CHICAGO, APRIL 2, 1894.

## THE UNION PACIFIC.

STATEMENT OF THE TROUBLE AND ITS CAUSE:

e A. R. U. Takes a Hand - In Conference, the Tail Tried to Wag the Dog.

The focus of railroad employes' vision jus w is Omaha. Injunctions, counter orders erences, modification of decrees and calls are about to crystallize and be straight out by United States Circuit Judge Cald-At this writing the case has not yet called, but there is every reason to ext that at the hands of that jurist, right will vindicated and greed turned down.

n the conspiracy of the Railway Associa of General Managers, the Union Pacific on for action in the first of last Septem when a reduction of wages as to salaried shopmen and other unorganized labor s ordered and put in effect. The schedule who were under contract at a certain were not touched, the idea, as the sequel es, being that with the first cut assented it would be less difficult to make the dule employes -the engineers, firemen, nen and telegraph operators-stand the rating down and violation of an express con

On January 27 last the receivers of the road went before Judge Dundy of the United States District Court and obtained an order of court to abrogate the schedules and to reduce the wages of the schedule men, changing the rules as to mileage, hours, etc. On an averthis amounted to about ten per cent. The employes objected and by their attorney Judge Gant brought the matter before Judge Hallet, of Denver, and Judge Riner, of Cheyenne. These courts are also district courts and of concurrent jurisdiction with that of Judge Dundy's. Judge Dundy's local jurisdiction for Nebraska, Judge Hallet for Colorado, nd Judge Riner, of Wyoming.

The matter is further complicated by another tor. The Denver, Texas & Fort Worth oad is under lease to the Union Pacific. Then receivers were appointed, it being a parate corporation, had a separate receiver ppointed-Frank Trumbull; but still the opering force is included in the jurisdiction of Union Pacific. The Union Pacific owed the Denver, Texas & Fort Worth road-was part of the liability that led to its going into the receiver's hands. In addition to this, Trumbull objected to the abandonment of the Julesburg cut-off, which, tapping the Union Pacific at Julesburg on the Union Pacific, connected with the Denver, Texas & Fort Worth road at La Salle, its abandonment as claimed diverting business from the last named road. This puts the roads in an adverse position, their iterests are antagonistic.

If the orders of all the courts were to stand the reduction would only go into effect in Nebraska and in points west of Colorado and Wyoming, in Wyoming and Colorado the schedules would stand.

But the contradictory orders are all brought before Judge Caldwell, whose court has appellate jurisdiction over the three named, and his decision will affect all alike.

As preliminary, however, to the question of the wages, the petition of Receiver Trumbull, demanding payment of what the Union Pacific road owes the Denver, Texas & Fort Worth and the resumption of traffic over the Julesburg cut-off, is at this writing being tried Caldwell sitting Trumbull alleges that the Union Pacific is solvent, can pay its debts and have a balance over. This decided in his favor will prove that there is no necessity for a reduction in wages - the best testimony the men can produce - and that there never was any neces

sity for placing that road in the hands of a

Now as to the position of the American Railway Union in the matter. When Judge Caldwell made his order, agreeing to sit in the case at Omaha, he instructed Receiver Clark to "confer with the employes," to arrange everything that could be settled, and that anything wherein the parties could not agree he would decide. President Debs and Vice-President Howard went to Omaha and used their efforts to get all of the men together, to treat as a whole with Mr. Clark. This - as against the opposition of now unmentioned parties with personal interests at stake - after innumerable meetings and conferences was agreed to. Then Receiver Clark objected. and notwithstanding that the order read " em ployes," he refused to treat with the A. R. U. and the K. of L., S. M. A. U., and limited his conference to the B. of L. E., B. of L. F. O. R. C., B. of R. T., and O. of R. T.

The fairness and equity of Mr. Clark's ac tion can be appreciated when it is considered that the whole five brotherhoods put together not amount to one-fifth of the employes and that the A. R. U. members on that system more than the whole five.

The trouble that led to A. R. U. exclusion was, that it would not only demand that the fules be kept intact, but that the reduction of the unorganized-many of whom are now in the A. R. U.-in the cut of Seper 1, 1893, be restored to the wages paid

The A. R. U. grievance committee, who

Chairman, Charles E. Heberling, Denver E. L. Biggs, Glenn's Ferry, Idaho; J. L. Menaugh, Portland, Oregon; W. L. Downey, Evanston, Wyoming, and George Miller, Omaha.

While not admitted, their work will bear fruit, their mission will accomplish great good.

Since the above was in type, Judge Caldvell decided at Omaha on the 30th ult. tha Receiver Clark must hear the representatives of the American Railway Union, thus giving the A. R. U. an equal standing in court with other organizations. The judge scored the receivers, going over their whole actions and exposing the proposed pinch. He inquired of the receivers, if the court was to order a reduction in their \$18,000-a-year salaries, if they would not object.

Receiver Clark stated to the court that half of the time of the officials of the U. P. road had been taken up by grievance committees in the past. Get together, boys, simplify matters for the future and make it one general griev ance committee. The officials will not in that case be bothered much, and the plan will receive the approbation of all fair-minded railway managers in the country.

#### FAILED!

Failed! "Ah, yes, poor fellow!" you say,
"Nothing from life he seemed to gain His was truly a losing fight, And all too soon the cruel night Closed around-beat him down. He was slain "Yes, failed," you say

Failed! But I tell you-tell you nay! Twas a noble fight he fought and well-With courage held high and brow clear, No skulking idly in the rear,
And if vanquished 'twere fighting-fighting

No failure, I say

And look you. What call you success? The poor plaudits of some few men palace reared from the coldred heap of this earth-dug gold?

A cathedral crypt? And then-Well, what then Why, only a .....

And I say again: Count you the cost Of this bridge? To what is it nailed? What are its bulwarks piled high—these You cross to your City of Ease! Man! I tell you 'tis built on the failed-The fighters who lost.

And he-scorn or pity as you will-Twas in fording that stream he fell. For freedom, for man, for the right! Was his cry in the heat of the fight, And for these and for you, rang his knell, Then "failed" say you still

Dry shod reach your promised land now On his failure—on those the world railed— They, the stuff of whom heroes are, Who saw its light gleam from valleys afai And fought for it-died for it-failed

No failure, I vow.

- New York Ledger.

# L. W. ROGERS.

The good work is being carried south Compelled for a season to relinquish the editorial chair of THE RAILWAY TIMES on ac count of his health, Mr. L. W. Rogers found on his trip to the balmy South that the Macedonians were demanding help, that the salvation only accorded to those who "get together" was in demand, and yielding to the pressure he started in to do a little work.

On the 22d ult., in a crowded meeting boiling over with enthusiasm, he preached the new gospel at Pine Bluff, and set the feet of a fine membership on the right path, organizing a union that promises to stir up things in that quarter. He traveled thence to Vicksburg, Mississippi, for the same object, and from that point he will journey to New Orleans.

His pilgrimage and its results will be duly noted in THE TIMES.

# WHY NOT?

EUGENE DEBS is receiving a boom for gov ernor of Indiana on the Populist ticket. No better man could be selected. - Cleveland Citizen.

EUGENE V. DEBS, president of the Ameri can Railway Union, is talked of as an available candidate for governor of Indiana on the People's party ticket .- Ye Railroad Men.

EUGENE V. DEBS announces his intention of supporting the Populists in the future. This had the effect of starting a gubernatorial boom for the eloquent railroader .- Labor Signal.

A NUMBER of the Populist papers have suggested the name of Eugene V. Debs as the People's party candidate for governor of Indiana. That's outside our bailiwick, but we take extreme pleasure in seconding the nomination .- The Wonder.

# AN OBJECT LESSON.

The International Association of Machinis have issued a thanksgiving circular. The boycott of Armour at Kansas City furnishes the subject matter. The opening paragraph is a good text to preach from: " It is with pleasure that I make known to you a victory which we have just won, and its achievements are due to the combined effort of organized labor."

They got every demand conceded, the Kansas City unions joined hands with them victory was the result. The Internation ciation of Mechanics, in thanking its brothers in all callings, adds: "This is an example of what can be done by organized labor when we all join in the fight, regar of the wealth that is arrayed against us."

That tells the story. Get together, stick

## IS IT POSSIBLE?

#### LYING, CHEATING AND STEALING, GENTLEMEN!

Truthful as an Anti-Railroad Demagogue - Mr. Smith of the L. & N. Rips 'em up the Back.

In announcing the withdrawal of the L. & N. R. R. from the Southern Railway & Steam ship Association, M. H. Smith, the president of the first named, throws a flood of lurid above-proof light on the methods of pools and combines, which is of interest to railroad employes as well as stockholders, and will account very largely for the epidemic of corporation poverty which today calls for cuts in wages of the hired help.

Mr. Smith does not mince matters. In the language of the Railway Age: "No anti-railway demagogue ever pictured the abuses of secret rate making and discriminating more strongly than is here done by the president of a great railway system in his charges against men in similar positions."

Mr Smith recites that in good faith his road entered into the association and kept its agreement in good faith, with other roads who solemnly "-solemnly is good-" agreed to adopt and maintain certain rates, entertaining, at the very same time that he made such agreement, a deliberate intention to violate." He gives the figures and tables to prove the bad faith of other roads, especially the C. N. O. & T. P. road-which by the way is in the hands of receivers-and a full account of how the L. & N. was hogged out of its fair proportion of rate, a recital that should call for immediate attention of the Interstate Commerce Commissioners. Space forbids the reprinting of the whole letter. A few specimen excerpts are given.

"To any observing mind it must be clear that by far the largest proportion of the more important articles of traffic, namely, packing house products, grain, cotton, fertilizer, lumber, pig iron, coal, etc., is controlled by a few persons. A few men connected with each branch of business have been taken up, aided and enriched by concessions in various forms at the expense of transportation companies and greatly to the injury of other shippers who are struggling in their efforts to conduct a like business. If these conditions shall continue it will be but a short time (if, indeed we have not already reached the period) when the favored few, either as receivers or shippers, will control the rates of transportation.'

"Such immoral acts are not confined to subordinate officials. I know that it is often attempted to make scapegoats of subordinates; but I have never been able to und stand how the chief executive of such corporation can avoid the responsibility for acts of subordinate officials or agents. Some men who have passed their lives in establishing characters for the highest integrity in commercial pur suits, and have by such conduct amassed fortunes, seem, nevertheless, when placed in charge of the affairs of railroad corporations, to become possessed with the conviction that the interest of such corporations cannot be protected except by dishonest methods which must be repugnant to their sense of honor. I may possibly be wrong in believing that the nterests of the L. & N. R. R. Company can be protected by other methods than those I condemn; and the result may so prove. But if I should discover that my present opinion in this respect is a mistaken one, I would, without hesitation, withdraw from all connection with the management. I do not believe that any consideration would justify me in pursuing the methods of lying, cheating and stealing which seem to be so prevalent."

" Instances are notorious where the favore persons have grown rich, while persons en gaged in like business and shipping property ander like circumstances and conditions, hav been unable to succeed. I have in my mind a most successful man, who has for years contrived to secure concessions in rates, and has thereby prospered, while several of the railroad corporations which have aided him are now being operated by receivers; while an older firm, with ample capital and superior facilities, has been unable to compete. There are many such instances throughout the terri tory covered by your association, and their existence is a disgrace to the railroad managers who have participated in the concessions of such crimes, be they receivers or be they officers of solvent corporations."

Now arises the question: Will a railroad that will "lie, cheat and steal" from its partners in a "solemnly" inaugurated combine prevaricate when it claims to reduce wages on the ground of poor business?

# JONES, HE PAYS THE FREIGHT.

\* \* \* A lively war in the rates between Kansas City and Topeka was started last Friday. The distance is sixty-seven miles and the regular round-trip rate is \$4. The Santa Fe charged the Union Pacific with irregularities and responded by making the round trip \$2. Union Pacific and Rock Island met this and Santa Fe came down to \$1. The Rock Island made a one-way rate of 50 cents, to meet the figures of scalpers—and so the money goes.—Railway Age.

Go it boys! The loss can be met by cutting wages. It is all aved out of the back of labor.

### PAT'S WISDOM.

Tim Deolan and his wife, wan night,
Were drinkin' av the crayture,
Whin something started up a fight,
And they with at it right an' tight,

O'Grady and mealf stood near, Expecting bloody murther, Says he to me: "Let's interfere," But I, pretending not to hear, Moved off a little further.

"Lave off, ye brute," says he to Tim,
"No man wad sthrike a lady";
But both the Doolans turned on him,

That night whin I w home, in bed, Renembering this token, I took the notion in my head That the wisest word I iver said Was the one that wasn't spoken.—

### PHENOMENAL GROWTH.

Seventeen unions for March, a number in temporary organizations not included, and lots

THE RAILWAY TIMES congratulates brethren on the unprecedented growth of the American Railway Union. Conceived on the basis that the good common sense of the million employed in railroad service would see in its principles the only logical outlet organized labor in their line of employment, its basis, the originators hoped for much, but even their wildest dream could not conceive of such a rapid growth, such a hearty reception in the worst period of commercial and manufacturing depression that the country has ever experienced. In seven months 181 unions, one for every working day! How is that for the work of four organizers?

Calls from every point of the compass necessitated a larger force, and the seven men now afield have calls enough ahead to keep them busy for months.

But that is not all. The unions established are steadily increasing in interest and membership. Every mail brings in the word of cheer, every success stimulates increased endeavor, the great doctrine, the shibboleth of united men : "Get together! Get together!! Get together !!!" is bearing abundance of healthy fruit.

It is impossible in the space at command to give any more than a synopsis of the evidences of growth, we have not the language to express the gratification that our correspondents convey to us. HE TIMES gives a few speci-men chips of what the boys are doing. They have taken into membership at their last reported meetings as follows:

153, Barnesville, Minn. 6 new members. 154, Rat Portage, Ont. 9 new members. 146, Glasgow, Mont. 10 new members. 130, Terre Haute, Ind. 10 new members. 34, Pine Bluff, Ark. 16 new members. 1, Chicago, Ill. 320 new members. 174, Chicago. Ill. 11 new members. 150, Devils Lake, N. Dak. 13 new mem-

88, Helena, Mont. 13 new members. 26, Pocatello, Idaho. 4 new members. 94, Spokane, Wash. 7 new members. 142 Charleston, Ill. 8 new members. 137, Meridian, Miss. 6 new members. 149, Minot, N. Dak. 23 new members. 89, Great Falls, Mont. 50 new members 44. Trenton, Mo. 5 new members. 129, Glendine, Mont. 14 new members. 30, South Butte, Mont. 52 new members. 39, Tekoa, Wash. 19 new members. 66, Las Vegas, N. M. 12 new members. 131, Dickinson, N. Dak. 8 new members 138, Frankfort, Ind. 14 new members. 23, Evanston, Wyo. 10 new members. 46, St. Louis, Mo. 4 new members. 33, Anconda, Mont. 22 new members. 143, Pullman, Ill. 8 new members. 124. Havre, Mont. 10 new members. 151. Grand Forks, N. Dak. 14 new mem

127, Livingston, Mont. 9 new members 60, Pueblo, Colo. 24 new members. 13, Columbus, Neb. 24 new members. 93, Kalispell, Mont. 47 new members. 19, Laramie, Wyo. 9 new members.

# THEY RESOLVE.

AMERICAN RAILWAY UNION No. 134, MILWAUKEE, April 1, 1894.

WHEREAS, It has been asserted through the oublic press by a certain loud-mouthed conluctor and others, that Eugene V. Debs, President of the American Railway Union, went to Omaha for the purpose of inciting a strike of the employes of the Union Pacific Railroad and, whereas, such statement is groundless; therefore, be it

Resolved, That we, the mem can Railway Union, No. 134, of Milwaukee, do denounce in the strongest terms any man or men circulating statements of a derogatory character regarding Eugene V. Debs, or the American Railway Union.

Resolved, That any man who attempts, by irculating false reports or otherwise, to stop the progress of the American Railway Union, is an enemy to organized labor.

Resolved, That copies of these reso be given to the daily press and THE RAILWAY

last upon the bugle horn" of "ONE Ricks, a Jenkins or a Dundy is worth a thou-sand militis. Cost about the same, but there

# WHERE WE ARE AT.

A. R. U. IN THE SWIM AT GRAND RAPIDS, MICH.

Big Open Meeting March 11 - Eugene V. Debs and P. M. Arthur Compared.

The Grand Rapids Workman of the 17th

The open meeting of the telegraphers in Good Templars' Hall last Sunday afternoon was the scene of a great outpouring of railroad men, d all the railroad organizations were well represented. The meeting was in the nterest of federation and the American Railway Union, the means by which it is to be

The meeting was called to order by Mr. Belding, who stated its object to be the closer affiliation of the various railroad organizations. The audience was composed of conductors, locomotive engineers, firemen, trainmen, switchmen and trackmen, and the speeches were all excellent. Mr. Blashford, state organizer for Michigan, followed by Mr. Bixfrom the evils that threatened the existence of by, of the engineers; Mr. Rundell, of the firemen; L. H. Wallize and Mr. Pangborn, of fashioned from the experience of the past in the conductors; F. M. Parmelee, of the trackmen, and Mr. Kelley, after which Frank H. Gill addressed the meeting for about thirty. minutes, who explained what federation in central bodies had done for unions of other callings.

Then, in turn, the following men were called upon for remarks: Charles Segrist, of the switchmen; Mr. Mooney, of the American Railway Union, who gave statistics of the growth of the order during the short time of its existence, showing that it has upon its rolls 37,000 members and that 15,000 had been admitted during the past month; E. V. Debs, who could not be scared away by the injunctions of tyrannical judges owned, body and soul, by corporations.

The first annual convention of the American Railway Union will be held in Chicago next by compelling private employers to bid age June, by which time the union proposes to have a fair and humane system of employm 75,000 members enrolled.

Mr. Kelley, engineer; Thomas Thomson trainman: Mr. Van Gorder, switchman; Mr. Thoms, switchman; L. H. Wallize, conductor; J. W. Reading, engineer; W. H. Silcox salesman; L. A. Ogden, fireman; Mr. bur gess, of A. K. U.; William Bedell, fireman; John Mooney trainman; Mr. Lankin, conductor; William Shaffer, of C. L. U.; E. P. Mills, of the Workman, and others, almost to a man, spoke in favor of federation. Mr. Grootveldt, engineer, though afflicted with a very bad cold, gave a very humorous address, and was frequently interrupted by laughter, in this respect sharing the honors with E. P. Mills.

Some of the engineers gave Mr. Arthur, the bosom friend of Chauncey Depew, a good scoring and expressed the sincere hope that the order was pretty near done with him.

The weekly meeting of the American Railway Union and the regular semi-monthly meeting of the Brotherhood of Firemen both adjourned early in order to attend the oper neeting of the telegraphers.

When adjournment was taken it was to meet again in the same hall on Sunday afternoon, April 8, at 2 o'clock.

# EMPLOY THE UNEMPLOYED.

[Edward Bellamy, in an article appearing in the Boston Traveller, November 4, 1893 ]

thing as follows: Let us say there are 1.000 or 10,000 unemployed able-bodied persons having a legal settlement in this state, who desire work. Out of this number a certain proportion can make shoes, others can spin or weave, others can make garments, others can build houses and do blacksmithing, and others can farm and take care of live stock, while many more without trades are capable of common labor of any sort. Now, these men and women do not need anyone to provide for them: they do not need charity from the state or anybody else. All they need, in order to be fed, clothed and sheltered, is to be set to work to support one another. Stick a pin here. The idea is that they are to support one another. They are to consume one another's products. State product is not to be sold or to go into the general market at all to compete with wage-produced goods or with orivate employers, but to be consumed wholly within the group of previously unemployed workers. Now, here is where the function of the state comes in. State workers need to be organized and por

vided with tools, in order to support one an other, and they cannot organize themselves. This it is proper to expect the state to do, both for the welfare of an unfortunate class of citizens, and also for the protection of the public treasury from the burden of supporting them by alms, which must otherwise fall on it. It will be observed that this is not a question of charity; for the incapable, the almshouses would remain. It is merely the question of putting the able-bodied persons in a position to support themselves. The idea is to furnish

come in, it would have to keep the workers; but, after that, the system would be self-sus-

In this brief space I can but mention a few points of the plan, namely: In the first place it contemplates a permanent establishment, for it is nonsense to regard the problem of the unemployed as anything but a permanent problem. This establishment would undoubtedly always be in operation, although the number dependent on it would increase and decrease according to the times. It would be an elastic system, and after it was in full adjustment a man or woman out of work could get work for a week, a month or a year, as they chose. The establishment would not need to be concentrated but its different branches might be scattered. In each settlement there would be a farm or factory, the dwellings and the store. This store would be wholly stocked with products of the workers, although at first the state would have to furnish many deficiencies. The workers would from the first be guaranteed a decent and sufficient maintenance, nothing more. For this purpose they would be supplied with a sort of scrip, good only at the public store and for lodging at the public dwellings; the allowance for each worker would invariably be equal and the same.

After the expense of the state superintendence and other outlays was provided for, the total product would be divided in the form of scrip among the workers, so that as the total product increased the rate of maintenance would increase, the system being one of cooperation under state superintendence and guarantee. The workers should be regard as in no way objects of charity or ward state, but, while subject to strict working rules, should in all other respects be as independent as other citizens.

While the state works would be intended. at the outset, to attract only the needy unemployed, it is probable that the advantages resulting from security of employment and the steady rise in rate of maintenance which would follow the increasing efficiency of the system, would suffice not only to retain all who once entered this co-operative service, but to raise the condition of labor generally order to obtain workers.

# "DEPRECATES DEBS."

reads a report from the Omaha Bee, taken from an interview with Mr. Clark, the recaive, appointed to confer with the em of the Union Pacific. The text can

in the extract herewith printed. "The receiver then goes on, so the Bee informant states, to recall the action of Eugene V. Debs as president of the American Railway Union, who, in a public meeting which was attended by representatives of the variou trades in conference, advised the employes of the system to withdraw from the service of the receivers unless their demands were granted. And through newspaper reports it came to the attention of Mr. Clark that certain of the representatives of labor organizations who were present and heard the utterances of Mr. Debs accepted the utterances as part of their creed. But Mr. Clark, with a heart warming for the men under him, who have known him for years, adds to the report, if rumor is to be relied upon in this instance, that he does not believe that the employes of the older organizations of the system concurred in the incendiary utterances of Debs, who is president of an organization whose tenets Mr. Clark is not in any measure acquainted with, nor does he know its membership on the system."

Mr. Clark's heart "warms" toward the men, but as the agent of the road he takes th sense somewhat different from which his regard for them is expressed. He is not in "any measure acquainted with the tenets" of the organization. If he had been, wants to be, or mayhap forgotten them, Mr. Clark is hereby advised that the leading principle is to "get together." That's the little different betwixt he and Debs. He wants to go the old plan of dealing with the scatte particles of twenty per cent of the men; De wants the entire hundred per cent to be re resented. Mr. Clark further confesses to ignorance of acquaintanceship with the me bership on the Union Pacific system. If he will consult the directory published in this issue he will discover that there are just thirtytwo (32) flourishing and growing local union on the system, and if he chooses to cor noses, that they outnumber the whole five organizations he did treat with.

Of course, President Debs was "in diary." Everybody is that does not chime with managers and receivers. As to the con parison between the men in respect for warm loward the men the reader can just imagine one man whose interest it is to beat down wages and one whose lifetime has been devoted to keeping them up.

Illustrating how much better indi enterprise can carry on telegraphing tha ukee line. It cost \$14,000, per cent of its cost in two years. Then ratered the stock up to \$28,000, lov sages to 5 cents each and paid forty per

# THE RAILWAY-TIMES.

THE AMERICAN RAILWAY UNION

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#### WATCH THE DATE!

The date on the wrapper informs you when your subscription expires. If it so reads please forward money for renewal and get as THE TIMES in the same way. Don't forget; don't put the matter off.

sea of reform, carries in ordinary a ram, stem and astern. To give the enemy something extra to digest, it issued a "broadside" double issue last month. It is to be hoped that each shot drove center.

LAST week a young man at Princeton, Indiana, said that Miss Harriet Larrimore was not a lady; whereupon she proceeded to prove it by attacking him with a horsewhip. Would she not have done better by using a little horse sense?

the most impressive object lessons with which tiary has a competency? "Your honor," to point out the injustice of our land system. The grandfather of these money princes was Kings county, New York, on the conclusion hire to furnish amusement to help the oppres a coon skinner and pelt peddler. He made an effort to locate in Canada, but circumstances forced him, against his will, to settle on Manhattan island. Here he bought land gent jury said not guilty, "it is a waste of the for a trifle, which, through no act or foresight court's valuable time to try a rich man or a of his, became immensely valuable. Had an rich man's son for murder.' equitable land system been in vogue, so that he could have held only what he could use, agents buy up drillers to ruin the wells of have it. the miserable tenement houses would now be other producers, perhaps a dozen railroad happy homes, and his dude grandchildren would be performing useful labor instead of lions in interest. Frick hired outside assassins living in luxury on the labor of others

### SLY, SIR, DEVILISH SLY.

That talented circle of gentlemen known as the "American Railway Association" is com- bought, and corruption of the franchise is the ing seventeen per cent. Besides, the war plan they are the embodiment of slyness. they are not particular as to whether in their every man who reads this can recall them. philanthropic efforts in behalf of their emt the right, they are careful not to let the said employe on to the game. The association is not economical in the matter of rocks, does and a long rope always. not try to kill several birds with one stone. They would, for pertinent reasons, rather use the tedious length to which law suits stretched several stones to kill one bird. Hence, when out, an exception was made to furnish strikers aniversal reduction in wages was determined and kickers with justice on the short plan. on, they went at it piecemeal. To put it into The constabulary was ordered out and by effect at one stroke might raise a row difficult to quiet.

when the L. & N. cut ten per cent all around. needed settling. To give the matter a legal On September 7 they cut the shopmen, office men and other unorganized forces on the of these quickly arranged courts of justice 1877, the killing of some thirty people, the Union Pacific. When they were in the net were after execution noted by the coroner. and safe, the road went into court on the 27th He counted the stiffs! of January, resulting in Judge Dundy's famous order. The U. P. is now on the stand, having the mill and the Santa Fe will follow

The American Railway Union has not had have been ordered, made and in prospect. If those to come the employes are victorious or all go to prove shelter of the American Railway Union can the railroad boys hope for salvation

# THE WASHINGTON "TIMES."

THE RAILWAY TIMES is in receipt of the irst six issues of The Washington City Times, leged in the interest of labor.

The issues received are not up to the prom-There are squibs and sinkers of the same old what not but not a line as to the labor movement, not a paragraph as to the reduction in certain yards of grace outside the boundary. wages or the protest of labor.

est. Give them, gentlemen, the scandals, the tell us what labor is doing, tell us what election time, the fellow who on visiting ame such honorables as are supporting women outside of matrimony, have sharpnosed reporters around to inform us the amount of time consumed playing poker - giving the honorables' names, remember; tell u about how many times a week the President and Secretary Carlisle, for instance, get a jag on-if they do at all-and such other infor nation of like character as may come under our notice. People are not so much intersted in the doings of Jim Smith, hodcarrier, in he treads the primrose paths of dalliance or prints the town red, nor of wind on the iff, nor of whether baby this or that ed dispers yesterday. We are after wing the goings on of the bigger fish, we t's our huckleberry, and if you do not notion of law, and though he never live nit that kind of matter, take down your sign. enough to know it all, yet in the pr

#### THE INJUNCTION.

We note in tradition, in books of the reli gions, in history, that the one universal weapon employed to beat down labor has been the ap peal of its oppressors to the law. For be it emembered that for centuries and centuries the legal right of the worker was only to exist, that he was so hedged about by law, that if he got but a trifle out of the rut he had offended. Perhaps, now that law in theory puts him on an equality with the individual boss, he inherits his former slavish fear of it, for as a fact in labor, troubles today he runs from its The boss also may have inherited shadow. from the old time the idea, for certain it is that the equities have in nearly every case been disregarded, the plaint for reason contemptuously rejected, the right spurned and the shrinking slave driven from the august presence of the man who "intends to manage his own business," whose vested right in what labor had produced for him was paramount to the right of that labor to exist.

For what is labor? What of its past?

The wageworker is the successor of the slave and the semi-slave, the fief, and the serf. many others as you can to likewise encourage | Legal precedent, customs, judge-made law not expressly contravened by statute are binding today. We inherit ours from England and we find the root for the idea that the producer THE Chicago Express, sailing the troubled shall yield up to his lord whatever the latter's conscience would permit him to take, and while the earlier statutes of this country, made when the people though poor were equal, Its gradual evolution from what it was and changed the status so far as those statutes went, yet all not expressly provided for go he kicks against the pricks, he treats the obback to the English precedent, which is not favorable

It is not necessary here to trace the ordi delays, its learned counsel and guessers on the him. bench. Courtesy calls its product justice. But keep him cringing under the frown of a boss in its full grist who ever heard of a rich man in THE great fortune of the Astors is one of How many of the thousands in the peniten of a long and costly trial for murder, wherein

companies owe the people of the Union milto attack Homestead. When the order to put W H. Vanderbilt in jail for contempt of an dred thousand souls, have in twenty five years Ohio court was issued, that gentleman's keen sense of the ludicrous was tickled to the roaring point. Seats in the Senate are openly posed of general managers. Like Joey B., rule and not the exception wherever wealth is While interested. Instances could be multiplied; decree of inspiration that the poor man is

But the worker, the affable and kindly fellow e left hand is advised as to the doings who is willing to give his labor for from one fourth to one-eighth what he earns?

Go back to your precedent. A short shrift

In the good old times hinted at, owing to common consent vested with all the prerogative of the legislative, judicial and executive. They initiated their plan in September last whenever strikers or complaining workers coloring and to provide fees, the proceedings up of six millions in property at Pittsburgh, in

owing to the nearly equal position of all citbeen preceded by the N. P. and Great North- izens, before we unfortunately became so prosern. The C. & E. I. is just going through perous as a nation, the precedents referred to in the matter of putting down jangling clods were in abeyance. There were no strikes or time to mature since these sweeping reductions provoked riots growing out of labor troubles. There being no millionaires in a land of so, they would not have been. Whether in plenty, among white people there were no the armories, the forts, and the United States soup houses. The boss or the boss' undernot of sufficiently frightful mein to give wageworkers the nightmare. Both knew they could get along without the other, and a bounce or resignation did not carry with it the need to tramp, or the starvation of one's

In the good time then coming, say about 1866, the rapid pace in accumulation of proppaper with 4,000 stockholders, published as erty developed all the hog in the nature of a patriotic people. This demand for porkine characteristic led to crowding. Fortunes were se, the character of its editorials and news do grabbed in a day, every possible scheme to suggest the ostensible purpose of its birth, get something for nothing inside the law quickened the instinct of those with talents in pattern, the tariff, the Breckinridge case and that direction to make laws that would stretch, and ultimately those that permitted Finally extending to this hour, the sentiment This will not do for a paper in labor's inter- the law be damned, if it stands in the road.

That, the philosophy of the corporation winning horses, the baseball news. But but the clod, the intelligent fellow-citizen of our congressmen are about, mention by terms with his employer shows his appreciation of the position of both by knocking at the kitchen door, what says he in the presence of law?

Before answering let us get back to quickacting special law, made while you wait, that was in vogue in good old times.

With prosperity, the crowding of nearly all the country produced into a few hands, came the remonstrance, the strike. The patient worker turned, he combined for defense union labor stood before the exploiter. There came the posse comitatus of the sheriff, backed later by the Pinkerton affliction, and then the militia. We were back to the good old time, indeed, and lived under a government that did business where the pleasant hypothesis ant particulars as to the diversions of the held; that while it takes several years of And crat, the usurer and the monopolist, to put a lawyer where he gets a gr

a featherbed soldier may in his or their awful wisdom choose to consider a mob, he or they are as by lightning flash of instinct able to

any collection of people whom a Pinkerton or determine in one second what the law relat ing thereto demands, determine the guilt or innocence of these people, and without war rant put the verdict-which is always the same if the "mob" is unarmed-into execu

The bad laws of this country are ours, we made them, our ignorance is responsible there The abrogation of the divine right of self-defense in the following of the old precedent we did not assent to, but again our ignorance is responsible for submitting to it. But this is the age of progress, old things nust pass away. Pinkertons are threatened with professional atrophy, the gay militia gosling must play second fiddle. Legal genius has laid awake at night and after a period of intellectual incubation has hatched out the in junction! Hereafter a United States marshal. armed with a sheet of paper, is to be more terrible than an army with banners.

Answering now as to how wage-workers regard the law, we will find the reason for the corporation lawyers' appear to it. We can imagine the very learned gentlemen reasoning as follows :

" I have it! The American groundling next to the lowest order of Russian serf, stands more in awe of the very term 'law' than any other people. Not so much fear, but respect what it is, has not been noted by him. When struction as something foreign, not as a part of himself, not as of a system in which he is him self a factor He associates the law with his nary course of suits at law, its verbiage, its flag. Appeal to that fetich, and I have got Oppress him to the point of robbery understrapper, drive him to tramp in the the past quarter of a century who was hanged? shadow of the blacklist, bend him down to work that parasites may feast not only on what he produces, but his very life itself, nay, grind remarked the disgusted prosecuting attorney of him and his until his women are driven for sor kill time, the American workman, God a rich man's son who had unprovoked shot a bless him, will still be loyal to the flag, will man to death, and in whose case the intelligated obey the law. The injunction, by all means. The great Interstate Commerce act, in which he was not considered excepting as something to protect, will furnish the necessary Wealth defies courts. Saint Rockefeller's basis. He wanted King Stork, and he shall "The injunction, of course. Repression is

rude, is vulgar, is costly. It was by the gentle hand of peace that the corporations and capitalists, numbering less than one hun accumulated eighty-three per cent of the nation's wealth; in peace under benign legal formula they can better gather in the remainis dangerous. He will better accept the always around somewhere, and that God has arranged that he shall play for man, if not roused up by noise and parade. Some of these fellows may remember the glories of '76, and in the veins of many of them runs the strain of my late fellow-citizens of great rebellion memory Peaceable, be-robed little injunction in prefer ence to methods that resulted in destruction of capital in Rome, France, Egypt, etc. I insist with them that the Pinkerton must go and the militia called in only in exceptional cases. Their use is becoming dangerous. Briceville is not inscribed on their banners the aftermath of Homestead was dropped by the authorities like a hot potato, the burning retreat of the gallant militia, only resulted in four convictions and three of them pardoned, In the earlier years of the great republic, the raid of the cattlemen on the Maverick industry out in Montana is not to be bragged about

THE RAILWAY TIMES does not recognize that description in its entirety and disclaims for people so described the right to lift their swimming eyes to greet the banner of the free, as by the dawn's early light it floats over circuit and district courts. A decayed dish would be a fitter emblem for such people THE RAILWAY TIMES would lay down a few general legal principles in conclusion.

Weigh these two propositions, both from sense"; "Ignorance of the law excuses no You do not know the law, but you can act like a man of common sense. If you know you are right, go ahead. If somebody as to whether you have a legal right to return right of self-defense is not only guaranteed by the Constitution, but is a natural right. Use

it. If somebody-no difference who-raises a club to strike you, don't get to figuring as to aperine, to open, because the buds open this whether or not the blow will kill, but give him the best defense you can make, irrespective of called a "silly fish." In Germany the title is consequences. If you are right, don't be afraid of temporary deprivation of liberty. If Arthur, instead of acknowledging himself culprit when Ricks' delicate sensibilities were wounded, had defied that gentlemen, there would not have been any injunctions out West. If it had been a Sovereign or a Debs

that industry would have died a' bornin'. Your being in presence of brass buttons of a star does not mean that you are at such times any less an American citizen than when they are not about. Do your duty to your self, your family, your country, whether everybody likes it or not.

# NO HOG.

Governor Hogg, of Texas, is no hog after all, for he knew when he had enough of the Southern Pacific's attempt to kick up a row by starving a few hundred of that class of human beings who figure in the ethics and vocabularies of plutocracy as tramp clined killing the unfortunates at the . He decorpora

### STRIKES ON THE BOOM.

THE present era of prosperity, of workingen happy in the glorious thought that their lot has been ordered in a happier clime than the downtrodden, oppressed pauper labor of Europe (vide McKinley, Depew and Cleveland), seems to either have its progress retarded by a string attached, or to have slipped a cog somewhere.

Strike and reductions of wages permeate the ethereal blue over and about us, men persist in starving to death or in committing suicide to avoid it. Notwithstanding our superior advantages and happy homes, very few live outside of tenant houses, and the princely wages paid by sweaters, and finds the recipients so nfernal close, that they prefer being swedged in like herring in dirty holes, and actually breathe in the fetid atmosphere of tenement house in preference to the free air where the star spangled banner floats. No accounting for tastes.

The strike business is on the boom. The ungrateful pauper labor of Europe, finding freedom from oppression, etc., in the state of Pennsylvania, is actually kicking because his wages as miner requires the consumption of dog, even when he is at work! Think of have become public property, the movement the ingratitude of the beast, as though the dog nterest in this country must be reduced to the level of Europe's unprotected canine! These miners-whose votes counted in Grow's 200, 000 majority-are kicking on a little five per cent reduction, over 26,000 of them. Those already out have grown so wealthy and purseproud that they allege that they might as well strike as work.

lust now, as a change from dog, as an alternating diet, they are subsisting on bran, when they can get it. When they cannot, the neighbors provide. In order to keep the blood circulating the pitmen in some cases walk four miles to and from work. In face of all this, the papers inform us that they are in some cases disorderly, some desperate and that acts of violence are reported. Grow evidently has not as yet fully got in his work in Congress.

In Chicago-cannot for want of space take in the whole country-enthusiasm is roused to such a pitch that where it is not a strike on hand or in prospect, it's a cut or lockout. Three thousand men in Crane & Co.'s foundry are out, declined standing a cut. Cut ordered on C. & E. I. R. R. Several thousand brickmakers out for same cause. Five hundred non-union cigar-makers in the employ of Vallen & Co out for wages and restoration of a bounced foreman. Fifteen hundred plumbers (union) will not work after Monday at present wages. The Printers' Union want a raise to old scale or they will strike. Two Welshmen here in search of work on account of the prosperity that makes it unnecessary, found one, became so exhilarated that after a week of fasting, suicided.

The repeal of the seignorage bill by President Cleveland will doubtless tilt things up to seven degrees higher than McKinley and Depew, and then we will not work again as long as we live-period not guaranteed.

Great country this, magnificent. But the

# ABOUT ALL FOOLS' DAY

(From the New York Recorder.) All Fools' day, by common consent during the centuries, has been dedicated to the god of laughter, rose-lipped Son of Joy. How the day got its name and purpose is more than any living man can tell. So far back in the annals of time does it go that the ancient Hindoos are said to have played jokes on each other on April 1. The name of the Pharaohs even are associated with the day. It is stated by some authorities that the day derives its title from the fact that Pharaoh the Oppressor said he would let the people go on April Fool's day, and then changed his mind. That a day devoted to coarse humor and practical jokes of this unkind description had its origin in an incident connected with one of the greatest events in history, is a striking commentary on the contradictory character of the human animal.

The reason that it has existed for several thousand years is due, no doubt, to the fact that April Fool's day affords an excuse for laughter. To the majority of mankind existance is weighed down with so much of pain and sorrow that most of us jump at a chance the hornbook: "Common law is common to langh as a child snatches at a sunbeam. But as a rule we don't want to be laughed at. Every now and then you will find a philosopher who can quietly unpin a kite-tail from his coat and smile at the boy who pinned it tramps on your toes, don't worry your noddle there. As a rule, however, we would rather see the paper pinned to the coat-tail of somethe compliment, but tramp right back. The body else. This is perfectly natural and consistent with our selfishness.

> April is distinctively the month of fresh things. The name is derived from the word month. In France the easily fooled man is a "sheep's head." In Scotland the term is gouk," which has been Americanized into "gawk." The wise Shakespeare makes two hundred allusions to fools, arriving at the conclusion finally that a witty fool is preferable to

Gray-haired men of affairs take as much de light in playing practical jokes on their conemporaries as their scions. A distinguished New York editor called up the office boy on April 1, and handing him a basket, told the boy to take it to a rival editor and ask for a bushel basketful of editorials. The boy wen and returned in a short time with a small parcel in the bottom of the basket. The editor proceeded to unroll the small bundle, which resembled an Egyptian mummy in the num ber of its wrappings. At last there lay ex-posed before him the stump of a half-consume cigar. Carefully wrapping the cigar stump in its manifold covers again, the editor called up the boy, and as he handed him the basket, said:

"Take this back where you got it and tell the man that I did not send for the editor,"

Thus the humorous sender of stumps was answered according to his folly.

Practical joking is very properly condemne when it has a tendency to do injury to life or All forms of practical joking are limb. frowned upon by those whose vanity or pride is injured. But who is there among us so dignified and reserved that he could restrain smile when walking down Broadway behind a man upon whose back hung a sign: "For rent-Vacant flat. Inquire in basement." It is doubtful, however, if the man who is awakened at 5 o'clock on April 1 by a loud and continued ringing of his doorbell will feel like cracking jokes when he finds an unfortunate yellow dog tied to the bell handle. But, after all, he may reflect that it is a much rougher joke on the dog.

#### TO REUNITE THE RANKS.

There is an extensive movement on foot nong the telegraphers to search out a man for the position of grand chief who shall make it possible for the organization to once more enjoy peace and prosperity. Since the great scandals with which Mr. Ramsay's name has been connected, whether justly or unjustly, has taken definite form in the West. The following circular has been sent out, a copy of which has reached this office:

> ANNOUNCEMENT. EL Paso, Texas, February 17, 1894 pers of the O. R. T.—Greeting:

This division has the honor of presenting a candi date for Grand Chief at the coming convention at Denver, in the person of M. W. Sellers, who as chairman of the protective board on the Atlantic & Pacific Railroad, secured WITHOUT COST TO THE ORDER, the FIRST and BEST telegraphers' schedule in America, and won a memorable victory in a strike lasting fifty-two tained on the Atlantic & Pacific Railroad in 1891, and made that road an \$80 standard out of a \$65 maxi

The Atlantic & Pacific schedule furnished a basis and precedent for every subsequent schedule through-

M. W. Sellers is thirty-one years of age; married and has one child; has 'railroaded fifteen years, and during that time has filled with credit the positions of operator, dispatcher, exclusive agent, train baggageman, freight brakeman and conductor, worked from Chicago to San Francisco, and from the Canadian line down into old Mexico.

Mr. Sellers has a strong personality and a rare trait making friends with all whom he comes in contact. He would be able to harmonize and reunite the broken ranks of the O. R. T , and bring into the order the ousands of good, true men, who are today awaiting a turn in the tide.

A biographical sketch of Mr. Sellers appeared the Telegrapher, issue of February 15, 1892, together with his portrait.

Yours in S. O. and D., J. G. GIBSON, C. T. F. F. WINTER, Sec. El Paso Division No 239, O. R. T. P. S.—We invite correspondence. Address F. Winter, 310 Wyoming street, El Paso, Texas.

#### POOR ANDY.

The outraged National Union Printer weeps for the down-trodden and oppressed philanthropist, Andrew Carnegie, sometime of Homestead but now of Scotland:

The readers of the N. U. P. will be over

come to learn that the poor Carnegie firm has

been made the victim of a conspiracy, the result of which is, the government is going to make them pay into the treasury over \$140,000 Of course, this fine is levied because certain work done by the Carnegie firm is not the requirements of the contracts made with the government. Our candid readers will admit that a little thing like that ought not to be taken into consideration in a business transaction with the Carnegie firm. If the contract had been thus broken by poor people, the case would be entirely different; but to punish the Carnegie firm, who have done so much work for our country and the workingmen! It is too bad. It is said that was the result of a conspiracy. Secretary Her-bert had taken the precaution to engage the services of four workmen to watch the that was being done by the Carnegies for the government, which was the furnishing of steel armor plates for our battleships. Where Mr. Herbert did wrong was in not telling the Car-negie firm, for if they had known of this action of the secretary they might have made things so pleasant for the watching workmen that probably no report of theirs would have reached the government. It is a conspiracy workmen are informers and those bad are to get some \$35,000 of the fine levied on the Carnegie firm for the information they It is an awful d be continually have given the government. thing that workingmen should annoying and interfering with the good people been striking against Carnegie reductions of wages or for better wages, and a few years ago the poor Carnegie people had to hire a lot of Pinkerton men and take them to Homestead before the workmen there could be perto see the wickedness of their ways. For the last two months these same men or their successors have been striking to prevent further reductions of wages. There is no wages. There is no gratitude about them at all. good Mr. Carnegie gave \$250,000 to the city of Pittsburgh in order that the unemployed might be put to work at from 50 to 60 cents a day. They forget all these things, and per-sist in doing what they can to annoy the good Samaritans composing the Carnegie Company, even to the point of telling the government when it is being swindled

Restrain your tears, N. U. P., God rules and the government still lives! The conspiracy mentioned was a partial failure. Secretary Herbert estimated the swindle at \$400,000 On full consideration of the case-not including, of course, in it the fact that the injured Andy was now in favor of the Wilson billthe President cut it down to \$140,000.

ONE of the worst enemies of organized labor is the self-seeking schemer who endeavors to impress the old political parties with the idea that he carries the labor vote in his vest pocket. In the union he advocates independent political action - meaning by that the act of uniting with that party which will "put up" the most. He attends all labor ions and makes spread-eagle spee bout the rights of labor, and generally as much of the real necessities of the hour as a kitten knows of astronomy. He warmly es the wrongs from which labor suffers, and then goes into the field at the first opportunity and takes a job from the Republican or Democratic party to stump the state and bring the labor vote to the support of the particular side which has promised him a soft

#### DIVIDENDS.

The following lines have declared divis ast month, up to and including the 23d The Chicago & Eastern Illinois is so pu at only realizing 6 per cent on their sto they have ordered a cut in wages.

Canadian Pacific, preferred, at the rate of er cent per annum

Chicago & North-Western, preferred. er cent, quarterly. Delaware & Hudson Canal, 114 per c

quarterly. Little Miami, 2 per cent, quarterly. West Jersey, common, 31/2 per cent.

Boston & Albany, 2 per cent, quarterly. Chicago & Eastern Illinois, preferred, er cent, quarterly. Chicago, Milwaukee & St. Paul, pref

1/2 per cent; common, 2 per cent. Cleveland, Cincinnati, Chicago & St. Lou preferred, 11/4 per cent, quarterly.

New York & Harlem, preferred and c non, 3 per cent. South-West Pennsylvania, 5 per cent. Sunbury & Lewistown, 4 per cent.

Manhattan, 11/2 per cent, quarterly.

New York Central & Hudson River, 1 er cent, quarterly. New York, New Haven & Hartford, 2 er cent, quarterly.

Western Union Telegraph, 11/4 per c quarterly.

#### IN THE LABOR WORLD.

"New York's Houses," was the subj discussed at the fifth municipal conference the Amity building, New York, March Mr. R. Fulton Cutting presided, and in opening remarks referred to the exorbi rents working people living in New 1 were compelled to pay, and the urgent neer rapid transit to enable them to seek relie residence in the suburbs. "In England," said, "wage-earners spend ten per cer their income for rent; in large America cities, New York excepted, thirteen per cent, and in New York city over twenty per cent. This and other heavy expenses of living in the city compels them to live in extreme poverty, and in such crowded and unwholesome quarters as to be a fruitful source of evil and menace to reforms. The model tenement is a great need, but will not alone be a complete remedy. Every effort must be made to encourage the individual home in the outlying districts

One hundred and fifty landlords appeared before Judge Roesch in the fourth district civil court of New York, asking for eviction orders against their tenants. These pleaded they were out of work as an explanation for being behind with the rent, in some cases for months. Two days further were grante

The Emergency Fund for the unemployed of which Charles S. Smith is treasurer, ha received up to March 15, \$45,375.

The small employers of the silk ribbo weavers, at Paterson, New Jersey, are ever where giving in or offering compromises. T weavers, however, stand firm for their demands, and there is good prospect of success

Interviewed by the Daily News on his return to England, Editor William T. Stead said: "Americans, generally, have more to learn from the Old World than the Old World has to learn from them. Nothing in America strikes an Englishman more forcibly than the radical distrust of the sovereign people. One simply stands aghast upon coming to the country from England. I have never been a more conservative country since I left Russi Americans recognize that the English lead the van of social progress, and when you tell them about the London County Council, in which there is not a single saloonkeeper or a member who takes money for his votes, they look as if you were describing the Kingdom of Heaven."

The Earl of Dudley, who was responsible for the Lords' amendment permitting contracting out, was the chief speaker at a conservative meeting in Bermondsey, London, last week. Tickets were issued with great caution, but nevertheless numbers of work men were present, and prevented him from being heard by their interruptions. Finally the crowd outside forced their way and ed the platfor peacefully by passing resolutions in favor of the Employers' Liability Bill and against the Lords.

Over a hundred speakers, including many labor and radical members of Parliament, spoke from twelve platforms to an immense audience at the Trades' Union demonstration in Hyde Park, London, on a recent Sunday. The procession marched quickly, but took over two hours passing one point. Resolutions against the peers and their amendments to the Employers' Liability Bill, were carried enthusiastically.

The American consul at Chemnitz Gernany, reports that the average yearly wage of adult men in the brown coal industry of Saxony varies from \$203 at Chemnitz to \$261 at Dresden. He asks, "How is it possible that men can live on such wages?" He points out that housing is almost free, though poor, clothing less than half American prices, and the rve bread wholesome and well baked. They rarely eat meat, but the consul says this is because they are vegetarians on principle. How fortunate!

Norway. The Sixth Annual Congress of the Norwegian Labor party, at Skien, at the end of February, favored proportional representation, and decided to make their support of the Left at the coming election cor on universal suffrage for men and won seing included in the programme.

In Denmark the trades unions are ing rapidly in membership. In the cities nearly all the workmen are unionists. Copen hagen has eighty-nine unions, with 22,000 bers. They are organized with central bodies, and the cities have local trade co cils. In case of a strike a levy is m the members of all the unions. The sinsurance funds receive special as from the government.

DEATH AND DAMNATION.

E. V. Debs, et al: You are hereby referred to Volume X, No 4, of the Railroad Telegrapher, for your epi

I almost forgot to mention that the sam and a cut-rate sale of eight-dollar cards for five.

"Come early and avoid the rush."

You will therefore have the kindness to "stand from under," and witness the heavens

The Sultan who carves these inscriptions receives a pittance of \$3,000 per annum for accepting reductions, war's what we pay dues declaring strikes off—that's what we pay dues and special assessments for, and that's will please stop gumming up the kyards

delaying the game. s pained to learn, in an "editorial" of this issue of the Bazoo, that the American Railway Union was a nihilistic band of rabio "destructionists," pure and simple; though I must admit that it does seem like an outrage to "destroy" such a magnificent confidence ne as we have been running with impunity the past eight years. It is a source of gratification, however, to know that the Most High Mogul, who thus impeaches the "mo-tives of the president of the A. R. U.," was one of the famous "101" of Springfield. and also of the magical "36" of Omaha.

You will also perceive, by referring to page 108 of this censor, that the union is excommunicated from the Holy Cedar Rapids Federation, that prodigy which performs such remarkable feats with printer's ink and such deplorable ones with its legitimate weapons.

The myth of majority rule does not pede the action of this beneficent federation, so many of whose constituents are now ing war taxes for the "privilege" of " black-list at their heels. ' around the country with a scab road list at their heels. Such are the blessings of a labor theocracy, to which "loyalty consists of defying unfavorable conditions and the dictates of horse sense. Commissioners of lunacy, however, have another name for this species of lovalty.

But a very few months ago, the Mahomets of the new big six looked with holy horror upon the heresy of federation, and anathema-tized it as a species of socialistic incest eternally abhorrent to their delicate senses of sect and caste; but now behold the heresy of or-It is submitted as a remote possibility that the idea of an "entangling alliance" with even the American Railway Union will be less odious to the little jugger nauts twelve months hence, when the mem bership rolls of the union foot up two hundred per cent more than the aggregate membership of the whole big six.

A daily labor publication, that is a paper, and not a class come.

and not a class organ, and the first American object lesson in real majority rule in conjunction with initiative and referendum, will more eyes than one, and abolish more sinecures and labor parasites than Vinton ever

I hope it is unnecessary to remind from the rostrum, that we have "stood the test of time" (deafening applause and cries of "God save the Grand Chief" [see also crape on treasury door]), and that in renouncing the Nero of corporation, and swearing alle-giance to the Gessler of classism, we have etained the original catechism, although adopting a new contribution box of somewhat evised dimensions; or, in secular terms, we re now upon the other knee.

An organette, which has christened itself Ye Railroad Men, informs you that, should you content yourself with the acquisition of the unorganized seventy-five per centum, these classes already organized " are ABUNDANTLY to take care of themselves." Lehigh, Ann Arbor, Rock Island, et al.) Thus much for the omnipotence of classism w.l be next in order for this Delphic oracle

to give us a treatise on icebergs in perdition.

Concerning your destructive propensities, moreover, I desire to remind you that our most cherished idol, which one iconoclast shall "tear down," or "destroy, or mutilate, or de-face, or defame," is the personified motto of our creed, which hangs over the throne of our tutelary de.ty in the temple of Baal. It was once the universal motto of manman-the motto of Constantine and the motto of the Inquisition. It has made more history than religion, and more chains and dungeons than ten dynasties of czars. Under this motto slavery was established in the United States and also under this motto Judge Jenkins sough to re-establish that time-honored institution on the Northern Pacific. Stripped of its double entendre and its rhetoric, it is a very simple and a very homely motto, and readeth about thusly: "God bless us and our class, and God everybody else and their class.

save us: We cannot alrow some solution to retain exbrought to tread the earth barefooted, hungry
pensive lawyers. We trust whatever fate
Nemesis has in store for us, that it will not
send his averging angel with a full vial of his take the shape of death by lawyer's fees .--

#### LABOR MAGNANIMITY. BY FRANK A. MYERS.

When the history of the civilization of this commercial era shall be clearly and impartially written, the magnanimity of labor will out in pronounced relief ground of sombrous brown. The nobleness of soul and unselfishness of the workingman poohpoohed away by the curling lip of selfish capital. historian will seek not for opinions and sneers so much as for conditions and facts. The time will come years hence, when the socia and economic spirit of this age will be written without prejudice, and then the real magnan-imity of labor will appear in its undisguised proportions.

It has remained for labor today to teach th world a lesson in sympathetic generosity While many are discussing with pencil and lip the imminent problem—what to do with labor has striven in a prac the unemployed—labor has striven in a prac-tical and direct way to lighten the burdens of the needy and to help the suffering. By an unselfish application of its money to the relief of the unemployed it has pointed out, as by an object lesson, what it has always maintained, that money does not exist in any sense for one man's proper self alone, or for any one class of men. In so doing it has forcibly demonstrated the beauty of unselfish gener-osity and its unswerving faith in universal brotherhood. In a word, labor has reached to the loga virilis, and when it is entitled to the loga virilis, and when its swaddling clothes have been put off. Like the sleeping giant under the mountain, it is turning over, and the economic atmosphere is blue with the smoke of displeased capital. Like Guilliver among the Liliurgings it is magnification. among the Liliputians, it is snapping the thongs that has bound it so long. It is freeing the like from enforced submission, and is discovering that it is the keeper of all human virtues, unadulterated. Hence, that it should be magnanimous is but natural.

The conditions in which standard the long that it should world find the like th

onditions in which the commercial ds itself at the present time — how-h men may differ as to the causes of

these conditions - are such as to beget a sen these containty and fear. These are elements that check and retard production. No man is as active and venturesome when he is distressed and cramped, as when he is buoyant and hopeful. True, stern necessity may com-pel a poor man to work under any circumes, but it may also drive a business to th wall or cause its suspension. There is, then, no doubt that at the present time capital is not as active and productive as it is in better and promising times. Without any fault on art of labor many honest workingmen find themselves out of employment and no bread in the pantry. It is a condition not only peculiar but distressing. Many large, respect-able, noble families depend on the daily toil of the father for subsistence, but now under the many closedowns and suspensions of hundreds of mills and other industries all over the counof miles and other industries all over the country he is out of employment and his family finds itself in want. Now here is just where the great magnanimity of labor itself comes to the rescue. Discussing these emergencies in their organizations and seeing the absolute need of help, those who retained their places contributed of their scanty earnings to the help of their needy brothers. Never before in istory of America have so many men been idle because they could find nothing to do No disgrace can attach to an idle man willing but cannot find work. Men of money and cities all over the Union, catching th generous spirit of labor, have set to work to upply labor to the needy and hungry. Thus t is seen that labor started to rolling the ball of magnanimity to fellow-men, and capitalists and corporations are now also contributing money to the same splendid purpose.

#### ALL ALONG THE LINE.

BY CLINTON COLLINS.

Pass the word along, boys; all along the line Are you with us or agin us? is the telling count

Are you with us or agin us? in the coming fight ou with us or agin us? in the wrong agin th right

strong ? ire you with us or agin us, in the right agin the

wrong 9 Are you with us or agin us, in the justice giving

the right?

If you are with us in the battle of the right agin the Just fall in place aside of its and pass the

cause along

When he knows that you are with us in the weak agin the strong

ass the word along, boys, all along the line Are you with us or agin us, is the telling counts

with us or agin us, in the weak agin th strong.

#### THE WHITE SLAVE BY MC C.

Away back in the early 60's, curious noise and rumblings were heard, as if an earthquake or other natural calamity was about to convulse, not only the American continent, but Europe. The silence before the crash was ominous and distressing, and when it came, to forty-five hours per week what meant it? Bloody civil war, and for what? The freedom of the colored slave upon whom many tortures and persecutions were inflicted. His groans and appeals in his distress were not lost upon the white man who proclaimed his freedom from the lash and slave market on many a crimsoned and slippery field, where he laid down his life in the cause of humanity and the honor of his

But hush, what of the ominous and awe inspiring rumblings which we begin to notice and are increasing in the early 90's? Thirty odd years have sped since the cause of the negro was attained. Thirty odd years have ssed and the crimsoned and slimy fields have dried and are green again. How long they may remain so can only be answered by that great Providence which rules and directs

all things. Thirty odd years have gone and in their onward course have recorded many indigni-ties and persecutions heaped upon the white intelligent liberator of his country and its constitution. Monopoly stalks the land, hundreds of thousands of God's noblest creatures wander in the garb of mendicancy upon the streets and highways of this so-called glorious

The monopolist, the curse of every nation and empire which permits his residence within its precincts, is here in this once glorious country, and his name is legion

"In hoc signo vinces."

[Rise up, some A. R. U. key-tapper, and twe us! We cannot afford schedules at \$500 their famishing families, who have been brought to tread the earth barefooted, hungry fate. wrath and retribution to be poured out upon the monopolist and his political intrigues.

The white slave is the creation of monopoly, and he can be found by thousands in the service of the several railway systems of this free and glorious country-so called. Free

and glorious, how? In no way can we see the freedom and glory, unless it be that where the railway clerk has worked a lawful and honest day's work, and when about to seek the few hours allotted to him in renewing his acquaintance with his family and the necessary rest which nature requires, he is stopped on his way and told a hight order has been issued requiring him to work through two, three or four hours longer, for which he receives no remuneration wh And if he refuses to do as commanded till he gets another job, to which, if necessary, the slave-driver at the head of his department will not recommend him because he was dis

missed the service for cause! Is this the boasted freedom we hear of No, it is abject slavery heaped upon the way clerk because he has no organization to protect him. I would ask as an American citizen, is there no labor bureau to regulate the working hours of this unfortunate white slave and see that when double labor is exslave and see that when double labor is ex-acted from him he is paid for it and that he gets justice at least in that one respect?

'Man's inhumanity to man, Makes countless thousands m

But, thank God, we see the idols of the oppressor fall daily from their pedestals and receivers asked for to protect their shattered remains, which are mourned over because there is no more left to steal by the crocodiles in the shape of men who have reduced the noble, intelligent white man to abject slavery

in the shape of men who have reduced the noble, intelligent white man to abject slavery. We trust that through the medium of your new-born and spirited paper, THE RAILWAY TIMES, the crash which so many foresee may be in part averted; but if men and their families must starve, then let it come and bring all the consequences of bad government with it, that they may be the sooner ended and improved.

#### DANIEL ANSWERED.

Dan Voorhees, Chairman of the Senat Finance Committee, is inflicting labor organizations with a series of conundrums on the and other spectacular campaign praperties. He says the committee wants the in-formation for the purpose of legislation upon the subject of customs duties, and solicits the views of workingmen as a "material aid" in this direction. Why he should concern himself at all with the views of those who no standing in court," the "voting cattle" of the Republic, is past finding out; but he so-licited a few chunks of substantial "data," and he got it from Lima, Montana, Union No 32, American Railway Union, in the follow

I. To what particular trade or industry doe your society belong?

Ans. To every trade connected with rail road work, from section man to superintend

2. State as nearly as you can the number and character of people engaged in the various industries in your district.

Ans. This would be impossible to do with 3. Have the wages, hours of employn

production been curtailed within the last

twelve months? If so, what are the causes Ans. Yes, the wages and hours of employ ment have both been curtailed within the pas-year. Causes? A variety of them! Because the demonetization of silver-contraction o the circulating medium—closed a number of mines on this (Union Pacific) system, and gave the management an excuse for discharging

men and reducing pay, so that the force re tained is compelled to do twice the customary amount of work for less compensation. cause crossroads postoffices and foreign con for relatives, are more desirable the welfare of the people. Because of rotter legislation. Because years have supported the people for thirty supported a owned by the (g)old Shylocks.

4. Is your industry, from the workingmen's standpoint, at present in a depressed If depressed, what remedy do you sugtion?

Ans. No and yes. No, as far as rates are concerned. The railroad company receives just as much for the transportation of freight and passengers as ever; travel is fair, and road is doing a better business today than at any time for the past eight years. The en-gines are larger, more loads are handled, and the expense of operating the road much lighter. Yes, as far as employes are concerned. By the use of labor saving machinery many en are out of employment and reduced to free soup, and wages are lowered on any pre-text or none at all. As a remedy, I sugges the government ownership of railroads and elegraphs and the nationalization of all indus-

Have the expenditures of the families Have the expenditures of the families of workingmen been lessened by reason of any reduction of wages or lack of work during the past twelve months?

Ans. Ves!!!

6. Please give a comparative statement

wages for the past five years, and number of hours per week employed.

Ans. Hours of shopmen on this (Union

Pacific) system have been as follows: 9, 8, 7 per day for the past five years. Skilled labore receive 35 cents per hour, common laborers 20 cents per hour; former working forty-eight hours per week for forty-seven hours pay, and the latter working as regularly as required for rate mentioned. Sickness and a variety of causes will bring the average of former

7. What, in your opinion, would be the effect of a reduction of import duties to a point which would encourage the importation of goods similar to those manufactures in which you are engaged?

Ans. So far as all in this section are con cerned, it would add nothing to the material advantage. A ring of importers will put the price of their goods to the highest notch, just as the eastern manufacturer compels us to buy his shoddy stuff at war prices, after the rail roads have milked us for dividends on their watered stocks and interest on their gold 8. Give your views, generally, as to the best

methods of placing the industries in which you are engaged upon a prosperous basis.

An improvement of the general wel-Ans To this end we want: Full legal tender money, free coinage (16 to 1), govern paper ment savings and exchange banks, anti monop of land, and the introduction of the initiative and referendum in legislation, town city, township, county, state and Union. (Wish had the imperative mandate in operation

o. To what extent has immigration affected condition of the workingmen in this

country?

Ans. When the immigrant did not come to and when the infining and did not coine to the country under contract to beat down the wages of working people, he was a worthy addition to our population. This applies to all except the Chinese, the yellow pest of the nation

10. State, generally, any information which would be useful for the commityou consider tee to know.

Ans. It may be well for you and many others to understand that the working people of this western country expect nothing in the way of beneficial legislation from you or your colleagues in Congress. Neither the Associated Press nor the President's schoolboy platitudes have convinced us to the contrary We are proud to know that "the government at Washington still lives," for it has been dea to our interests for some time. We fondly hope that a government of, by and for the bankers may not perish off the face of the earth, and that your honorable committee may absorb a few unpleasant truths as you go alon and utilize them to better advantage the heretofore.

# NO. 60 ANSWERS.

Pueblo, Colo., March 14, 1894. W. Voorhees, Chairman Finan Committee:

In reply to yours of recent date, we, the undersigned committee of Local No. 60, American Railway Union, will say that we can voice the sentiments of a majority of the men stationed here.

1st. Our union embraces general railway 3d. Wages have been curtailed about five

3d. Wages have been curtained about my per cent. Cause was financial depression.

4th. Yes. Free coinage of silver 16 to 1.

5th. The price of groceries remain at the same price as they were at this time last year, but as about ten per cent of the men have been laid off, those men must curtail ex-

Government ownership of transports ion and telegraph lines.

oth. It has reduced American labor to the

ondition of pauperism.

10th. Abolishment of the national b ystem, the government to issue money direct to the people, the same to be payable for all lebts both public and private without native or overent indirecte.

anks. The abolish

We recommend that the American poturn the British tories out and replace twith true Americans in the future.

R. S. McAlpin, President. I. F. CHOPPER, So DAVID DIGGORY, IOHN MONROE. FRANK MAXHIMER,

BACK TO THE LAND. BY P. W. MONAHAN.

is the position of the labor leaders in their writing and actions concerning the subject of our social and industrial condition of the present time when they are occu-pied in denouncing and "roasting" employers who appear to them to be exercising unusual cruelty toward their employes? It is more than that of the mouthpieces of slave expressing their wrath in impotent rage at what seems to them to be the unnecessary hardships to which they are subjected by those particular individuals whom they have those particular individuals whom they the misfortune to be compelled to serve. Is this the correct attitude? Will it ever accomplish any lasting good? No, it is a waste of their powerful energies and great talents to occupy their time in this "roasting," or, as the nay be upon them, piteously begging for " from our masters.

they remind one of those well-mean-nisguided people who on the question y when it occupied the minds of men in discussion had not a word to say in favor of abolishing the institution itself, but roundly individuals for their cruel trea ment of their property. They had not yet learned that it could not in justice be a ques-tion of a mere modification of the treatment of the slaves, but of the slaves' right to be free Neither do the majority of our reformers o labor leaders of the present time seem to per ceive that this cannot be a question of good master or bad master, but of man's right to be free and independent of all masters. They do not seem to understand that the men they rave so bitterly against are the natural fruit of a political system that they and all of us support with our voices and votes and that their abuse of them is as senseless as would be the abusing the fruit of a tree by a man who planted i and cultivated it even after he saw and tasted the fruit it bore and found it to be bad; that such conduct has as little effect upon them as would the bursting of soap bubbles against the hull of an ironclad have to make a hole in her side.

If they would do any good, then what must Why simply cease abusing masters and face around and teach the slaves how to become free. We are the victims of institutions and not of men, and impotent ravings against the latter will never wipe out stitutions any more than the ab the southern masters would have freed the slaves. It is the wiping out of the institutions that we must have if we are to settle the labor question finally and secure our desire for uni

versal peace, prosperity and happiness.

But granting for the sake of argument our leaders and teachers succeed in securing for us a modification of treatment by our mas ters, would we not still be deprived of ou natural rights as men and be subject to their will just the same, and remain under the nec whining under their lash like many whipped curs or starving coyotes? such modifications never have done or will do more than act as an opiate upon the oppressed to luli them into contentment, as a drug lulls insensibility a constitution racked but does not cure the disease. should cease to beg for the opiate and demand that a cure be effected. This can be done only by teaching men their natural rights, life, liberty and the pursuit of happiness," and how to obtain and maintain them.

'I do not say sententiously that men ha a right to be free, I only ask why they are not so." says a famous writer. Yes, why are we to \( \frac{1}{\text{free}} \) that is the question. It is because v we ignorant of what freedom is And it is one proper province of our leader and press to enlighten us on this point. Said General LaFayette: "For a people to love liberty it is sufficient that they know her For a nation to be free it is sufficient that she wills it." But we have never known real liberty, for that which was born in '76 which we have fondled and caressed and lav ished our love upon was not the genuine ar ticle but a miscarriage, and bore no more resemblance to real liberty than an infant monkey does to a white human baby. Conequently we have never been free.

If any proof of this statement is required I have only to point to the industrial and social situation of the present moment, and ask Could free men ever be reduced to such The answer is self-evident: they Could free men be compelled to shave off their whiskers at the command o anybody or wear the slave brand of a pri vate corporation or individual, as a large n ber of the railroad employes of the country do? No. But the saddest of all this is, that instead of feeling shame and mortification the loss of our individuality, dignity, man hood and independence, we are so ignorant as to glory in our degradation.

se of the state of things today? Hundreds of thou sands of menidle, and themselves and families - if they are unfortunate enough to have one - suffering for want of things that their it to the natural resources of the earth from hich comes all that man can get of anything Lack of confidence," says one. man silver purchasing law," says another.
"An insufficient volume of the medium of exchange," declares a third. These may have some effect on the state of things, but at most they can only serve to aggravate the effects produced by a fundamental cause which is the prime cause of all.

Private ownership in land is the underly ing cause of all our suffering and must be wiped out before it will cease. Men stand idle because those who own the land on which they must live if they live at all, have the power to prevent them working except on complying with the conditions they

Give us free access to the natural resource which nature has provided for our common use and we will no longer be compelled to crawl on our bellies in the slime of degracrawl on our bellies in the slime of degra-dation to lick the boots of a fellow worm in humiliating supplication for the privilege of living upon an earth that he has no more righ to tha we. Free land makes free men; there fore, in the words of Bishop Nulty, I ex-claim, "Back to the land."

This is the doctrine for our labor leader and press to teach, if they would teach truth

# SOCIALISTS AND PLUTOCRATS

es meet. That may account for th

Extremes meet. That may account for the strange coincidence of some of our socialistic friends asserting, as many of our plutocrats do, that we innot improve the condition of farmers and wage earners by suppressing all taxes on what labor creates, and letting society meet all public expenses with the annual economic land values that society evolves, as we briefly explained in article, "Taxation," in THE RAILWAY TIMES of February 15. It has been there stated, and often before by other writers, that economic rent is to be determined by free competition smanny workers, for

eaving all other land totally free fro extremely low, when not free; all little or no competition for such la d totally free from rent, or n not free; all because of ion for such land. That alone would prove a safeguard for economic rent never to rise above what the worker could pay and live in plenty according to or the appropriate and the safeguard for economic rent never to rise above what the worker could pay and live in plenty according to or the appropriate safe the safeguard of the safeguard for ter tools, etc. You can, therefore, see the folly of asserting that economic rent shall take all earnings above a precarious existence, an assertion made by both plutocrats and socialists, by some, anyhow. The latter are no doubt honest about it, but the plutocrats are not. We ought to know it, because we live

Another wild assertion is often made by the wo sets of gentlemen in question. It is as fol-ows: "Take the farmer or city worker who paid \$1,000 for his farm, plot or city lot. The awful single tax would rob them of that or any awful single tax would rob them of that or any other sum they had paid for their land. How cruel!" Well, land will be just as useful as ever under the single tax. When the farmer or city worker wants to make a change, he will receive nothing for the land he leaves, and shall pay nothing for the land he gets. He shall receive the commercial value of the improvements he wants to sell, and shall pay the commercial value of the improvements he wants to be limprovements he wants t wants to buy. And how dreadful would that

Something else would be really dreadful. It is as follows: Our big capitalists hold today vacant land which they would not sell for any fifteen billions of dollars. The single tax means a clean loss of that sum or any other for land vacant or poorly used and held by monopolists, because such land would be placed at the mercy of the workers of the tion who may want it for reasonable use. Shall our socialistic friends shed tears when that loss to monopolists becomes a fact

#### NEWS ABOUT THE UNION.

THE American Railway Union is growing apidly in the west .- The Masses.

To give all the news, all of the favorable that reach this office, would occupy the whole twenty-four columns. The A. R. U. readers will take it for granted, to the heathen outside the gate, THE RAILWAY TIMES must spare

THE Memphis, Tennessee, papers all unite in giving No. 38 a big send-off. The promi-nent features of discarding class discrimination, economical management, compact unity, an absence of "Mighty Grands" and "Eminent loblots," high sense of honor and its ever anded justice, are dwelt on and commended

Look a "leetle oud" for Grand Rapids

OUR valued exchange, the Wonder, Sacra mento, California, gives the A. R. U. words of cheer and encouragement. We are in the same boat for justice and are going to get it.

No. 168, Youngstown, Ohio, came in, i cyclone of enthusiasm with a membership 50 as a starter. Got the town in prospec THE meeting bringing in No. 170, Balti-nore, was a hummer. Brother Howard

THE Great Northern boys drew the first blood in action and are entitled to the veteran's stripe.

officiated as organizer.

AT this season of the year flies are scarce in the North-West territory. But if there should be any stray buzzers about we would bet a big apple that none of them lighted on the only H. Small. He has put in two rousing local since last issue, Medicine Hat, No. 175, and Swift Current, No. 181.

BROTHER HOGAN started St. Paul, No. 180,

GEORGE P. KERR organized the second union at Marion, Ohio, on 25th ult., No. 182, with only a hundred and fifty charter mem-bers. With two unions in a little Ohio city, it looks like as if George was after the entire population.

HAVING surrendered the editorial reins to W. F. Austin for a month, L. W. Rogers left for the South last week in search of better for the South last week in search of better health. Our readers in that section will be interested in knowing that Mr. Rogers will probably speak at Vicksburg, Meridian, New Orleans, Mobile, Birmingham, Chattanooga and Nashville.

SOUTHERN PACIFIC is in line for a cut, ow ing to increased expenditure required by the employment of Pinkerton thugs to shoot tramps on their line.

EUGENE V. DEBS, president of the American Railway Union, claims to possess proof that the A. P. A, was organized with money of railroad magnates and other large employers to disrupt the labor movement in this country. If Mr. Debs possesses the proof he should a once produce it, and thus help to rid organized labor of a dangerous enemy. Even fanatical zeal will cool when it realizes that instead of advancing intolerant ideas, it is simply pulling chestnuts out of the fire for capitalists.— Every Saturday, Albany, N. Y.

Says the Sunday Times, Memphis: Local Union No. 38, American Railway nion, meets the first and third Fridays of

each month at their hall, 209 Main street. There never has been any organization put forth for the purpose of promoting, protecting and elevating the condition of the employer comprising the railway labor world that has met with anything like the wonderful success met with anything like the wonderful success of this young giant among organizations. Having been only six months actively in the field, it has now over 165 local unions established, a record that is without a parallel. The great stronghold of this organization is the union of all classes of railway men, and one of its objects is to bring about intelligent arbitration of all questions arising between the employe and the railway officials.

Brother W. H. Sebring, of this city, who is

mploye and the Brother W. H employe and the railway officials.

Brother W. H. Sebring, of this city, who is
one of the general board of directors and organizers, highly entertained the brethren at
the last meeting by an able and interesting discourse, and was well received by those who

luckily present. ext meeting is Friday, March 16, and all ext meeting is Friday, march 16, and all embers are very earnestly invited to atten

"Nearer, my God, to thee," sang the ireat Northern A. R. U. boys when they eard that threatened cut was not to go into fect. The boys on other roads where it did, nd who are not together in the A. R. U. did of express themselves religiously.

iversal union. Get together and a

NEWS NOT

ALTOGETHER, no lines of divisi you, no caste to work your undoing.

THE International Association of M. ists, brought the Armour Packing Co Kansas City to time. The boycott did it

declared for the adoption of single tax. reforms, including reduction of official ries, go with it. GREAT interest exhibited just now in est labor." The candidates for office

THE Prince Edward Island govern

slopping over. The stereotyped bait i usual, hook the unevoluted sucker If the coming nation makes as good its progress as the Coming Nation of C

of us will live to make a part of it. KANSAS CITY has in the field for its cipal election and independent labor The platform is all right, but their rose

other name would smell somewhat sw

burg, Indiana, has in circulation, th

THE striking brewers at Wainrigh lish syndicate brewery, at St. Loui been out five months. Meantime the is making it unpleasant for our Englis

THE climax of hypocrisy is reached Union League of Chicago - collection pluto, shoddyo and would-be crats of al - will expel Willie Breckinridge for naughty.

BEGINNING with this number, Mr. Austin will have editorial charge of RAILWAY TIMES for a few weeks, wh W. Rogers is trying to improve im health in a milder climate.

PLUTOCRAT sheets are cackling or supposed revival of labor, the starting of etc. A fact which they state in con with this joyful intelligence is not made inent, which is that reduced wage naid.

THE proposed bill to enlarge the nent of labor and make it a cabinet neeting with opposition. It will p not pass. If of as little account as the other cabinet offices, it had better as it is.

For the future let our intelligence do what our stupidity in the past has done i usurer, the exploiter, the plutocrat. gether in our own interest, break ra the apathy and indifference which in we have borne for our dunghill-bre

IT is all owing to whose ox is

plutocratic Chicago Tribune fa ing up of piers owned by indi dynamite, and the tearing up of t railroads in preference to going into But it is death on dynamite and otherwise. IT might be forgiven, even a canting crite, if he had ruined so insignificant a

ture as a saddler's orphan, in the day such are regarded the legitimate prey o blue bloods; the poor Breckenridge present unpleasant dilemma might es pitied, but what shall we say of the coward who would endeavor to can responsibility by blackening the c his victim?

Union labor is brave enough. The most generous, the most self-saci most courageous of today's general its ranks. But they as a class a wisest. In battle after battle they ha down because they have allowed the to be beaten by platoons. Together they have been invincible.

THE gentleman who used the calm hand as a substitute for raiment over the extremity of his stomach behind and fil aching stomachic void with politicis lunch during the campaign of 1892, h recovered from the wful fright of the ened deluge of fre. 'lver and money could not spend in \ rop.

FRANCE has now twenty-nine I changes. The trades union move country comprises about 4,450, with a bership of 900,000. Last year 60 unions were organized, with about members. Of the 607 strikes in Fran year, 112 were successful, 194 were mised and 223 failed.

THREE of the most important railre Russia were taken by the government month, to be operated henceforth as properties. These were to have been in 1000, but for some reason not made the government decided not to wait time. The roads are the St. Pe Moscow-Nijni-Novgorod and St. I Warsaw.

THE newspapers are at one p ities to put him down. This show If his raid amounts to nothing, made up of degraded tramps a of them armed, why so much is all right and will come out

THE Railway Age li (where?) and unr

driving many of the rail
Poor things, the gove
this burden from their al cople can better afford it

	The No.			Control of	
a terican Railway Union.		Williams, Arizona. M. F. Shelly, Box 55	Secretary		Devil's Lake, N. I L. L. Mouister Grand Forks, N.
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M. Brown, 5 3d st Secretary	86.	Houston, Texas. Bernard Mulvey, 1213 Hardy st			Fred L. Barnett, Dubuque, Iowa.
A. S. Dysart, 2638 Folsom st	87.	Palestine, Texas. R. S. Dickson	Secretary	165.	Jno. W. Howe, 4 Anderson, Ind.
ichison, Kan. C. Rowe, 1321 Commercial st Secretary		Helena. Montana. T. J. Flynn, 1538 Phœnix ave	Secretary	166.	R. Kremer, 218 V Pittsburg, Kan. J. C. Shuttlewort
Noble, U. P. Frt, office		Great Falis, Montana.  J. Daly, Box 750  Springfield, Mo.	Secretary	167.	Indianapolis, Ind. Edward Gould, 7
mbus, Neb Bates		C. L. Bell, Box 87, Station "A" Fort Scott, Kansas.	Secretary	168.	Youngstown, Ohi W. D. Morris, to
nd Island, Neb. R. Brown, 213 E. 8th st	92.	Ralph Phillips, cor. 1st and Arthur st . Springfield, Mo.			Marion, Ohio. Jacob Berger
BurroughsSecretary	93.	A. Arni, 807 Lingtoln st			Baltimore, Md. Jas. Russell, 1410
no. McGroarty, 3333 Columbine st Secretary loux City, lowa.	94.	Spokane, Wash. F. W. Gompt, Temple Court			Madison, III. Charles L. Warn Steven's Point, V
red Woodruff, 319 Lafayette stSecretary	95.	St. Louis, Mo. T. D. Page, 3925 Blair ave			W. A. Webster,
aramie, Wyoming.	96.	Cincinnati, Ohio. Jno. A. Sheehan, 84 State ave			Frank Shorts Chicago, III.
lugh Hines	97.	Minneapolis, Minn.  Jas. F. Lyons, 625 7th ave. No			Frank Caulfield, Medicine Hat, N.
reen River, Wyo.  J. Shakespeare		Seattle, Washington. W. P. C. Adams, 814 Front st			R. A. Haynen Chippewa Falls,
ransville, Ind. enry Limberg, 1130 W. Franklin st. Secretary	99.	Ellensburg, Washington. Henry C. Markel, Lack Box :	Secretary	177.	Collinwood, Ohio. Charles Bleekreid
G. Barrington Secretary		. Winnipeg, Canada. A. H. Turvey, 572 Alexander st Tyler, Texas.	Secretary	178.	
Lake City, Utah.  E. Brown, 628 W. So. Temple st . Secretary en. Utah.		J. T. Peyton	Secretary	179.	Urbana, III. H. C. Stovel, Bo
1. Wagner, 3153 Pacific aveSecretary		H. W. Bosworth			St. Paul, Minn. E. W. Fisher, 16
k A. Law, Box 177 Secretary	104.	F. A. Mills, 324 East 26th st			Swift Current, N. A. Fenten
R. Miller, 179 Dana st	1	W. J. Mulvihill			Marion, Ohio. W. A. Cally, 430
as, Curry, 75 Dawson st	106.	Minneapolis, Minn. J. H. Blumenauer, 240 12th ave. No			ANTED.—Addres switchman on S: . Foster, 518 West
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WANTED.—Address of John Vuagaiaux, formerly switchman on Santa Fe at Pueblo, Colorado L. W. Foster, 518 West Fifth street, Pueblo, Colorado THE republican party has outlived its use

The democratic party never had any

W. A. Cally, 430 West Canal street ... Secreta

"THAT fellow Jawley is a broker, isn't he?" "Yes." "Has he got any money?" "Yes, he's got mine."—Life.

AT a recent meeting of railroad laborers at Grand Rapids, Michigan, the spirit of caste heretofore so dominant in the railroad brother-AT a recent hoods, Michigan, the spin... heretofore so dominant in the railroad brother-hoods, was commented on, and in this day, when the slogan is "get together," deprecated. As an illustration, one speaker mentioned the custom of the firemen to throw coal at the section men. The next speaker hoped that in the coming era of good fellowship, that the the coming era of good fellowship, that the heaving coal, would drop the firement of heaving coal, would drop the firement of heaving coal, would drop the section men. The section that the master mechanic was on the rear car.

The explosion that followed showed the keen appreciation of the joke.

all of me! I've jest got my dander up and the hull giggling crowd of ye kin go to Texas and giggle yerselves into fits."

THE MOST CORPORATALE, DUTANCE AND FRIT.

Although a man may loss both of his lega, he is not necessarily helploss. By having artificial legs with rubber feet applied, he will be a catorial to his usershness.

The angraving is from an instantaneous photograph of a man ascending a ladder; he has two artificial legs substituting his natural ones, which were crushed by a railroad accident and amputated. With his rubber feet, this man can ascend or descend a ladder, belance himself on the rungs and have his hands at liberty. He can work at the bench and earn a good day's wages. He can walk and mingle with persons without betraying his loss; in fact, he is restored to his former self for all practical purposes.

With the old methods of complicated ankle joints, these results could not be so thoroughly attained.

Over 15,000 huse scattered in all parts of the world. Many of them have been supplied without presenting themselves to the maker, simply by sending measurements on a formula which anyone can easily fill out. Received the Highest Award at World's Columbian Exposition. Indorsed and purchased by the U. B. Government. A Tradise of 430 pages and formula for measuring sent free.

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\$12 TO \$35 for us. Parties preferred who was an give their whole time to the Per WEEK may be protestly genjeyed. This announcement is of special interest to digrate may we wish interests to digrate may we wish

Wanted to Talk.

She entered a Woodward avenue car to find every seat taken and two or three men standing up, but as she reached up for a strap, an oldish man, who was comfortably fixed, raised his hand to attract her attention, according to the Detroit Free Press, and said :

"Lemme offer you this seat, marm."

"Oh, no! no! no!" she protested.

"But I'd like to, marm. You seem to be a real decent person, and it's too bad to make you stand up."
"I am all right," she answered, as she

"You may to cut him off.
"Say, marm, lemme offer you this seat,"
persisted the man. "You may be lame
fur all I know, and if I found it out afterward
14 feel know, men "

I'd feel skunky mean.

"I told you I preferred to stand!" she sharply retorted, while her ears caught a giggle here and there among the passengers.
"Yaas, I know ye did, but it's a heap easier to ride sittin' down. Thar' ain't no hog about me, I'm allus ready to do anybody a found to the label to the sittin' down. favor if they look decent and respectable. Do lemme offer you this seat, marm."

"Don't you see that you are annoying the lady?" whispered a man across the aisle.

"No! Am I? If I hev annoyed her I'm blamed sorry fur it, and will ax her furgiveness. Mebby she thought if she took the seat I'd go on and ask all about her health and her fam'ly, and relashuns and try to git acquainted with her, but that hain't my way. I'm no Jim Dandy a-canterin' 'round lookin' fur mashes."

Everybody was grinning and giggling and the properly indignant lady signalled the con-ductor and left the car. When she had disap-peared, the passenger who had before spoken, leaned forward and said to the old man:

"Say, old man, you'll get the boot some day if you keep on!"
"What'll I get the bute fur?"

# HEROES OF PEACE

They are Greater than the Heroes of War and Deserve Praise.

How the Devoted Lives of Railroad Engineers are Beset on Every Side and How to Escape Some of the Worst Dangers.

It is a mistake to suppose that heroes only die upon the battlefield.

The daily battle of life sees more heroes, is full of more pathos, has things more terrible than the greatest struggle between the hosts of war. In the patient suffering, cheerful resignation, fidelity to duty, we behold heroes as lofty, as lovely and as worthy as any ever exhibited by the soldier.

We are here reminded that among the fighters in the battles of peace, the engineer stands forth prominently as the embodiment of the heroic. We read, only the other day, of the

lorth prominently as the embodiment of the heroic. We read, only the other day, of the engineer of a wrecked train, mutilated and in great agony, and in intense darkness, crawling along the slippery track, lantern in hand, to warn an approaching train against danger. Such instances of devotion are innumerable, but the thoughtful recognize the spirit of heroism which is made manifest by the stories and understand how terrible is the mental and physical strain with which the religiond man her to deal. with which the railroad man has to deal.

Is it at all wonderful that with the constant jar, the irregular hours, irregular meals, the wonderful that they look for help which will relieve their nervous system of its cares, which

will place life and health upon a sure foundation?

Hundreds of engineers and railroad men have found a remedy which is precisely suited to their needs, which will counteract the evil effects that the constant jarring and jolting has had

upon their kidneys, and which will tend to keep them in health, in strength and prolong their lives. A few of the names of those who have discovered this secret are given herewith:

"I do not hesitate to recommend to locomotive enginemen or others, who may suffer from the effects of hard riding on any kind of rolling stock, Warner's Safe Cure. Have had trouble of this kind myself and know that Warner's Safe Cure is most efficacious in its action on the kidneys. I know of other railward men who have great faith in it for any of the inconveniences. kidneys. I know of other railroad men who have great faith in it for any of the inconveniences resulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, back or side. I carry a bottle of it in my engine with me all the time, and my faith in its power to give relief has never yet been shaken. My advice to enginemen who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is—try Warner's Safe Cure, and persevere with it, and the result will be most gratifying to you." ing to you."

who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is—try Warner's Safe Cure, and persevere with it, and the result will be most gratify, ing to you."

GEORGE F. ANDERSON, 624 Olive St., St. Louis, Mo., says:

"I am a conductor on a Missouri Street Railway. Before coming to this work I was a brakeman on the Missouri Pacific Railroad and had to give up work because I had kidney trouble. I was so bad at times that I could not walk the length of the car without having to sit down and ease the pain in my back. I was obliged to give up my position and look for something that would not be so tiring. A couple of weeks after I accepted my present situation, I found the jolting of the street cars was about as bad as the others, and my kidney trouble returned. An old conductor on the line told me to use Warner's Safe Cure. I stuck to the medicine faithfully and managed to hold my job. I have not had a day's sickness this winter."

A. COLEMAN, Buffalo, N. Y. (M. Y. C. & H. R. R. R. Engloser) declares:

"Some six years ago I was afflicted with neuralgia and constant pains in my side and back. I commenced using Warner's Safe Cure. I had finished two bottles with marked improvement in my case, but kept at it until I had used over twenty bottles. I was so bad at one time that I could not bend my knee to pick up anything. I am sure that without the use of your Warner's Safe Cure I would be in my grave today. I can daily attend to my business on the road now free from pain, and am a well man."

JAMES M. DUNDEN, Fletburg, Mass., asserts:

"I have been an engineer on the Fitchburg railway for two years; was fireman on the same road for three years. About five years ago I was troubled with my kidneys and bladder, so bad that it was almost impossible for me to urinate. I was so bad that I had to stop work a number of times. I saw Warner's Safe Cure advertised, got a bottle, commenced taking it; I continued its use and am now in perfect health."

SEORGE E THOMAS, C. E., 378 Calumet A

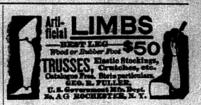
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