

# DAILY PEOPLE

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EDITORIAL

## COMPANION PICTURES.

By DANIEL DE LEON

**A**CCIDENT Bulletin No. 3 of the Interstate Commerce Commission, for the months of January, February and March, now out, looks like the report from a field of bloody encounter. In tabulated form it gives the casualties to passengers and employes. The figures for the latter are distributed as follows:

In collisions, 104 employes were killed and 763 injured; in derailments, 53 were killed and 351 injured; in “miscellaneous train accidents,” including boiler explosions, 14 were killed and 171 injured; in coupling or uncoupling cars, 35 were killed and 550 injured; while doing other work about trains or while attending switches, 25 were killed and 856 injured; coming in contact with overhead bridges or structures at side of track, 21 were killed and 264 injured; falling from cars or engines while getting on or off, 124 were killed and 1818 injured; from “other causes,” 236 were killed and 3526 injured—a total of 612 employes killed and 8299 injured, or nearly 9000 employes hurt and killed in three months, in other words, an average of ten men a day!

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The *Railroad World*, basing its conclusions on the figures furnished in a preliminary summary by the *Financial Chronicle* for the first six months of the year, sets down the gross earnings of 152 roads for these first six months at \$657,295,289, and it goes on to say:

“Probably if we could have returns for all the roads in the United States, the improvement in earnings for the six months would be found to reach fifty million to fifty-five million dollars. In the first six months of 1901 we estimated the increase at seventy million dollars, and previously we estimated the increase for 1900 at ninety million dollars; that for 1899 at forty-two million dollars; and that for the first six months of 1898 at sixty-eight million dollars. Hence in this half-year there has been a positive addition since 1897 to the gross earnings of the railroad systems of the United States in the extraordinary

sum of \$325,000,000.”

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Even piling on the “salaries” of the Depews and other idlers among the railroad magnates, it has been again and again shown in these columns that the profits of the railroad capitalists are enormous. How much more enormous the profits are since 1897 the above figures from the *Railroad World* give an idea of, while the figures (surely not exaggerated) furnished by the accident bulletin of the Interstate Commerce Commission furnishes an idea of the amount of human suffering that it costs to furnish the railroad capitalist idlers with the wealth they luxuriate on—both the suffering and luxuriation being partly promoted by “labor loving” Democrats as well as the out-and-out capitalist Republicans.

Transcribed and edited by Robert Bills for the official Web site of the Socialist Labor Party of America.  
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