

themselves, which the members of a class develop out of the exercise of their particular functions. It is, on the contrary, a standard imposed upon them for something the traders need and want, purely material and sordid in its nature, and doubtless at first unsanctified in the trader mind by any firmabasis of moral sentiment. Not until it passes through the prism of the retainer is it invested with a halo of righteousness; not until then does it acquire a religious validity; a sanction in accord with the laws of Nature and of Nature's God. Thus hallowed by the retainers, it is reabsorbed into trading-class morality, and takes equal standing with its other ethical standards.

In the light of this ethic, as it is now being industriously expounded by our comfortable factory lords and their retainers, the common phenomena of the industrial life take on new and wondrous forms. "Free labor"—that is labor so servile and helpless that it must needs accept employment at any wage and under any conditions—becomes glorious, patriotic, heroic, what you will. Union labor, which seeks to have some voice in determining the wages and conditions under which it will employ itself, becomes cowardly and supine, the victim of tyrannical walking delegates or corrupt political wire-pullers. The attempt to enforce its terms becomes the impudent assertion of a right to "run the employers business," and, finally, the open shop, wherein the workman is sooner or later reduced to a mere tool of the master, becomes an earthly paradise, and abode of joy and peace. Of such is that part of trading-class morality imposed upon other men, when illumined and sanctified by the moral and intellectual retainers.

(Continued next week.)

OUR RAILROAD SYSTEM.

Despite its vast proportions, the railroad system of the United States continues to maintain its rapid rate of growth, and the last report of the Interstate Commerce Commission shows that there are at present no indications of any such stagnation as marked the year 1893-1894. The growth is a steady and a healthy one. The total single-track railway mileage has risen to 213,904 miles, an increase during the year of 5,927 miles. These figures and those that follow represent no less than 2,104 separate railway corporations. In the service of the railways there are 46,743 locomotives, an increase of 2,872. The total number of cars is 1,798,561, an increase during the year of 45,172. Of this total, 39,752 are passenger cars, 1,692,194 freight cars, and the remainder are employed in the special service of the railroads. The work of equipping the rolling stock with train brakes and automatic couplers is in a satisfactory condition, as out of a total of over 1,800,000 locomotives and cars, over one and a half million are fitted with train brakes, and over 1,800,000 are fitted with automatic couplers. The par value of the amount of railway capital outstanding is \$13,213,124,679, which represents a capitalization of \$64,265 per mile.

During the year the number of passengers carried was 715,419,682, an increase of 20,528,147, and the number of tons of freight carried was 1,309,899,165, an increase of five and a half million in the year. The net earnings of the railways amounted to \$636,277,838, a decrease of \$7,030,217. The amount of dividends declared during the year amounted to \$222,056,595. The total number of casualties to persons on the railways for the year was 94,201, of which 10,046 represented the number of persons killed and 84,155 the number injured. Of switch tenders, crossing tenders and watchmen, 229 were killed and 2,070 were injured; while of other employees, 1,289 were killed and 35,722 injured. The number of passengers killed in the course of the year was 441, and 9,111 were injured. Of these, 262 passengers were killed and 4,978 were injured in collisions and derailments. When these statistics tell us that the

ratio of casualties indicates that one employee in every 357 was killed, and one in every 19 was injured, we begin to realize how serious are the risks run by those who maintain our great railroad system in constant operation. The risk to life and limb of the trainmen surely has its parallel nowhere outside of the battlefield; for we learn that in the particular year under consideration, one trainman was killed for every 120 employed, and one out of every nine was injured. This proportion of casualties, as a matter of fact, is just about one-half as great as that of the whole Japanese army during the recent war.—Scientific American.

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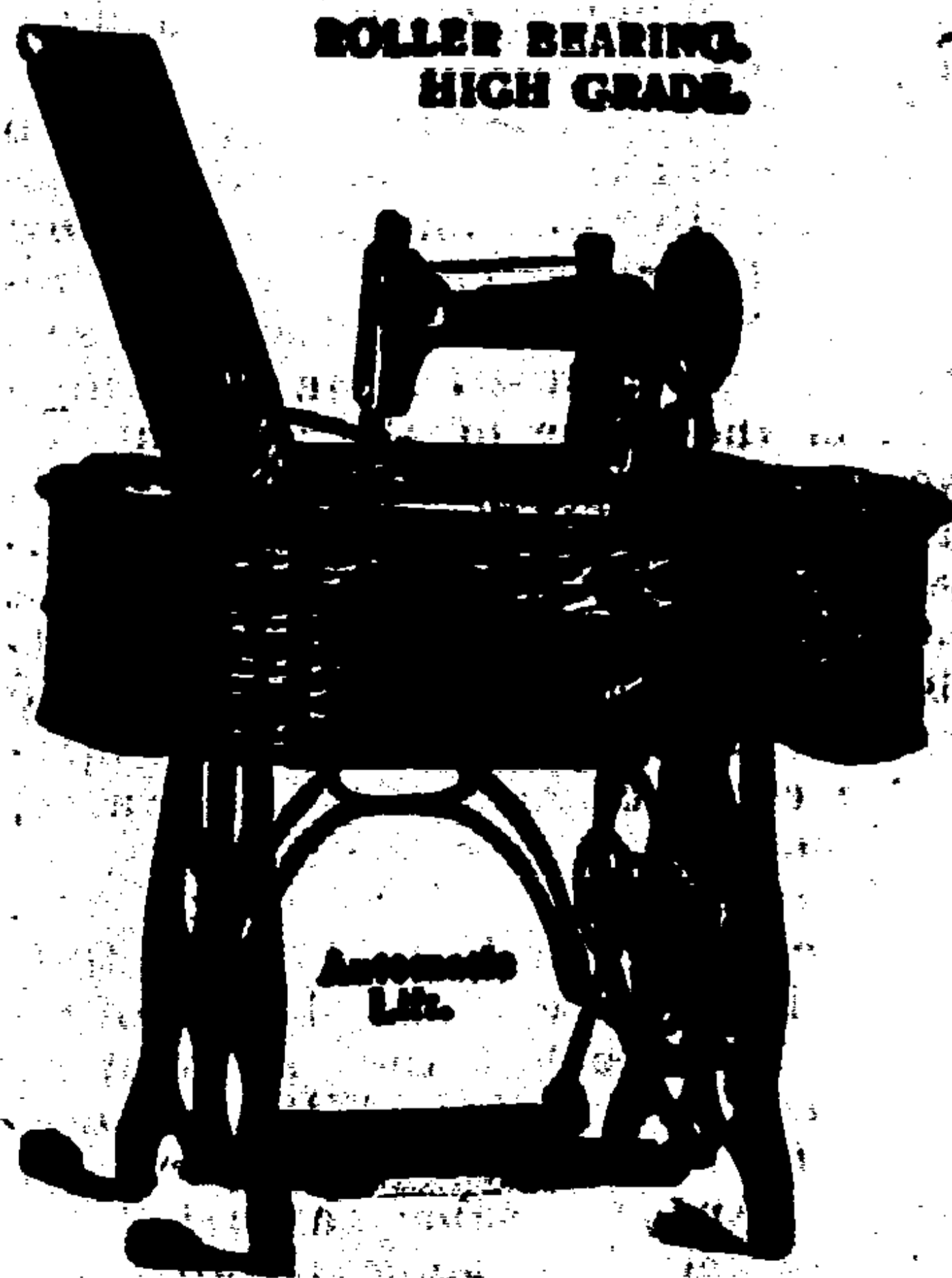
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