

LOWERS RATES AND FARES

How many people of America know that if all the railroads of the country were to be electrified they would save about 122,500,000 tons of coal every year?

It would take only about 53,500,000 tons of coal to make the electricity which would move the railroads. It would take even a great deal less coal if water power were used in the production of electricity to aid in the total output.

Electricification has proved to be a great saving in the cost of operation and a great improver of the efficiency of the railroad service. The Chicago, Milwaukee & St. Paul railroad has given electricity a chance to show what it can do on a railroad. This company has electrified 440 miles of its road. The electrification cost about \$12,500,000. Now the results are remarkable.

Forty-two electric locomotives are able to do the work of 112 steam engines and are hauling an even greater tonnage than those 112 steam engines, working at full capacity, were able to haul.

But this is not the whole story. The best part of the story is that these forty-two electrical engines, after hauling more than the 112 steam engines could haul, have a great reserve of hauling capacity still left.

A careful calculation has satisfied the investigators that the St. Paul railroad has been paid a large return upon the capital invested in the installation of the electrical equipment.

But this is not all. Electricification has earned a large return upon its cost without deducting the value of the steam engines which were released by the electrical engines and were thus able to be used upon the other parts of the railway system.

Now what does this experiment by the Chicago, Milwaukee & St. Paul railroad company mean to expert observers? It means this: That if all the roads were electrified they would not only save more than 122 million tons of coal, but they would increase the capacity of the railroads to haul freight more than one-fifth, and yet leave the railroad tracks absolutely free from congestion.

In other words, while the railroads under steam power and private management inefficiency, find themselves congested, jammed and unable to make reasonable deliveries, yet under electrical power, in spite of private management, they would be able to carry all freight which the present railroads carry with jams and intolerable delays, and then carry one-fifth more than all this and still suffer no congestion.

But the story is even yet not completely told. Not only would the railroads be improved in the freight-carrying capacity by electricification, but the speed and comfort and quality of passenger service would be vastly improved. The dirt and soot which make traveling so uncomfortable on our railroads would all be gone and when the warm weather comes we could sit in cars altered to fit the new conditions and enjoy the scenery as if we were in automobiles, running on a smooth track without a jar, as automobiles cannot run, and traveling safely at an infinitely greater speed than an automobile can travel, and travelling very much more cheaply, because

when expenses are thus reduced fares will have to come down.

The railroad managers know all this better than we do. They have known this for years. Why, then, have they not electrified their railroads?

The reason is not far to find. Those who control our railroads have been interested more in bankrupting them for the sake of the reorganization profits than they have been interested in keeping our railroads abreast of the march of the arts and science. Our railroads have been run at the stock-ticker and not in the laboratory and machine shop; by stock gamblers and not by technical engineers. The object of their operation has been loot, not service, and always will be so long as they are under private management.

Moreover today, as the result of two generations of looting, bankruptcies and reorganizations and more looting and more bankruptcies and more reorganizations and the making of great private fortunes and the wiping out of small investors and the building of great business monopolies by secret rebates and the destruction of small business men, the railroads have completely lost the confidence of the public and cannot now raise the capital even to finance their ordinary upkeep, but must come whining to the Government every so often for help.

So it is that they cannot even think of electrifying, although in any 12 years of railroad history they have lost enough from looting by those who control them to have paid for the electrification of them all.

When will these railroads be electrified? Never, until the Government takes them and operates them, as they should be operated, efficiently, honestly and in the interest of the public.—*Labor Advocate*.

MISREPRESENTING THE PEOPLE

The question is often asked how such and such a law was passed by congress. As is frequently the case there seems to be no considerable number of people in favor of such a law, whatever it may be. The answer has been that special interests, with representatives in congress who never are "caught napping," put such laws over. The people seem to have been unwilling to believe that men whom they send to Washington "sleep on the job." They seem to think there must be some other explanation for the passage of laws which are obnoxious to the majority of the people "back home." Recently the public press told a story of the passing of a law by the United States Senate, which forcibly tells a story of its own. We are reprinting it that the workers throughout the nation may realize how lightly their vital interests are dealt with in the national capitol.

By one of the most peculiar flukes known to legislative machinery a drastic anti-strike bill, imposing heavy imprisonment and fines ranging from \$500 to \$15,000 upon striking railway employes was passed by the Senate without an opposing vote.

This bill was passed with only a handful of senators present, among them being Senator Miles Poin- dexter of Washington, author of the measure. Vice-President Marshall was in the chair.

Immediate notice of reconsideration was given