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In the manufacture of steel rails the same general law is evident. With the average wage of the establishment 40 per cent. greater than in England, the labor cost is only 10 per cent. more. In comparison with the continent of Europe, wages are 90 per cent. and labor cost but 50 per cent. higher.

TABLE XI.

MANUFACTURE OF STEEL RAILS.

RELATION BETWEEN THE EARNINGS OF WORKMEN, THE LABOR COST AND THE TOTAL COST OF PRODUCTION.

(Unit, One Ton of 2240 Lbs.)

COUNTRY.	DAILY EARNINGS OF			COST OF PRODUCTION PER TON.								TOTAL COST OF PRODUCTION PER TON.
	Heater.	Roller. \$	Average Daily Wage for the Establishment.	Labor.		Materials.		Fuel.		General Expenses.		
				Amount.	Proportion.	Amount.	Proportion.	Amount.	Proportion.	Amount.	Proportion.	
United States.	\$4 50	\$5 25	\$2 06	\$1 54	6.21	\$21 11	85.12	\$0 70	2.82	\$1 45	5.85	\$24 80
Great Britain.	2 66	3 05	1 45	1 37	7.36	16 40	88.20	45	2.42	37	2.02	18 59
Continent of Europe.	1 45	1 55	1 08	1 04	5.33	17 67	90.27	40	2.06	46	2.34	19 57

NOTES.—These figures are taken directly from the books of three large establishments, well equipped and operating under the best conditions. The terminal dates of the periods to which these figures relate are as follows:  
United States, 15 to 27 July, 1889.  
Great Britain, April 1 to September 29, 1888.  
Continent of Europe, January 13 to April 6, 1889.  
The rails manufactured have nearly the same weight per yard.

We must also note that for bar-iron the proportion of the labor cost to the total cost is less in the United States than in Great Britain and France, and for steel rails less than in England.

What inferences are we to draw from the foregoing statistics? Unmistakably this, that higher daily wages in America do not mean a correspondingly enhanced labor