
Two Railway Officials

by Eugene V. Debs

Unsigned editorial published in *Locomotive Firemen's Magazine*,
vol. 8, no. 3 (March 1884), pg. 153.

Railway officials, of all men, should be liberal towards the public and their employees. To be arrogant and domineering is by no means a sign of greatness. Truly great men are liberal and sympathetic. The railway official who surrounds himself with unapproachableness, who is dictatorial, who refuses to listen to the complaints of the public, or the wrongs of his employees, might just as well make up his mind now that his days of usefulness are numbered. He is a fossil. He is a dead letter. Railway business is absorbing the best brain and muscle of our country. Great men, not small, are taking the lead. Men of great hearts, of brilliant intellects, will grasp the reins, soon to drop from the hands of the arrogant fossil who styles himself a "Railway Mag-nate."

Recently we had occasion to apply for transportation for our organizer [S.M. Stevens]. The system of roads over which the transportation was desired is presided over by one of these railway fossils. A man, great only in his own estimation. A big little man, who sent us the information that he had not the power to issue passes. He was not manly enough to be truthful about it. He had the power but not the will. Such narrow-minded barnacles as this man must go. Railways have no use for them. The public has no use for them. Railway employees have no use for them. Liberal men will come to the front. Men dignified enough to tell the truth, great enough not to be mean.

How different from the above was the action of a railway official who was great enough to be liberal; we clip the following from the *Railway Advance*:

H.M. Hoxie, Vice President of the Gould system, is a man after one's own heart. He furnished a destitute family who had been robbed by a pickpocket of \$300, every cent they had in the world, with money and a free pass from East St. Louis to Kansas

City. That is the kind of men that they are going to make railroad kings of some day.

When Mr. Hoxie was informed of the situation of the poor sufferers mentioned in the above paragraph, he did not hide behind a subterfuge; he did not say that he had no power to issue passes; he did promptly and manfully what he could to relieve these needy ones. The distance between his heart and his pocket was very small. As the *Railway Advance* says, "that is the kind of men that they are going to make railroad kings of some day." The arrogant fossils must go, the men of heart and brain will taken their places. Honesty, dignity, liberality must be the watchwords of the future railway kings.

Edited by Tim Davenport

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