the great lines of railroads brings that sort of property up to very nearly, in some lines, the entire capitalization of the companies. In any event, it is quite within bounds to say that the present lines and properties of railroads could not be reproduced for less money than they are capitalized at, in the United States.

On June 30, 1899, there were employed

by railroads in the United States more than four men per mile of line, and the total number working for railroads was 928,924 persons. Of this number there were general officers, 4,832; other officers, 4,294; as clerks in general offices, 29,371; station agents, 30,787; other station employees, 83,910.

There were at the same date 39,970 locomotive engineers; 41,152 firemen; 28,232 conductors; Mechanical and Operating brakemen and others in the train service, 69,497; machinists, 30,377; carpenters, 42,501; other shopmen, 103,937.

In the United States, on the date named, there were 31,697 section foremen; and other workers upon the **The Track.** track, numbered 201,708, together with 48,686 switchmen, flagmen and watchmen. To safely dispatch trains over all these miles of railway in the United States required the services of 23,944 skilled telegraph operators and train dispatchers.

In addition to the foregoing there are many steam ferries which are the property of railways and are operated by them, and these are called the floating equipment of the various lines and employ 6,775 men, while miscellaneous employees aggregate annually in the railway service of this country 107,261 people.

From the above it will be observed that there are salaried men numbering 205,370, and per diem, or wage, men numbering 723,554, the salaried men being limited to the general officers, other officers, clerks, station agents, conductors, telegraph operators, and train dispatchers, all other workers of the railway service being paid by the day or hour or by the mile run.

In 1899 the general officers of railways in the United States averaged a salary of \$10.03 per day, and the other officers made an average

of \$5.18 for the same time. Clerks in the general offices earn on an average \$2.20, station agents \$1.74, other station men \$1.60, engine men \$3.72, firemen \$2.10, conductors \$3.13, other train men \$1.94, machinists \$2.29, carpenters \$2.03, other shopmen \$1.72, section foremen \$1.68, other track men \$1.18, switchmen, flagmen and watchmen \$1.77, telegraph

operators and dispatchers \$1.93, employees of floating equipment \$1.89, and all other employees and laborers in the railway service \$1.68 per day.

THE CONSERVATIVE would be pleased to give the number of station agents in each state and in each county of each state, but finds it impossible to reach that data with accuracy at the present time.

On June 30, 1899, there were in operation in the United States 843 absolutely independent railroad corporations. In addition to that, there were subsidiary companies, the properties of which were leased or controlled by traffic agreement by the independent companies, above referred to; so that the entire number of railroads doing business in the United States at that time was 1,064.

During the past ten years, in nearly all the states of the Union, raids have been made against property in the form of railroads, by partisans seeking political offices. They have appealed to the envy, the malice and the avarice of humanity in their endeavors to arouse antagonisms and bitterness towards these incorporations. In nearly every state they have attempted to fix the maximum rates for carrying passengers and freight. Thus in nearly every commonwealth the legislature has attempted to divorce the right to own property from the right to control it. Even the national legislature has several times attempted to decree a divorce between ownership and controllership.

The railways of the United States offer to the general public a composite service. It is made up of all the integrals of human exertion, intellectual

and physical, of which the race is capable. When the railway offers to carry our persons and property from one point to another, with celerity and security, it tenders us the services, first, of the civil engineer who laid out its lines; of the miners who got out the mineral from which its rails are made; of the woodsmen who cut its ties in the forest; of the miners who dug its coal; of the smiths and machinists who worked and molded its metals; of the manufacturers of the best time-keepers, clocks and watches; of the best mechanical engineers; of the highest grade of trustworthy, alert and sleepless train dis-