# THE GREAT NORTHERN STRIKE

LABOR'S GREAT BATTLE FOR THE RIGHT IN THE NORTHWEST NOW ON.

The American Railway Union Versus American Railway As sociation - Likewise the Repelling of Ornamental Lice, Scabs, Forgers, Traitors - First Blood, First Knock-Down for the A. R. U .-Finish - See Next Issue.

In one newspaper article it would be folly to attempt the giving of particulars or details of the Great Northern strike. The press has been filled to the brim with it for two weeks labor's magnificently generaled and gallantly fought battle is yet to be, and will be in the near future, written.

What the general reader has learned he has had to take from the confusing accounts, pub- dicts that and says his road is losing money. lished day by day, and while he must have concluded that there was a big fight on hand, he could not locate divisions, towns mentioned, distances, nor could be connect them so as to get an intelligible view of the situahim, nor for reference. Helena and Wilmar the information received would enlighten him. Also from the reading he would conclude that the strike was only a family affair as between James J. Hill and his employes, whereas, in fact and in truth, the baby giant, less than "STRIKERS' HEADQUARTERS, R'Y UNION, three months organized, was and is fighting as well the "American Railway Association," composed of some thirty general managers, representing nearly every trunk line in the United States and Canada; the treasonable and mischievous efforts of certain men-of whom sometime hereafter in full-who have plutocratic press of the United States, and the middle man, who on a capital of a few thouhis master, the millionaire. At this writing, while everything points to a favorable conclu sion to union labor, it may be defeat to the Great Northern boys and their tried and true Ilies, the Knights of Labor. But if so it be, Vapoleon's historic remark after Austerlitz, has a fresh significance: "One more such victory and I am undone." The glory of licking the ground-down and oppressed hirelings of any other railroad line in the United States will not by a considerable pay the money expended in the shindy.

For reasons first mentioned only an outline to aid in digestion of what has already been

written will be attempted here. The Great Northern system embraces a net work of spurs and lines in western Minnesota, and thence running westward across the northern line of North Dakota, Montana, Idaho and Washington to the Pacific to Tacoma, Seattle and Vancover, taking in by branch lines-the Montana Union line the longest - Helena. Butte, Great Falls, etc. The principal termini of its east end is Yankton and Sioux City south, and Duluth and Superior, north. This great line, 4,000 miles of track, is operated and controlled by James J. Hill, of St. Paul, who twenty years ago peddled wood in that city. His venture in railroading was in connection with one Farley in hammering down now constitutes the Breckinridge division of the Great Northern. Farley furnished the money and got a job lot of experience in the venture. Hill got the road, but as there were still other stockholders he kept changing the name and reorganizing, the stockholders getting the gaff at every change. Mr. Hill then extended his lines west, or to be exact, he worked the citizens to extend it-for him. Meetings were called along the line to "aid" in building. Nothing like enthusiasm in such cases and Hill furnished it. At the different meet ings he would hire and stake some prominent and thrifty granger to attend. Contributions called for, this agent would rush madly to the front, make a red hot appeal and speech, and request as a particular favor the privilege of donating \$5,000-on the quiet; Hill's money. The right of way was thrown in the hat, and with the total collection added to by funds procured from the sale of watered bonds, he built a large line, and by paying the lowest wages going to his men, and charging his patrons the highest freight and passenger rates known to the schedule, he eventually reached the Pacific. Now enormously wealthy, he seeks to keep up his half-and-half Robin Hood and cant style of carrying on his business;

On the first of last August Hill cut everyr cent. He followed that by ordering a cut mary 1, 1894, of the trainmen. The engi-ers and firemen were slicked of ten per-cent. neers and memen were sucked of ten per cent.
This, after the usual conference, grievance
committee panorama and total eclipse of the
sun, moon and stars, fringed with a halo of
hotel bills visible at all times to the naked eye,

As to the causes that led to the cut there is a difference in the statements of J. J. Hill. After the cut in August he said, in an interview in New York, that it was not made on accoun of hard times, but "to put in effect a long past, largely colored from inuendo to flat cherished intention of retrenchment." The falsehood in Mr. Hill's interest. The history of January showing of the road, which included in its disbursement thousands paid out in permanent improvement, bears out that statement, as the net earnings showed over six hundred thousand dollars. Now, however, he contra-

> The TIMES reprints a statement by Organizer James Hogan and committee from a Butte City, Montana, newspaper giving particulars as to the cause and call for strike.

The following circular has been furnished tion. In no case were maps given to guide the News by the local representatives of the American Railway Union, which it cheerfully might have been but ten miles apart so far as publishes, since it furnishes an accurate state ment of the case from the position of the railway employes, who are among the most conservative, intelligent and law abiding citizens of the country:

BUTTE CITY, Montana, April 16, 1894. "BROTHERS,-You have doubtless learned through press dispatches of the strike inaugurated on the Great Northern Railroad, and as the Associated Press does not represent the matter in its true light, this statement is made for your information. The main object of the fattened on the bounty of Union labor; the strike is for the restoration of all wages paid all classes of employes, prior to the first cut servile indifference of what is known as the made during August, 1893. This is but fair, as the Great Northern Railroad never did pay sand dollars apes the importance and style of as much wages as other Pacific Grand Continental lines.

> "We make for your information a few quo tations from the scales of wages in effect at the time strike was inaugurated. Knowing what you are paid on your own roads, you can see that the strike is justifiable :

h		
	Train dispatchers	\$80.00 per month.
)t	Freight conductors	. 78.00 "
•	Freight brakemen	. 42.00 "
d	"	. 53.00 "
e	Engineers (some cases)	. 2.80 per day.
	Inspectors	. 35.00 per month
-	Operators	. 37.50 . "
e	"	. 41.50 . "
n	Office men	. 63.50 "
-	Roundhouse men	. 1.00 per day.
.	Track men	. 1.00 "
t-	Truck men	1.00 "

"This scale of wages, as you will see, is no sufficient to furnish the necessaries of life the cheapest board one can get in Butte. Mon tana, is \$26 per month; therefore, brothers we ask the question, how much is left for the men to furnish the necessaries of life for themselves and their families? This condition of affairs caused much grumbling among the employes, and rumblings of discontent were heard on all hands.

" The company fearing trouble, decided to upplant all spirited men and thus force the others to accept their terms. A cipher disrd all availal able member of the A. R. U. in possession of the company's Cipher Code, intercepted a message and made known contents to the employes. Thus it was decided, inasmuch as the company proposed to take advantage, that the men go on strike first and afterward dictate Everything worked correctly. Every employe responded to the call to quit, and not man wavered. The company then began to whine, complaining of short notice. Th notice was only six hours. The employes have no apologies to make in this respect.

"We need your financial and moral suppo verywhere. It is the greatest strike the world has ever seen. Give us your moral and finan cial support through the general office at Chi cago. Act quickly. See if we can't break the chains that are being forged to reduce us not only to slavery, but to starvation.

"Yours fraternally, JAMES HOGAN, "Director American Railway Union E. I. HEALY, W. C. SHERRIS. "Chairman F. J. FITZMAURICE, DAVID ROSS,

But little need be added. The March cut proposed another "equalization," would result in further slashing of the ble wages. Hogan and the com

Before ordering the strike, or, rather yielding to the de yielding to the demand of men who refuse to be further reduced in pay, Mr. Hoga wired as follows rarly on the mo

the first cut, made August 1, 1893, are restored. the big niches of fame with the glory of their and switchmen at Great Falls and Helena receive the same pay and schedules as at Butter and the management agrees to meet the repre-sentatives of the employes at Minot not later

than ten days hence, and formulate schedule accordingly, all classes will quit work at 12 o'clock noon, this 13th day of April. "JAMES HOGAN." No reply being received before the hour set,

Mr. Hogan, as chosen representative of the men on that division, gave the order to strike. The Anaconda (Mont.) Standard of that date says :

"BUTTE, April 13.-Promptly at poon to day all of the employes on the Montana Central and on the main line of the Great Northern between Larimore and Spokane, as well as on all intervening branches, quit work in conformance with the order issued yesterday by Grand Organizer Hogan of the American Railway Union. Just as the clock commenced striking 12 in the freight office here all of the clerks and operators left their desks, handed their keys to Agent Alsop, and walked out in a body. Almost at the same instant the switching crews in the yard ran their engines into the roundhouse and everything was at a standstill. The engines were uncoupled just as the noon whistle commenced to blow, and all of the trains were left just where they happened to be at that moment. The yard was left in very good shape, however, with the exception of two enger coaches which were left standing on the main line directly in front of the passenger depot. The second track, however, which is principally used by the B., A. & P., was left clear. At one minute after 12 o'clock the only men between Butte and Great Falls who were not out on strike were General Agent Dawson, City Ticket Agent Dutton and bless you, my children; chip in the dues. Agent Alsop, of this city; William Harder,

On receiving in. employed was false. This was followed by romotion usual in such cases.

Great Falls, who in their own defense claimed take either side, would not even call off prosthat matters had been misrepresented to them. pective master mechanic of the Kalispell

The first men out were on the Kalispell division running from Minot to Spokane. On the next day, including the Montana Central to Great Falls, Helena and Butte.

At Fergus Falls and Barnesville, the men went out on the 17th. At St. Cloud they struck on the same date, except a few brothmeeting was held which was addressed by the mayor, who, at its conclusion, wired Mr. Devil's Lake, where the conductors and trainmen in separate meeting resolved to stand by the A. R. U. On the same evening the road was tied up at Sioux City.

The blow had hardly been struck when resolutions of sympathy and best wishes for the cause poured in. That night the citizens of Great Falls assembled in mass meeting, extended their sympathy and condemred the pell division, even though the occasion may management. The Trade and Labor Council of that city indorsed the action of the men. The most prominent citizens of Minot, presided over by Mayor Tompkins, paid their compliments to Mr. Hill and agreed to stand by the men. At all points either by newspaper or by the special dispatches received at the A. R. U. general offices, the strike at its beginning found everybody patting the men out on the back.

Then the interviews, the opinions, valuable then as choice chunks of wisdom; but now Mr. Hill said the reports were exagerated. A few local disturbances along the line, but nothing to speak seriously of." Grand Master Wilson, of the S. M. A. A., said, " I do not think it will amount to anything." per of men could in one or two

ulgators' fame. Grand Master Wilkinof the Railway Trainmen, was indigant and surprised. He had not ordered the strike. "This disregard of my authority is in direct opposition to the constitution and excludes those taking part from longer member-ship in and help from the brotherhood." He blamed the ambitious officers of the A. R. U. for this premature movement. First Grand Frills Morrisey left some place for St. Paul that night to advise the men to "take a conservative view and do nothing rash." Grand Master Sargent, of the B. of L. F., fire flashing from eye, called on Brother Hill. "If," said he, "the firemen in your employ, who are members of the brotherhood, have quit work in the present strike, they have violated the laws of the organization and will be expelled!! They will have no support from the organization." Query: Does the organization suppor the firemen or do the firemen support, pay for, and keep up the organization - or be sustained-awful thought-by the federated com mittee. We propose to stand by all agree ments that have been authorized by authorized liberty to act accordingly !!" Thanks awfully. E. E. Clark, big dog in the puddle of the conductors, was also mad and invested little in telegrams-miscellaneous expense account. He wired the secretary at Spokane Falls in a voice of real basso profunde thunder: "Strike on Great Northern will receive no recognition from me or from federated organizations. Our members' duty is to comply strictly with our laws, to perform their

they must abide the consequences, which are be restored." well known." Return and be forgiven. God Agent Alsop, of this city; William Harder, Grand Chief Alson, of the general age. It Helena, and Pat Kelly, Cleveland, Ohio, was also much put out. When the facts regarding such reports.

"The committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration finds that the wages for common laboration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of arbitration finds that the wages for common laboration for the committee of the commit Grand Chief Arthur, of Euclid avenue ion of the walkout detriment to the officers' salaries, what is the Mr. Hill and his superintendents issued a use of raising a row? He did say that the notice, printed in a St. Paul paper, to the dread consequences of participating in a strike effect that the telegram as to new men being would fall heavily on offenders. What do these engineers want, anyhow? Have not the expression of the wish that "faithful em- they got that one per cent saved from the ployes" would remain, general promises of cut? Do they want to trample Mr. Hill into the dirt? Later on Messrs, Arthur and Sar-This statement of Mr. Hill was proved false gent convened with Mr. Hill, wiped their before sundown for not only were outsiders to perspiring hands of all responsibility, and

proper and regular duties"-\$20 a month, board \$26. "If any participate in a strike

division. The A. R. U. is grateful. Then John Cheek Nolan. John is not grand, but John is in it. John wants to be a head push some time, and like other jackasses who insist on promenading where the cherubim and sich are more than timid, he is parading round with a title making himself numerous erhood men. On the same day a public and consequential. John is the unnamed and mysterious committee all to himself that we read about in the papers as " calling on Presi-Hill: "Send no scabs here. Will only tend dent Hill." John is all right. If there is no strike when called on, and over one hundred West calls for details to show our oblistock of the old St. Paul & Pacific road, which now constitutes the Breckinridge division of wherein are cooped together scabs, spies, traitors, etc., but an immediate hereafter. As soon as the strike is over and John has time to era of usefulness has been advanced a year gifts of money and provision for the A. R.

get himself up in a nice, airy suit of summer steel armor - warranted eggproof - he is to be a brand new master mechanic of the Kalisnot seem to warrant a torchlight procession in that locality. On April 16 the foregoing manifestos wer

succeeded by a love feast, capital and labor walked hand in hand in St. Paul. Clark, conductors grand, Morrissey only a vicegrand, and Chairman Brainerd of the Grea Northern conductors, called at the office of General Manager (when Jim himself is not around) Case. A conference was held, lasted an hour, and as the report says, "there was no difference of opinion." Of course not. Meantime the voices of the rebellious, telegraphically expressed, from prairie and mounreal rude and coarse when addressing their

STRIKE

This space was made up with an appeal to organized labor to give lift on the Great Northern. A fortunate accident delayed going top today. We fill the space with the agreeable tidings that what will r be the last railroad strike in history - that is, if the American Railway is organized on all systems - is off.

THE TIMES congratulates the Great Northern boys on their wellrictory, the business public who have suffered by the tie-up, and the n ment on its present conviction that we are right.

In the heat of conflict sharp things are printed that in peace do n mooth on paper. There may be some of that kind of matter written committees." "You"—that is Hill—"are at such circumstances here. The hurry of going to press now forbids ed elimination. Each reader can pass over what don't suit him, which amount to the same thing and THE TIMES will indorse it.

Everything said that applies to scabs, traitors, time-servers and u labor parasites, multiplied by a hundred, goes.

The following press dispatch tells the story:

"WHEREAS, At a joint meeting held this day, May I, between the management Great Northern Railway, its employes and this committee of arbitration. cent of the differences in wages in controversy were amicably settled better and its employes; now, after hearing the statements submitted by the parties in in find as a result of our deliberations that seventy-five per cent of the reduction in w since August 1, 1893, of all other classes of men whose claims were submitted to

The committee also adopted the following address for publication:

"To the Public: Many erroneous reports have been in circulation as to id by the Great Northern Railway Company, and it is due the public that it be in

Northern Railway, since November, 1893, were as follows: West of Minot, \$1.25 per east of Minot, \$1 per day; and that the management of the railway company had a prepared notice restoring the wages of such employes \$1.50 per day west of Min \$1.25 per day east of Minot, such restoration to take co et May 1, 1894; and that the agement of the railwa, company had already notified the engineers, firemen and trainmen that the reduction in their wages would not be enforced, in view of the fact the further reduction would be made in the case of other employes."

Mr. Hill's men-by reason of extravagance of the meeting was a roasting by M run in, but even then there was a squad at took a position of strict neutrality. Wouldn't probably-had not laid up ducats for a rainy of the Minneapolis Tribune, day. Resolutions of condemnation of Hill's teat sucker of the plutocracy, and for niggardly and gouge game policy has been heard on every side.

Meantime the A. R. U. was holding revival meetings at all points on the line and membership increased by the thousands. Vice President Howard arrived at St. Paul on Monday, April 16, and President Debs two days later. On the night of the 16th, Howard addressed a packed house of five hundred people at Minneapolis. Every man in the house rose in his place and pledged himself to loving and warm-hearted people of th

Meantime rolls of membership are pouring in from all quarters, and especially the transcontinental lines west. The strike has added felt expression. And to those who have thousands of men to the A. R. U. rolls, the to the aid of the Great Northern men ahead of what it would have been had there been no strike.

Floods of telegrams from all points poured into the general office. Each and everyone gave words of cheer, the lines at each point were firm, not one waverer. The A. R. U. was in to fight it out to the last ditch.

Mayor Bruckan and President Foster Local No. 156, addressed a meeting boiling greed that a brother's call for help over with enthusiasm and determination. All righteous a cause shall go unheed who had not joined the A. R. U. were mustered in, and unanimously voted for a strike at midnight. Extra men from the strikers' ranks been committed, the dumping out and were sworn in as special police to protect the company's property. At Havre, Montana, the marshal's badge ostensibly in service of same night a meeting of citizens indorsed the United States, but really the hirelings action of the boys, and the mayor notified the No reasonable law contemplates that management of the company that scabs would stand no show in the town. Lawyers, ministers and business men did the talking, and Fergus Falls, on April 19, a few of the would-be-if-I-coulds, holding passes over the Great Northern, locked themselves in a room and gave Hill a half-hearted indorsement. On the night of the 21st, the labor leaders an citizens called a meeting at City Hall, packed

doomed to decay in the near future. sheet has consistently been misrepresenting cause of the men.

On April 28, the executive board of Knights of Labor, then in session at Chi ordered out all K. of L. men working for Great Northern, "and go forward has hand with your fellow-workmen to the goal justice and equity." \* \* \*

The gratitude of the A. R. U. to the and to those who may heed the call we m today, we can only say that if unfor they or any of them should be so placed in future as to call for reciprocation in kind A. R. U. will be beside them to a man. a promising sign for the future of An liberty, that all hearts are not sordid, that men are not so bonded in the shackle

THE TIMES will pass by detailed of so-called acts of violence alleged to tance to scabs decorated with a United

April 22.

# RAILWAY TIMES.

MERICAN RAILWAY UNION, 421 Ashland Block, Chicago

the 1st and 15th of each m

GATES, 29 Euclid Avenue, Cleveland, Ohio Advertising Agent. d-Class Matter at the Chicag

Postoffice.



CHICAGO, MAY 1, 1894

#### WATCH IT.

date on the address label shows the which subscription is paid. See to rebefore it does expire.

#### NOTICE TO LOCALS.

RAILWAY TIMES has constant calls for n papers, and also request for rates as es sent to one address. To meet and, it will furnish papers in quantit less than twenty-five-at the rate of indred. Circulation of the paper for ry work will bring big returns.

#### TO CONTRIBUTORS

RAILWAY TIMES has been favored ealth of good matter by special con-With our limited space, it cannot, tely, publish promptly. It has to o with reference to variety. . The deatter will appear in due time.

#### NOT PESPONSIBLE

PARTWAY TIMES does not hold itself responsible for the opinions of con-These articles all bear the name of er. If they do not meet your views, writer and not the paper. THE RAIL-IMES wants a fair show for itself and R. U. It is willing to concede the right to everybody else.

#### THE CONVENTION

e first convention of the American Rail Union will be held at Chicago, beginning ay, June 12, 1894, at 9 A.M. Place of g, 82 East Lake street. Indications are convention will number 225 to 250 s. Further particulars in next ensues of THE RAILWAY TIMES and by r from Secretary Keliher.

esteemed Railroad Trainmen's Jour May is on our table. Shoofly, don't

E Railway Age is very much disgruntled the Great Northern boys went after Hill with a club instead of a toothpick.

HE brotherhoods are to be congratulated. menting editorially the Wall street and oration press, without reference to politics, ing sweet things about them; they are table and reasonable as compared t. R. U.

PRESSIVE laws' legislation in favor of is the core of the boil that brings in surging throng eager to face the traitor The power and greed blind have er been able to apprehend this, hence their on the teat till force jerks it from their the operation

It makes a difference as to what the crusato Washington demands. If he is after a of tariff, transportation furnished by sylvania manufacturers, he is not objecon the capitol grounds and is the

AT Iron Mountain, Michigan, hundreds of on that compels these men to starve to death, ntly and in order, according to the states in such case made and provided, has made provision to compel the men who imported poor wretches to take away a citizen's to earn his bread to feed them.

THE American Railway Union not only disas being antagonistic to the brotherhoods. suggests that its members hang to their ve. In a short time hence a brother d card will be the open sesame to trans tion in the superintendent's car the full oth of the road. Stick to your brotherd and save car fare. An American Rail Union card won't touch it.

THE esteemed Railway Conductor in speak g of the Union Pacific case, breaks a straw on the A. R. U. by omitting to mention t it was through the efforts of that organi that the case got into court, and that the leading light of the O. R. C. had requested by his own men to keep his t and stay away from Omaha. The ad officers were only in court as auditors. not as "proper parties." The great

cold in the foundries. The public de ns, and its milli elted away as if they had been a life area summer clouds. It is true that we still have the trusts, the syndicates, the co tions of roads, mines and markets, and the whole apparatus. If there is much cold and hunger the price of food and fuel is yet so high as to afford a margin to the operators in coal and grain and meat. The great fortunes in almost undiminished splendor, remain the monuments of a victory that would otherwise look a good deal like defeat, and they will be an incentive to the young in the hour of our returning prosperity."

#### TREACHERY THWARTED.

Late last week the labor public was startled by press reports announcing that by an unpar alleled act of treachery the old brotherhoods of the engineers and firemen on the Great Northern Railway had attempted to call off the strike and return to work. The reports, while doing great injustice to the loyal men who have long been members of those organizations, were no without foundation. The circumstances, as furnished by one of our general officers who is on the ground, is as follows:

The officials of the Great Northern, finding t impossible to force upon the officers of the union a scheme of arbitration which would give the company two out of the board of three, began the old game of "divide and If they could array the two brotherhoods against the union and induce the brotherhood chairmen to declare the strike off and order their members to work, units would be gone and the battle lost. The search for traitors was promptly begun and they were not far away. J. C. Nolan, chairman of the engineers' committee, and Under grove, chairman of the firemen's committee were soon closeted with President Hill, of the Great Northern. The result was soon given to the world in telegrams sent out by the conspirators. The company notified all points that the old schedule would be completely restored for both engineers and firemen, while Nolan and Updergrove wired all points that the company had signed the old schedules and all engineers and firemen would return to work at once. Quickly following this came the announcement that Nolan would per sonally "fix" St. Paul by calling a meeting of the B. L. E. men at Labor Hall at 2 P.M. Sunday, the 20th, and have his action indorsed.

But in their haste to betray their fellow-mer these Benedict Arnolds of organized labor overlooked one very important point: Their perfect willingness to make themselves infamous was out of all proportion to their ability to "deliver the goods." No sooner was it learned that their telegrams had gone out than another one from the watchful officers of the union followed it, giving an account of the attempted treachery. The reply was a flood of indignant telegrams. "Get a rope and hang Nolan," wired the engineers from Montana. A few of these messages may be read in another column of this number of the TIMES. The meeting above referred to, called by Mr. Nolan, was scarcely less of a disaster to that enterprising Judas. An hour after time for it to meet, it was announced that a quorum could not be secured, and the idea of a meeting restricted to engineers was abandoned. The doors were thrown open to all classes of Great Northern employes, and tidal wave of indignant men swept into the big hall. Stage, chairs, aisles, doorv halls and anterooms were crowded wit' they were nowhere to be found. went up for the officers of the ...can Rail way Union. They were notified at their hotel uths, and very frequently breaks their necks hastily appeared on the scene, and the meeting that was to have indorsed the plan of treach ery received the scathing denunciations of the

traitors with thunderous applause. The unparalleled infamy of the plan to get the enginemen to return to work will be better understood when it is stated that many classes of the employes had no grievance at all, and ed guest in the committee rooms. If he originally struck simply to help the engineers and firemen to get their old schedule. This couraging kind; indeed, so remarkable is the boilermakers, the blacksmiths and others. The is and Huns are starving. The legisla- winning of the strike would add nothing to go day and night, they find it impossible to them. But when the cry went up for help it was proposed to desert on the field and leave helpless to the mercy of the company. Iniquity never conceived a baser plot-infamy never produced a blacker crime!

YADAM BEDE, hem ar got von gude vob. Hem mek gude speech und tell Mr. President und peoples hem vary mooch dank you sar Pooty soon Yim Hill, hem say to men no skall pay vages yust the same be-fore, und men say him skall pay yust same vages or him skall hev helroarin time. Vell, Yim Hill, hem say lettergo, an' men kvit vork, und ralerodes stop going pooty gude. Den Yadam Bede, hem ar Marshall, und hem go tu Skaint Cloud und tell men Uncle Sam ben gude feller, but hem snake bald-headed ef ralerode no go gude und bring letters und tidning. Den men tell Yadam Bede hem gotehel, und him cum home pooty kvick. Ay tank Yadam Bede kann hev yob und ben Marshall. Ett benn too pooty kvick for may. -Minneapolis Journal.

mands before President Hill of the road. Insthor, declares that this country is a junctions, therefore, are the order of the day wherever complainant judges can be sound; wherever complainant judges can be sound; reasm, "walk the land like the squalid injunctions are getting to be useful strike weapons. Wonder somebody don't get out an injunction on workmen to prevent them ring in the open air. In our paradise of from eating bread or a mandamus to compade of workingmen want work; the them to show cause why they should not shut off in the factory; the fires are hay.—K. of L. Jewral.

## SMALLPOX GRATIS

Vengeance to the hog and the hog's par is threatened in Chicago. The big clock, ready-made clothing, shirt and furnishing - the palaces of trade - are largely supplied by sweaters. The joint victim sweater and Christian and Jew merch prince, toiling hungry and crowded in pest spots amid filth and squalor, turn out the real nice goods that the dade s ion in the handsome store and its background of marble. You hug yourself as you think of the bargains made there, but perhaps no thought of the miserable slaves whose sweat, soul, ambition and, in the woman's case body has been crushed and degraded to furnish it. That's all right, you do not see the blister spot. For months the health authorities have been trying to stamp out smallpoxwithou interfering with the profits of the newspaper lourished philanthropists, college builders an hob-nobbers with the sirs, counts, lords, earls and princes of the continent. No go. It still spreads. The Chicago Herald, advertising the stores in which the sweater stuff is sold and, like other sheets of ilk under bondage to the advertiser, in its April 27 issue says:

Smallpox has appeared in the awea shops. The very center of the sweat shop district is affected. The lines radiating from the sweat shops enter every store where ready made clothing of all kinds is sold, and every home where ready-made clothing is brought Each one of these lines is a smooth path for the feet of the smallpox germ.

The infected districts here mentioned are among the worst in the city, regarded a centers of a smallpox epidemic. At all times "sweat shops" are disease breeders. It is unnecessary to comment on their influence as owers of the germs further than to say tha aces where thousands o ments are made every week, to be sold in hundreds of stores to thousands of people. The streets, alleys and buildings of this district are among the most uninviting in the city Half a dozen families are crowded into house only big enough for one family. These people not only live but work in these over rowded, unventilated and often dirty rooms The streets are fully as bad - narrow filthy with the accumulation of weeks, months from appearances, one might almost say street sweepings to rotting fruit, covers the ground and in such profusion that the compos ite odor, even in the open air and with a good breeze blowing, is so pronounced as to almost tangible.

## BRAVE LOVE.

James Whitcomb Riley, the Hoosier poet was recently asked to name his favorite poem and responded by giving the following bit of fugitive verse, written many years ago, and the author of which is unknown:

He'd nothing but his violin, I'd nothing but my song, But we were wed when skies were blue And summer days were long. And when we rested by the hedge The robins came and told How they had dared to woo and wir When early spring was cold. We sometimes supped on dewberries Or slept among the hay, But oft the farmers' wives at eve Came out to hear us play
The rare old tunes — the dear old tunes — We could not starve for long While my man had his violin

The world has aye gone well with us, Old man, since we were one — Our homeless wandering down the lanes — It long ago was done. who wait for gold or gear, For houses and for kine, Till youth's sweet spring grows brown and sere
And love and beauty tine,
Will never know the joy of hearts

That met without a fear When you had but your violing And I a song, my dear.
-Urbana (O.) Journal.

AMERICAN RAILWAY UNION.

Local Union No. 38 held a good and interesting meeting last Friday night, when officer and committees for the ensuing year were elected and the membership was increased by the addition of quite a number of new mem bers. The news from all sections of the country about the A. R. U. is of the most enwas true of the switchmen, the machinists, the growth of this young giant among railway labor orders, that it is almost phenomenal. In wages of these men had not been cut and the fact, with seven organizers in the field, on the keep up with the calls from points wanting to they gallantly went out. Such were the men be organized. It may be asked, why such enthusiasm? Why are so many so anxious to join themselves with this new order, when there are so many older organizations to which many still belong? It is that the tenets and principles as laid down in its constitution and by-laws are sound, practical, common sense It provides protection for members in all matters pertaining to wages and their rights as employes, believing that employes are entitled to a voice in fixing wages. It affords advan tages to all classes of railroad men that are not to be found in the federated orders, thus bringing them closer together, and eliminates the prejudices existing in the orders of today. The concern of one becomes that of all. The grievance of one member becomes that of the whole organization. It proposes union based upon unity, harmony and not discord, as is too often the case in other orders. It will resist the encroachments of corporate power with or without the aid of receiver or cour and act as a unit in time of trouble. Its feas ibility is being daily demonstrated, and once ted and equipped, as it will be, at an early day, it will prove invincible, seeking only THE Great Northern strike leaders refuse to the supreme good of the employe and what is submit to arbitration before laying their destinate, which levies no unjust tribute. It has already accomplished wonders. It has procured the greatest and grandest victory at Omaha that has ever been gained for union labor. It has done what no other union ever attempted. It took up the battle of the unorganized, it being sufficient that he was a wage-carner and had been wronged. The righting of his wrongs was considered as ascred a duty

can Railway Union took up the fight amust the receivers and un navager's mode of procedure. It w ganization that demanded restitution of vages and, standing alone, procured it. As a result, those who were unorganized are now flocking to the banner of the American Railway Union. Two weeks ago it number ons. It now has 208, and many of them with charter memberships of 200, 300, 400 with a round 1,000 membership. The unions now organized are not standing idle by any means, but at each regular meeting adding new members by the score. All railway em ployes of every description are taken in and are earnestly invited. No. 38 meets the first and third Fridays of each month at their hall. 209 Main street. - Memphis Commercial,

The founders of the employes' organization known as the American Railway Union have claimed from the outset that its great object was to do away with strikes, and that therefore t was superior to the various brotherhoods which it proposes to supplant. And yet the first movement of this new order is to force a strike upon the Great Northern Railway in spite of the protests of the brotherhoods of engineers, firemen, conductors, telegraphers to the new organization and are now forced into treachery to their orders and to the com-pany with which the company with which they had made an agree-ment. The American Railway Union has disclosed its real nature. It has worn a eaceful garment to conceal a bowie knife, The strike was sprung with in the back. in the back. The strike was spining without on the and so as to inflict the greatest possible injury upon the innocent public as well as the company which the strikers were professing to serve.—Railway Age.

It ought to occur to even a less gifted prevaricator than the Age, the picker up of crumbs from its master's table, that a strike on railroad requires the cooperation of engineers, firemen, trainmen, telegraphers and conductors. Perhaps it is the pestiferous candy butcher that tied up 2,000 miles of

EUGENE V. DERS, the railroad men's leader, promises to become a star of the first life? magnitude in the labor movement. We know Debs of old. His worst enemies canno accuse him of selfishness, treachery, cupidity, laziness, or any other of the crimes and misdemeanors with which so many so-called "labor leaders" justly stand charged. Debs is earnest, honest, able, single-minded, industrious, vigilant and brave. We believe that he is willing to undergo any toil, to make any sacrifice, in the cause of the oppressed toiler. On the platform he is a power. In the press he is a wonder. Among workingmen of all sorts he is an apostle, and he suffuses all with whom he comes in contact with an apostolic fervor. The Pentagon wishes long life,

sound health, and triumphant success to "our good prince Eugene" and all who labor with him for the good of our common humanity.-The Pentagon.

# SLOW TO TUMBLE.

The waking continuous nightmare of the plutocratic news sifting sheets just now is Coxey and the American Railway Union. Speaking of the latter, here is a specimen from the Chicago Tribune:

# FAIL TO CONVINCE PRESIDENT

HIR. AMERICAN RAILWAY UNION MEMBERS CAN

NOT SHOW PROPER CREDENTIALS. St. Paul, Minn., April 25.—The committee from the American Railway Union that is trying to arrange the wage schedule on the Great Northern spent all day with President Hill, trying to convince him that the members were the regularly accredited representatives of his employes, and the day ended without their object having been attained. There are thirty-three members of the con from all branches of the road's em ployes, and Mr. Hill went over the pay of the company to find whether the men employes of the company. Mr. Hill explained that he did not wish to settle the matter with them and then find out they were not what they claimed and have to settle.

The reader will observe that after his road has been tied up for two weeks, that Presi dent Hill does not know that the American Railway Union is the responsible party.

Perhaps if it had had at that time the whole line paralyzed, Foxy Jim might have so

Being so slow in the matter of making acquaintance, Mr. Hill should take advantage of the lay-off to be introduced to himself, and for points read the editorial matter in western

Boston roughs and the selectmen mobbed peaceable assemblage of Coxeyites in Bos-The plutocrat Chicago Tribune winds up its account of the outrage as follows:

The discontent and lawlessness which The discontent and lawlessness which populism and socialism engender have made the people west of the Mississippi more tolerant of the lawless gangs that have been traversing the country. The Boston roughs, unaffected by populism and seeing clearly the utter absurdity and uselessness of these pilgrimages, amuse themselves by mauling those engaged in these

The value of a "Boston rough's" opinion narks the conduct of the sheet quoted. Violence and outrage in Boston is all right because it resulted in " mauling" Coxeyites.

By the time that Mr. James Hill gets th

switchback on the Montana Central cleaned

up, and the track switched back, he will doubtless wish he hadn't. The credit for the restoration of the wages of the Union Pacific Railway employes by Judge Dundy belongs to the American Railway Union, and not to the brotherhood chiefs, as the dailies claim.—Cleveland Citizen.

Which reminds us of a minstrel joke. The

A SAMPLE ANARCHIST.

One J. N. Hubbard, of Council Bluff de his record as a sa lows, has made his record as a sample anar-chist. He is counsel for the Chicago & Northwestern Railroad. His duties are con-

ined to that, he is paid for that. To show his devotion to his clie view, perhaps, of a raise in salary—he puts his foot in it up to the neck, and makes a bluff which he personally would be the last man in the world to put in effect. He values his hide at too a big figure.

The citizens of Omaha requested the C. & N.-W. to furnish cars to transport Kelly and his crusaders to Chicago. Hubbard advised his clients to refuse and said that if Kelly captured a train, that he, Hubbard, the cor poration lawyer, would ditch it.

The animus of the would-be mu that need be touched on. He is the fitting tool of a corporation, went out of his way to show his hatred of a band of men whose only offense is poverty. Proposing to do violence, to murder if need be, for the bloodthirsty coward - for he would not be about to face results - there is no condemnation by newspapers who scent in every wage-worker an

But when the lawyer, the agent for a corporation, proposes to resort to violence, he is not an anarchist, but is applauded.

Mr. Hubbard's vainglorious threat puts him in a ridiculous light. He need not pro ceed to that extremity, but his readiness to ditch trains might be used as a precedent, and justified by still other folks who could do that thing better than he. Stick to your books. Hubbard. You can bring on train ditching and keep out of personal danger by grinding the faces of your master's other employes.

#### THE COXEY SCARE.

Why need a community be frightened at approach of unarmed men? Why the cry for repression by papers owned body and breeches by the monopolist, the watered stock princes, the usurer, the gambler in the necessaries of

Answer: Guilty conscience.

Every effort, every move, every suggestion of the impoverished to raise their heads, is met by threat of militia and policeman's club. The thin crust that hides the volcano bids fair to break through. Coxey, Kelley et al. may not break it, but their march attracts attention to the miserable condition of the blow-hard American sovereign who heretofore has banked upon his ignorance of economic questions to shield him from the penalty for their violation. The appeal to his stomach is not pleasant to entertain, but it seems to be the only one that will fetch him.

Plutocracy has profited by this line of argument, but is now endeavoring to dodge the logical conclusion by throttling Coxey.

It will not do. Because the cackling geese once saved Rome, it does not follow that the slobber of the plutocratic press will save Wall street's agents in Washington from the disagreeable duty of listening to Coxey. Neither will it be safe to turn loose the dogs of war. It will strike too many people.

#### BURNS ALL THE BRIDGES BE-HIND HIM.

Mr. E. V. Debs, president of the Ameri can Railway Union, publicly declared himself a populist in a speech at Terre Haute, Indiana. He is a man of great personal magnetism and is at the head of an organization of railway employes that numbers 200,000 voters. He has always been a democrat and an admirer of Dan Voorhees, but he now declares that there is no difference between Voorhees and John Sherman: hence there is no place left for him as an honest reformer but the people's party.-Helena News.

# THE BOATNER REPORT.

A reputable New York paper has informa tion that the forthcoming report of the congressional committee on Judge Jenkins' rthern Pacific strike in strongly adverse to the jurist and may go to the length of recommending his impeach-

That course would be a melancholy termi nation of Judge Jenkins' long and honorable career, and would, without doubt, challenge the sympathy of the large number of persons who think that he acted unwisely but not dishonestly. Yet it is apparent to most thinking persons outside the legal profession that it is time to set a peremptory bound to the indiscriminate issuing of injunctions. A little while ago when Messrs. Mitchell and Corbett wished to have a palpably illegal prize-fight in Florida they experienced no difficulty in finding a judge who calmly and by one stroke of his pen superseded the constitutional executive of the state, dismissed the militia, locked up the police force and bade the illegal fight go on. By a similar injunction issued recently at Denver the governor was forbidden to use the militia. Legislative acts are abrogated or suspended at the mere request of a lawyer-as was recently the case with the turnstile ordinance in this city, and as happened to hundreds of other laws made by the people's elective representatives.

If the congressional comm striking an effective blow at this intolerable abuse its labors will be welcomed .- Chicag

"A PECULIAR feature of this despen movement is the fact that it is strongly oppose by the heads of the brotherhoods of engines firemen, telegraphers, conductors and tra-men, and that those of their members we have gone into it have done so in defiance their agreements and of the orders of the

# CREAT NORTHERN STRIKE

Continued from first page

sheet describes the visitors as being "ushered into his office" as though they were the slaves of some eastern au nference on Mr. Hill's part was up somebody's eye. His ba largely bottomed on that characteristic. a nonhad no fears of the result. Quoting from a traditional recollection of the turf, the A. R. U. is perfectly safe in allowing that pair to trot for its money on any track or road. Hill wound up the lengthy pow-wow by proposing arbitration. This was refused by Mr. Debs representing the committee, in a very impres sive and dramatic declination. Follow his purpose to get an underhold, Mr. Hill, so to speak, got knocked out. As Debs in ar interview afterward in relation to the matter remarked, "If a man robs you of \$10 it does not raise a question for arbitration, but a demand for restitution."

At the conclusion of the contenence to arbi trate Debs struck the keynore of the position and said:

"Let me say," he said, "on behalf of the committee, that we do not accept the proposition. Efforts have been made ever since this trouble started to divide the organization and make trouble between the Union and the brotherhoods. I understand such to be the policy of the company. Now, if the other organizations represent the men, let them set your wheels turning. The men will not go back to work. My idea is that in raising the question of representation you have sought to evade the issue. We presented the terms upon which we would return to work. I am authorized to say that we will settle on these terms and on no others.

"This grievance is a universal grievance, and all the men are united in this action. It will be of no avail to attempt to divide us into factions. If wages are not restored you can no longer have the service of the men. For the past week we have restrained the mer from leaving your employ. Now understand me, that I am too much of a gentleman to make a threat, and I do not mean this as anything but a plain statement of fact, but if there is no adjustment those men will withdraw from your service in a body. They are convinced that their demand is a just one.

"If their request is not complied with," continued the spokesman of the Union in slow and measured tones, "they will, without regard to consequences, continue this struggle on the lines already laid down, and fight it on with all the means at their command, within the limits of the law. We understand your position; you understand ours. We will no withdraw from this conference. We shall be in the city several days and shall be glad to receive any further communications from you.'

The conduct of the strike on the management side added to its transparent hypocrisy the use of misrepresentation, forgery of railroad men's names, and well defined indicati of bribery, and touched the bottom of fraud and trickery by employing Mr. Nolan, future

master mechanic of the Kalispell division. Following this attempt came the committee's ultimatum, namely: The scale of wages in effect on the road prior to August 1, 1893, and an equalization of switchmen's wages a Helena and Butte. This refused, the Minneapolis and St. Paul men, who had been tugging on the strap for over a week previous joined the strike, and the greatest railroad

tie-up of history was completed. Of course Mr. Hill played every card known to his profession. A political accident at Fargo, one Sanborn, fired off the usual injunction. The state military were placed in readiness to kill, the soldiers of the United States army under pretense of protecting mail and making arrests, are patroling the road to help Tim out. Scab collectors are scouring the country for "watchmen." Chicago is called upon as usual, and is shipping detectives and toughs to St. Paul by the carload. Men are arrested for the purpose of intimidation, the foul press associations are printing roorbacks to weaken the men, an allegation has been printed of treason on part of the trainmen, low, so foul that if it were a fact the l scabs and the memory of Judas Iscariot and Arnold would shine like the great sun in comparison to these slandered railroaders. In fact, the A. R. U. seems to be stacked up against the world, the flesh and the devil. We expect to win, but if in defeat after such a fight we can hopefully say:

"For freedom's battle once begun, Bequeathed from bleeding sire to son,

Though oftimes lost is ever won." We'll get together, keep together and will vin this the last great railroad strike of history

JUDGE SANBORN ought to have enjoined the Almighty from allowing the snow, mud, rock, and landslides from covering up the switchback on the Cascade. The Deity, like the striker, is execution proof.

CHICAGO adds its quota to incident attracting attention to demoralized prosperous Amer-ica. The election board is to be locked up for fraud. Legislated for non-chosen repre-sentatives is offered in mitigation for American stupidity in choosing servants who repre-sent "all the traffic will bear."

# DIVIDENDS DECLARED.

Providence & Worcester, 21/2 per cent,

Utica & Black River, guaranteed, 31/2 per Berkshire, 1 1/2 per cent, quarte

Boston & Providence, guaranteed, 21/2 per nt, quarterly. European & North American, 23/2 per co

European & North American, 2% per of Eel River, guaranteed, 1% per cent. Maine Central, 1% per cent, quarterly. Northern New Hampshire, 1% per o

Old Colony, 13/ per cent, quarterly

### THE LABOR WORLD.

The adjourned conference of the represen tatives of the Knights of Labor, Central Labor Federation, Socialist Labor party and the People's party, April 23, resulted in harmony beyond all hopes. A composite platform of twenty-two planks was adopted, including most of the Socialist Labor party platform, with additions from the platforms of the other bodies. This platform is to be referred to the members of the organizations, and if generally adopted, it is expected an independent labor party will be formed in this city, which will play an important part in the November elections. The conference will meet again on May 21, and the question of name will come up, which will probably arouse unfortunate differences of opinion.

The Supreme Court decision of last week was a great victory for organized labor. Justice Lawrence took the same grounds as did Justice Van Brunt, of the General Term, some days earlier, when he decided that the circulating of boycotting circulars was not in violation of the law, but that such circulars were the weapons of labor, and should be regarded as such. "They were pursuing," said the judge, "precisely the same course against the Manufacturers' Association as the Manufacturers' Association were urging against them. It is a familiar principle in equity that the plaintiff must come into court with clean hands." The plain inference is that the firm who locks out its employes is wanting in this prime condition.

Petition books for woman suffrage, asking that the word "male" be stricken from the in the various labor organizations in this

It is significant that the highly reactionary paper, the London Times, commenting upon the census inquiry into the taxable value of property in the United States, remarks that the perplexing thing is that the increase in the wealth of the community does not, so far as can be judged from the social and industrial phenomena, bring with it an equivalent increase in contentment and personal well-

General Coxey, when spending a day or the People's party. The British press on the army movement is interesting. The London Daily Chronicle says: "If the American their hands choose to send to Washington so many mere wire-pullers and intriguers, they have only themselves to blame for the kind of legislation which is effected there. Marching on the capital city to overawe Congress is of very little use in securing great reforms." The Times says that the news of the gigantic coal strike and the march of the "industrial armies" in America again shakes the idea that America is the workman's paradise. A spark in such inflammable material may cause a conflagration, and in any case the spectacle is suggestive of much discontent.

Two thousand operatives engaged in the cotton trade at Nelson, Lancashire; England, are out on strike. They demand an advance of wages for weaving certain classes of goods and some other concessions.

In Austria, the agitation for the eight hours' day has been so energetic that strikes for obtaining it are breaking out before the date fixed, May 1. A strike of 13,000 joiners was avoided by the employers yielding their demands, an eight-hours' day and a minimum wage of \$4.80.

The French Minister of War has given part of the contract for the supply of boots to the army to a co-operative organization of workmen. As it is expected to amount to \$350,000. it will give steady employment to the members for some six years.

The Dresden State Advocate has given a decision against a socialist that is of interest to American union men. Although to resolve on a boycott is not illegal, to publish such a boycott is.

The National Convention of United Mine Workers of America, on April 11, unanimously adopted the following:

n and aft April 21, 1894, no coal shall be mined in that part of the United States and territories governed by our organization, until such times as our general officers and National Executive Board shall order the miners to resume work.

" Resolved, That we declare it to be the purpose of the general suspension to restore the scale of prices for mining and condition of employment which prevailed at the begin ning of the present scale year."

A prominent Massillon operator says: "I will be the greatest coal miners' strike the world ever saw. It will not last later than next June, but it may be satisfactorily settled within two weeks. Probably four thousand coal mines in the United States will be abandoned, and nearly a quarter of a million of miners will be idle. A majority of the operators believe the strikers to have the right of the matter. But there is a minority which has prevented an amicable settlement having the power that minorities usually se

Here is a sample of some of the statement the daily press is printing: The New York Evening Post of the 21st instant, quotes an operator as saying: "The strike is not against a reduction in wages, but simply and solely for the purpose of keeping the officers of the miners' national organization in office." Yet the same paper says of the Pennsylvania Three months ago the rate of wager was cut from 45 to 40 cents a ton, and two weeks ago some of the operators made another reduction to 35 cents"-35 cents for afterward sells for several dollars a ton!

WHOM the gods would destroy they first ton have issued an order forbidd

PAT MAGEE. BY FINLRY DUNNE.

Walkin' wid Pat Magee
Down by the Tullagh bog,
"Mind where ye're settin' yere shteps,"
"Lest yes put yere fut on a frog.
Progs is the divil," he says, says he,
"I'm thinkin'," he says, says he,
"As Lexical war over to wondber well.

Av I carried yez over to you a frog we'd see." Sittin' wid Pat Magee

" Dhreadhin' the stones might fall Stones is the divil to slip, I'm thinkin'," he says, says he,
"Av I gave yere waist a bit av a clip

Talkin' wid Pat Magee, Wid the arm av him round me waist, An' the red sun sinkin', "Agraph," says he
"Will yez let me spake to the praste? Delays is the divil's delight.

ow a fear there'd he.'

And I'm thinkin'," he says, says he, "Av the two av us settled the matther tonight,
"Tis married next we'd be."

# RAILROAD TRACK WRECKERS IN CHINA.

During a recent anti-foreign-devil riot at ome place between Mon-tu and Kaiping the mob, by way of emphasizing its patriotic sentiments, destroyed a good length of the railway that has recently been carried through the district. The local mandarin - a Chinese Ruskinite apparently-instead of using the forces under him to quell the riot, sent his soldiers to assist in the pious work. The embankments were leveled for some distance, and the rails thrown into the river, and an attempt was made to destroy the bridges. Mr. Kinder the head engineer of the line, laid the state of constitution in the coming convention, are the case before the Toatoi of Tientsin, who is being widely circulated and extensively signed the head director of the undertaking. The Toatoi sent for the mandarin and addressed him thus:

"To please yourself and friends you have destroyed the railway track. To please me you will put it back just as it was before. If, one month from today, the trains are not run ning the same as before, you lose your head and your family and ancestors are disgraced. Mr. Kinder estimates the damage and loss by non-running of trains at 50,000 taels (about £12,500), which sum you will have to pay out of your own funds to the company. For labor, all your officials, soldiers and the townstwo in this city, spoke at a meeting called by folk will work as you direct, receiving no money for their labor; and all salaries are stopped till the repairs are complete. I shall appoint a board of punishment to return with masses, who have political power entirely in you, with power to torture and imprison anyone who makes the least disturbance of trouble."

The mandarin begged for mercy on the plea that, as the country was all under water, he could not possibly get mud and stones wherewith to build the embankments. The Toatoi saw the force of this plea, and said he would give him a chance. He could pull down any of his forts he liked in order to provide material for the repair of the railway, and he would give him three months after the railway was completed to rebuild his forts at his (the mandarin's) own expense. In rather under three weeks the trains were running again, and they are now rebuilding the forts .- I.on-

# WHY NOT DIFFERENT?

A writer in the Labor Leader wants every body, particularly working men, to study the situation and says :

Stop a moment and think! Shut your eyes. atient reader, you even who scarce know light from darkness," girded by "the clinging bands of pain and sorrow," bearing curse of ages," and with imagination mighty as that of Jean Paul piercing bands of pain and sorrow," bearing "the and with imagination as immensity of space, let the vision of labor unfold before you. Sweep over not alone our own fair land but with world-scope, look, and tell us what you see. Millions on millions and millions more—bent backs and crooked limbs—failing sight and poisoned blood— humanity enfeebleized, dwarfed and brutalized. In dank air of mine the swart gnomes dig; amid buzzing wheel and rattling pulley toil-spiders st in and weave : the fabrics defily fall from thin fingers; broad shoulders bear the stone and brick for giant edifices 'neath broiling sun; human automa-tons guide swift machines whose tireless speed strains every nerve to greatest tension; pale women stitch and stitch and stitch "in povand stitch "in povtures of civilization, dream perchance of "the young lambs playing in the meadows " while they vitiate mind and body in the close factory prison. Tell us not, oh, wise men, that this is the exercise of human faculty. These this is the exercise of human faculty. These funeral corteges such early visitants, these babes shriveling for want of that pure air mother nature wafts so freely over land and sea, these tired and aching frames and bitter, narrowed minds—these are proofs that too long a living lie has been foisted on us to shield a social crime.

The picture is a sad one, but it need not be on exhibition a great while. A very different picture could be ready in five years if working men so willed it. There are leaders of working men with captivating titles who seem anxious to divide and get defeated, instead of uniting to conquer.

# MAD MILITIA.

Chicago militiamen, through one Turner, colonel of the band-box pattern, claim that a piece of dramatic hash served up by Charles Hoyt, "gives an imputation of cowardice on part of the members of the National Guard."

Mr. Hoyt explained, "The militia has done excellent work when called upon \* and should have all the fun it can in time of peace, etc.

The doughty commander of the goslings cepted the apology and there will be no

There is a difference of opinion betw Mr. Hoyt and THE RAILWAY TIMES as to what constitutes "excellent work." Judging from the scalps hanging from the militis belt, that "excellent work" contemplated by the playwright consists of shooting and bullying THE TIMES

military sense-lie down and die. This triffing difference is hardly worth noting, but there is nothing like being frank. If the colonel excepts to the opinion, and insists on going a gunning for this paper, it makes one last request: Leave your mouth at home; "let us like a soldier die."

THE RAILWAY TIMES fully indorses the colonel's action in calling Hoyt down for imputing cowardice to his gallant comrade Any man who can in cool blood shoot down an unarmed man, or bore a hole through a woman or child, has his nerve with him

Hoyt might have climbed out by making his hash suggest discretion and not cowardice. The result of the possession of the one or the exercise of the other is nearly identical. At Pittsburgh, in 1877, the noble boys in blue fought desperately with the crowd on their front up to the moment that the crowd fired back. Military strategy suggested retreat They retreated. At a council of war held after they got out of town, large chunks of discretion were in the majority. They resolved not to go back to Pittsburgh again, and they did not.

Next time, Charley, fix it up as suggested.

### AS YOU LIKE IT.

From the Minneapolis Union :

The "Jim Hill Organs" are hard at work trying to make it appear that the present strike on the Great Northern Railway, is merely a quarrel between rival labor organiza tion. Such is not the fact as every organized laboring man knows.

The A. R. U. was not organized to become an antagonist to any labor organization, but became a necessity to the men, to enable them to get out of the grip of the chiefs of the old railway brotherhoods.

The thoughtful members of the B. of L. E. and B. of L. F. had for years been inquiring how it was possible for men paid liberal salaries, as in the case of P. M. Arthur, who on \$5,000 per annum and less, for a long time has managed to look after the interest of 35,000 members and at the same time own a residence on Euclid avenue worth more than the entire sums received as salaries since 1877 when he was in debt, and as violent as any person who is now called an anarchist.

His salary was much smaller than \$5,000 for a number of years, but allowing that he received \$5,000 for the last seventeen years, it amounts to but \$85,000; while he pays taxes on \$171,000, and according to a Cleve land paper (the city he resides in), he is esti mated to be worth \$500,000. Even it it is allowed that he gained this by honest (?) trade, he must have done it by dishonestly using the time, paid for by the B. of L. E., that should have been spent in looking after their interest.

Mr. Arthur had ordered strikes when i was impossible to win and prevented them when it was possible to succeed; always opposing any scheme of federation with other bodies, and helping the companies, by indirection, to win any strike that involved other organizations.

This system was dividing the railway mer into factions, and destroying their power. Mr. Eugene V. Debs, as true a man as breathes, saw that either the ailway men must form a federation for mutual rotection, or be quietly taken by the corporation one organization at a time and destroyed. Under the wonderful organizing power of Mr. Debs, the A. R. U. has quietly grown to be a power, because composed of all branches of labor employed on the railway, and the railway magnate can no longer use one brotherhood to antagonize and scab the labor of anothe organization. The men who have so long waited for a chance to throw off the misrule of the brotherhood leaders have fallen in line with the new labor movement. To still further convince the men of the necessity of another form of organizer, the first action of Iim Hill during this strike is to call to his aid his faithful lieutenants, Arthur, Clark, Wilson and Morrissey, to see if he cannot through their influence make scabs of their followers: but when the round up is made the majority of those organizers forming the brotherhoods will be found already in the A. R. U.

The most interesting feature of this is the fact that the merchants in the towns and cities along the line have been brought to a consciousness of the fact, so long sought to be impressed on their minds, but in vain, by the working men, that the wages of workmen determine the profits of all other classes of citizens engaged in useful occupation, and a cut in wages meant a still further reduction of profits in their attenuate business. This is a factor that will prove a fulcrum on which to rest the lever and insures the success of this strike, and is an indication of the trend of public opinion throughout the entire country

The wheels of progress move even by the very force of business ruin, and we predict that from now on, instead of merchants siding with the great corporations, that have been silently crushing them while they slept, by unjust and discriminating rates, they will be forced by the sequence of events to help the laboring people who trade with them, and will demand the state ownership of railways as the only possible permanent solution of vexed question. THOMAS H. LUCAS.

Laws grind the poor, and rich men rule the law .- Goldsmith

AFTER the strike on the Great North had been on two weeks, the root of the trouble was discovered. Hill would settle but he didn't know who to settle with. He is too slow for the railroad service, ought to hand it over to Uncle Sam.

THE infamy of Frick and Carnegie in fur nishing soft iron plates to the government hard steel rates is deepening. It has just be shown that the projectiles furnished by St ing Brothers are also made soft to the end to

## GOSPEL AND GUNS.

At least two of Chicago's swell churches At least two of Chicago's swell churches, one of the Episcopal persuasion, the other holding to the doctrine of cold water and plenty of it, have organized, armed and drilled military companies among their younger membership. In the Episcopal church mentioned the choir boys are given military drill and are supplied with real guns and bayonets. In the Baptist church all the younger male members are uniformed and armed according to army armeletions. There are three full companies in regulations. There are three full companies in the Baptist brigade, and they are drilled with the regularity of professional soldiers and subjected to the same discipline when on duty. Their guns and bayonets are owned by the church, and the three companies are expected to parade and attend service in a body every

unday morning. What an inspiring sight, truly, it must be, to see three companies of uniformed, armed, and accoutered soldiers march up to the Church of Christ of a Sunday, halt with a stern clash of musket butts on pavement, stack arms, and, to the sound of drums, march into the sacred edifice in all the dress and panoply of war, there to listen to the sweet lessons of the gos-pel of peace! The gentle words of the gentle the adjuration to "turn the cheek" to the assailant's hand, are so fitly vironed, in sooth, by a fringe of bayonets a ssailant's hand, are so fitly en a gleaming enframement of naked swords and musket barrels. And the martial notes of bugle and drum so fittingly blend with the solemn intonation of the organ and warriors' voices sounding out in the anthem "Peace on earth, good will toward men!"

Since it can hardly be necessary for either the Baptist parson or the Episcopal rector to round up his flock of a Sunday and hold it to its duty by a military guard, this spirit of ecclesiastical militarism would seem to be born of either a vain and foolish love for disits duty play or an even more foolish terror inspired by the vaporings of A. P. A. and other know nothing fanatics .- Chicago Times.

#### THE LAW.

There has been much inquiry from Illinois locals as to the status of one Mr. Pinkerton in event the happening of certain contingencies. Here it is, passed thirty-eighth General Assembly of Illinois:

SEC. I .- It shall be unlawful for the sheriff of any county, or the corporate authorities of any city, town or village to authorize, empower, employ or permit any person to act a special constable or special policeman for the purpose of preserving the peace who is not a citizen of the United States and has not been an actual resident of the county where such person is authorized to act as deputy sheriff, special constable or special policeman, one whole year before such authori-

SEC. 2.—Any sheriff or public officer vio lating the provision of this act shall be deemed guilty of a misdemeanor, and shall on convicion, be punished by a fine of not less than \$100 and not more than \$500.

## SPECIAL ARTICLES.

"BACK TO THE LAND." BY GEORGE WHITE. THE RAILWAY TIMES has in the picked

and physically perfect railroad employes a foremost in the struggle which labor is making for its rights. To a certain extent, of course, the possession of good health and the non-possession of bad habits may lead to a lainful attitude toward social problem The bluff and hearty railroad engineer need o be a little careful that he does not conclude therefore no vigorous man need be work, and it is probably possible to find a number of railroad employes who believe that if, in some way, railroad companies would more liberal, or if the owned and operated the roads, taking great care of its employes, the problems of how shall the willing find work and how shall the workers get all they are entitled to keep of their products would have little or no interes or them. Still, no matter how inattentive or disdainful some may be in regard to the labo problem, the editors of THE TIMES, its con tributors and its thoughtful readers, at any rate, should be sure they are right when they favor any course of action, and be sure, also trike at the root of labor's difficul ties. "Noblesse oblige." The possession of ties. degree of leisure for reflection — all compel the best attainable results from railroad employes and their leaders. If the railroad men cannot move in the right direction there can be little hope among men of less intelligence and with meaner gifts. If the railroad men of this country be content with palliatives; if they wrangle over non-essentials; if they look help in wrong directions; if they are divided on questions of which there can but one solution, then the prospect of prog ress is barren indeed. Trades-unionism! What is it but a pallia

tive? Government control of railroads and Considered as giving better ser and passenger service, what large improve-ment is to be looked for? Considered as possibly giving a number of men good pay and light work, how little it would do and how would benefit. Changing our financial plans by free coinage of silver, or by allowing greater facilities to banks of issue. What plans by free coinage of silver, aterial difference does it make whether ou noney system is improved or not?

question but this: Tha What is the main nan, a land animal, is, as a rule, less well fed spite of his intelligence and in spite of the mand of them? If the gray squirrel is fa and wears a suit well fitted and handsome in rance; if the robins shine in the sun appearance; if the robins shine in the sun-light and have time to make love and play tag is it not because they are free to use their powers in attacking nature's resources and the difficulties which must be surmounted by all powers in attacking nature's resources and the difficulties which must be surmounted by all living things before desires are satisfied? Can there be any doubt but that "fencing in" would deprive the squirrels and the birds of their comfort, good clothes and leisure? There cannot. And why, then, in the name of common sense, seeing that men are "fenced in" by our system of private appropriation of land, should there be any difficulty in concluding that the fundamental question for American is: "How shall equal rights to land be attained and no natural resource be withheld from willing laborers?" The railroaders need land to live upon, even if they do not realize it. They need to be rid of the taxes and profits on and by taxes, as they could be by a revision of our treatment of land-owners. Above and beyond all, they need to be relieved of the competition of men who would really rather do something else than work on railroads, but who look with longing eyes upon the positions of railroads and the land was been as the land living the property of the land longing eyes upon the positions of railroad was been as a fellow the land was been as the land living the land was been as the land living the land longing else them work on the land longing the land living the land longing the land living the land longing else the land living the land

the land—not as farmers, or quarrymen, or wielders of the axe, or easters of nets, but as railroad men who recognize that there is no free competition under our present system, and that there can be no real progress unless their main strength in agitation and discussion is spent on the fundamental problem of this ime.

Let the trades union be all it can as a shield rainst injustice and too severe competition, at let it be more—the source from which in arion tones comes the shout "Back to the land; let us have equality of interest and op-portunity, either by the plan advocated by Henry George or by some other."

# QUEER FEDERATION.

BY W. J. GARSON.

The grand chiefs of the brotherhoods, and

The grand canes of the brotherhoods, and President Jim Hill, of the Great Northern Railway system, federate and combine to annihilate the American Railway Umon and take the men's constitutional right away, they claiming unless a strike is ordered by them in messages to President Hill that the men who took part in it shall be punished, and that they will receive no support from them, and to treat them accordingly. Now the question is, brothers, Who on earth are these heard chief. grand chiefs, clothed with the authority of grand chiefs, clothed with the authority cars and emperors; or have they that authority? According to press dispatches the brotherhoods have nothing to do with this strike, as it was ordered by the A. R. U. to restore cut wages; and now, I ask, are the brotherhood men going to allow their grand officers to use them as they see fit, such as ools to formulate and promote their selfisl desires? And are they going to allow these mighty chiefs, under the cloak of brotherhood, to co-operate with corporations and use the brotherhood as a club to annihilate other labor organizations whose aim is to protect and pro mote the interests of all classes of railway labor I can answer for myself in one word, and that is, No! Although I have belonged to the brotherhood for several years, believed in it. and lived up to its teachings strictly, and would have still defended and supported it if the members are going to allow their if the members are going to head officers to wage war against other labor organizations who are fighting for right and trying to give laboring men proper support and protection, why, then, if such is to be the case, I cannot and will not affiliate with any such class or organization. It is a stain on the bretherhoods, such a stain as they have never brotherhoods, such a stain as they have never had thrust upon them before. To think that the men above all men who are supposed to uphold right and teach it are the one last are disgracing it! I say, resent it, and call these men, who have dared so much, to a strict account, and at once, or our reputation as honorable bodies of organized labor is dis-graced, and I for one would be ashamed to say I am a member of it. Their condemnation in this locality—Dal-

les, Oregon—is general, as we are all mem-bers of the A. R. U., or nearly so, and it is considered an advanced step in the interest the workingmen, and I assure you that the prin-ciples the grand chiefs are expressing are not indorsed by the rank and file of the brother-hoods. Of course, Grand Chief Wilkinson is an adept in such business, having figured in a like affair on the Chicago & North-Western Railway, in which the Switchmen's Associaton was victimized by conspiracy, and it is only natural to suppose that he would get in at any opportunity, if for nothing else than to keep his hand in. He says the A. R. U. officers are ambitious, and I will say I hope they are, as a man who has not enough get up about him to be ambitious in an honorable way is no good, either to himself or anyone els Such a remark is a slur, especially when it comes from men who would sacrifice us all to gratify their own selfish ambition and treach-

y. The American Railway Union is a labor organization, and has as much right to operate a strike as the brotherhoods, and anyone advising men to work, and who work themselves when a strike is on, are scabs, and noth-

ing else.

The A. R. U. has a leader who is well known. There is not a man who works for a living who does not admire and respect its dent. He is one of the smarte of the most honest, unselfish and devoted of men, one who has labored hard year after year to promote and advance the interests of labor, both intellectually, socially, and every other way. He is a man who is loved and med by the firemen and many others whom he has affiliated with ; and nov he holds broad views, and has had the courage to put them in effect, in organizing the A. R. U., the boodlers—for such I must call the grands—are now combining to overthrow both him and his organization under the cloak

of brotherhood.

Brothers, it is time for us to get our eyes open and sit down on such schemes and the parties to them, and claim the right to belong to want, regardless authority and petty tyranny. It appears to me that it would be quite commendable in the grand chiefs to mind their own business and eave organizations they have nothing to do and turn th ing down their ten-dollar-a-day expense ac-counts and helping some of the unfortunate brothers who are being thrown out of the brotherhoods because they cannot pay such large dues. They will receive lots of support in that direction. I earnestly hope that the men on the Great Northern system will win their strike, and that under the banner of the A. R. U.

# DISGUSTED WITH THE EIGHT-HOUR BUSINESS.

"I'm all out of patience with these labor-ing men," said the train boy as he stood with his back to the stove, flipping peanut shells at a bald-headed and sleeping passenger near by. "The fact is they make me tired talking about eight hours and their reforms and things. I'm discussed"

"What's the matter now?" queried the

brakeman.

"Oh, nothing much. Only I've got my eyes open, that's all. Why, last night was my off night, and I improved the opportunity to call on my girl in the town of Lake. Got to the house about five in the afternoon and had supper, and stayed for a nice long visit during the evening. Her father is a butcher at Armour's, you know, and a nice man, too, if he didn't have so much of the eight-hour nonsense about him. What do you suppose that man did? Why, about I o'clock in the morning he came into the front parlor, where Mary and I were, glanced at the clock and said:

oon, didn't you?"
"Yes," I replied.
"Well, it is now I

NEWS ABOUT THE UN

compels the leaving out of much valuater, and "The News of the Union," to share the cut. The list of unions

#### His Last Complaint.

"I remember," said a well-known en thoughtfully, "when I first went runs the Lackawanna Railroad. I was my job, loved my engine, and I was two jealous of her as I am of my wife. We trainmaster that got a notion that we pulling trains far too light, and he computting on cars. After a hard trip—dos running for water and the like—I went the president of the road.

you about these heavy trains. They are pulling the stuffing right out of my engine can't take care of her this way. I've got best engine on the road, and I don't proto see her overloaded and abused without the control of the contro

"'I'll tell you,' said he, 'the best a fix that—lemme see, what engine is yo The Anthracite? Oh, yes. Well, as I saying, the company want a few engine posin' you sell her to the road; they'd lief pull all the cars with her as not, much do you want for her?'"—Loc

#### THE WINTER GIRL. By M. W. COWELL.

The winter girl is here in town, I saw her on the street; She bowed and smiled, I fell in love,

Soft furs enwrapped her form I wished that my embracing ar Might keep my lady warm.

Her eyes were like twin violets, Her mouth a dew wet wose, And on her cheek the softest tint Of carmine ever glows.

The summer girl is well enough Give me the winter girl . She's always gay, she's always bright, Her bangs like tendrils curl.

That I asked her for her hand, I talked of married joy; She blushed and said, "I am engaged To wed a railroad boy.

"I soon shall be my brakesma He's manly, brave and true; I see him coming—better git, 'Twill be the best for you."

"I was in a railroad accident once," e baggage master to the messenger.
"Did you retain your presence of sked the

d the messenger. Yes, but I lost my mustache, "Yes, but I lost my mustache, my saide whiskers, and my girl went back on Then I sued the railroad company for alieing her affections from me. I got \$5, damages, married the girl, and have lived in the same of the girl, and have lived in the same of the girl, and have lived in the same of the girl, and have lived in the same of the same of

We know a young lady who is so that the naked truth makes her blush.



# Of Interest to Railroad and Their Fami

35.000 DEATH

The IOLA SANITARIU t of Cancer, Tumors and all ma out the use of the knife, and effect where the circumstances are a

# Portraits of President D

A handsome, life-like portrait of President of the American Rai way Union, suitable for framin will be sent prepaid to any address

Address, EDITOR RAILWAY TIMES, CHICAGO, 420 Ashland Block.

Marks' Artificial Lin

American Railway Union.	74.40	Williams, Arizona. W. F. Shelly, Box 55	16 15
ENAL UNION, 421 ASHLAND BLOCK, CHICAGO		Chas. B. KapplerSecretary	15
OFFICERS:	76. Y	C. Dall, 216 Willow st	15
RGE W. HOWARD VICE-PRESIDENT VESTER KELIHER	77. Y		15
LOCAL UNIONS.	78. 1	The Needles, California.	15
Keliher, 421 Ashland BlockSecretary	79. (	Ciudad Parlirio Diaz, Mexico. Thomas Lynch, Box 109, Eagle Pass, Texas	15
A. BlissSecretary	80. L	os Angeles, California. V. H. Clune, 1844 Nand streetSecretary	15
oseph Slawson	81. 5	ian Bernardino, California.  Thos. J. HendersonSecretary	15
Council Bluffs, la. Edw. H. Ott, 543 Mill stSecretary	82.	National City, California.  Jenry SyverisenSecretary	16
Glenn's Forry, Idaho. C. C. Begley	F	Laredo, Texas.  'rank Bradshaw, M. N. R'y shopsSecretary  San Diego, California.	16
St. Louis, Mo. Thos. Mullee	85.	C. E. StrehleSecretary Galveston, Texas.	16
R. M. Brown, 5 3d stSecretary	86.	C. A. Poueigh, 3515 Winnie st Secretary Houston, Texas. Bernard Mulvey, 1213 Hardy stecretary	16
S. Dysart, 2638 Folsom stSecretary	87.	Palestine, Texas. R. S. Dickson	16
B. Jenkins, 431 W. 11th stSecretary nison, Kan. C. Rowe, 1321 Commercial stSecretary	88. 1	Helena, Montana. C. J. Flynn, 1538 Phœnix aveSecretary	16
J. Noble, U. P. Frt. officeSecretary	J	Great Falls, Montand. Daly, Box 750Secretarý Springfield, Mo.	16
lumbus, Neb. H. Bates	C	C. L. Bell, Box 87, Station "A"Secretary  Fort Scott, Kansas.	16
nd Island, Neb.  R. Brown, 213 E. 8th stSecretary th Platte, Neb.	92.	Ralph Phillips, cor. 1st and Arthur sts. Secretary Springfield, Mo.	16
Burroughs Secretary	93.	Kalispei, Mont. Secretary Kalispei, Mont. Secretary rank Townsend Secretary	:71
o. McGroarty, 3333 Columbine st Secretary oux City, lowa. ed Woodruff, 319 Lafayette st Secretary	94. 5	Spokane, Wash.  C. W. Gompt, Temple Court	173
heyenne, Wyoming.	T	St. Louis, Mo. C. D. Page, 3925 Blair aveSecretary	17:
aramie, Wyoming. Hugh HinesSecretary	J	Cincinnati, Ohio. no. A. Shechan, 84 State aveSecretary Minneapolis, Minn.	174
Rawlins, Wyo. W. J. RyanSecretary Green River, Wyo.	J	as. F. Lyons, 625 7th ave. No Secretary Seattle, Washington.	170
). J. Shakespeare	99. 1	V. P. C. Adams, 814 Front stSecretary Ellensburg, Washington.	170
enry Limberg, 1130 W. Franklin st. Secretary ston, Wyo.	100.	lenry C. Markel, Lock Box 1 Secretary Winnipeg. Canada. L. H. Turvey, 572 Alexander st Secretary	171
O'G. Barrington	101. T	yler, Texas. T. Peyton	179
Ogden, Utah.  J. M. Wagner, 3153 Pacific aveSecretary	102. S	prague, Washington.	18
Pocatello, Idaho. Frank A. Law, Box 177Secretary	F	acoma, Washington. A. Mills, 324 East 26th stSecretary	181
Cleveland, Ohlo.  M. R. Miller, 179 Dana st	V	lope, Idaho. V. J. MulvihiliSecretary farshall. Texas.	18:
Jas. Curry, 75 Dawson stSecretary Fort Madison, la.	106. N	L. JacobsSecretary	183
H. W. Oatman Secretary So. Butte, Montana.	107. M	. H. Blumenauer, 240 12th ave. NoSecretary ilssoula, Mont E. Cranston, Box 391Secretary	184
L. P. Benedict Secretary  Montpelier, Idaho.  Jno. Gallagher Secretary	108. G	iainesville, Texas.  V. A. Gilbert, 103 E. BroadwaySecretary	186
Lima, Montana.  J. D. Masters	J:	enison, Texas. no. Devanly, 401 Gaudy stSecretary	187
Anaconda, Montana. H. H. Mayhew, Box 573Secretary	J	later. Mo. D. De Pew, Box 487Secretary Siudad Porfirio Diaz, Mexico.	188
Pine Bluff, Ark. P. C. Dunn, 1717 E. Indiana ave Secretary Huntington, Oregon.	C	arlos D. EspinosaSecretary	189
L. Deacon Secretary	113. E	V. F. Rowe, Box 524Secretary	190
J. Mulien Secretary	114. R	. Harrison, Lock Box 62 Secretary ock Springs, Wyo. (L. Levesque Secretary	191
Johnson, 1709 W. 3d st	115. T	oledo, Ohio W. Otis, 805 Cherry stSecretary	192
P. Seidenstricker	F	asco, Washington H. Plumb	100
Dalles, Oregon.  H. Jones, care cigar store	C	dianapolis, Indiana W. Shaw, 52 Harding stSecretary incennes, Indiana.	3
E. Kirby, 774 Missouri aveSecretary	119. FI	/m. McK. FoulkSecretary ora, Illinois.	
A. J. Bradley Secretary endiaton, Oregon. ames H. Jackson Secretary	120. G	rand Rapids, Michigan.  no. H. Mooney, 440 Ionia st	
enton, Mo. D. McCallum, Box 374	121. W	/est Branch, Michigan.  1. J. Mahoney	tha
my, Wyoming. dward KirkwoodSecretary	. н	taples, Minnesota.  I. D. TeedSecretary	ex
L. Louis, Mo. Gregory O'Tool, 2348 So. 11th st Secretary	J	roy, Montana A. Smith	for en ald
Mattoon, Ill.  A. E. Marshall, 74 Richmond stSecretary  Cantidad, Colorado.	J	. C. SpenceSecretary	ins is
namuel Clary, 1615 Nevada aveSecretary Argentine, Kansas.	126. In	ames O'Donnell, 1916 38th stSecretary	ca
James M. Appleby, Box 257	127. L	ames F. Hennessy, 261 English avSecretary lvingston, Montana. Yrank Toland, Box 132Secretary	wi
Fort Worth, Texas. P. L. Estes, 904 Morgan stSecretary	128. E	Billings, Montana.  V. B. ChryslerSecretary	th
Emporta, Kansas. D. A. MathenySecretary	J	Secretary	liv
Clarendon, Texas.  as. Levi	131.	erre Haute, indiana. l'hos. J. Dailey, 701 N. 14th st Secretary Dickinson. N. D.	th of ki
D. T. Taylor, Box 445Secretary	132.	F. M. ThompsonSecretary	re
John W. Comes, 923 N. Pine stSecretary	133.	E. G. Chapman	w
D. Ross Secretary Topeka, Kansas. Chas, Leat, Jr., 208 Klipe st Secretary	134.	Cyrus C. Personett, 201 Mich. aveSecretary Milwaukee, Wis. M. E. Hutchinson, 312 National aveSecretary	in
Raton, New Mexico.  Robt. Bland	135.	Brainerd, Minn. E. J. Hurley	br
Dodge City, Kansas. J. C. Baird	136.	H. C. Allen, 1st ave SoSecretary	100
Pushlo, Colorado.  1. F. Chopper, 16 Block U	,	Meridian, Miss, T. P. KnappSecretary Frankfort, Ind.	re
Nick Janes, 1004 S. 14th st	139	W. H. Smith, Box R, Russiaville, Ind. Secretary Roodhouse, Ill.	b
John E. Biggs, Box 284Secretar Salida, Colorado. Cha. A. McComasSecretar	140	Charles L. TimlinSecretary	0
Colorado City, Colorado.  D. J. Grace, Box 34	141.	P. H. Gibbons, Box 440 Secretary	O
Temple, Texas. L. B. Rogers, Box 141Secretar	142.	Charleston, III. C. C. Armstrong	SC
East Las Vegas, New Mexico. Kugene Crown	143.	Pullman, III. A. E. Bassett, Box 514Socretary	88.3
Yaylor, Taxas. A. Cameron, Box 149Secretar Londville, Colorado.	y	Chicago, III. C. H. Boggess	at U
E. J. Sutherland, care D. & R. G. R'y Secretar Altoquerque, New Maxico.  V. G. Wiley	146.	Albuquerque, N. M. W. G. WilleySecretary Glasgow, Mont.	0.000
	7	F. M. FryburgSecretary	4
Lorross, Wah.	147.	Nickerson, Kan.	C
Jerusa, Itala. Jesus Remedy Secretar Remedy Secretar Remedy Secretar Remedy Secretar Remedy Secretar Remedy Secretar Con Kannas	148.	Rickinson, R.E. C. W. Arnold, Lock Box sp Secretary Willelian H. B. H. Y. Seith. Secretary Black, Jr. E. D. M. Jeary, Box sp Secretary	١.

	THE RAILWAY TI	ME	S, MAY 1, 1894.
180.	Devil's Lake, N. D. L. L. Moulster	194.	Onlivein, leve. J. Anderson
151.		195.	Omaha, Neb. Geo. H. Hibbard, fire Sixteenth st Secretary
152.	Crockston, Minn.	196.	Pullman, III.
153.	A. B. Carleton	197.	L J. Schleuth
154.	Rat Portage, Ont. Peter McMurphy	198.	Thos. Mack, rrs8 S. Cally stSecretary Chicago, III.
155.	Kern, Cal.	199.	E. R. Carter, 5317 Princeton ave, Secretary Momence, Ind.
156.	R. S. FinnSecretary St. Cloud, Minn.	200.	J. T. Golden, Box 537Secretary Chicago, III.
157.	W. H. Broahen, Washington House, Secretary Willmar, Mian.	201.	P. J. Leddy, 423 Duncan Park Secretary Everett. Wash.
158.	M. Spinner, Box 35 Secretary Macon, Ga.		W. H. Broome
	Jno. W. Cronin, South Macon Secretary Chanute. Kan.	5.00	F. P. Leonard, 423 Ninth stSecretary Champaign, III.
	Jno. McGrath Secretary  Laredo, Tex.	3	J. A. ReevesSecretary
161.	Abraham Calleros		J. KuhnSecretary
	Z. L. Simmons, 130 Locust stSecretary		Chicago, III. W. H. Hall, 7050 Cottage Grove ave. Secretary
	Breckenridge, Minn. J. A. Mallison		West Superior, Wis. W. T. Tyler, 1229 Banks aveSecretary
163.	Pred L. Barnett, Box 164Secretary	207.	Pullman, III.  J. C. Condon, 2559 111th st., Roseland, III
164.	Dubuque, Iowa. Jno. W. Howe, 42 Schiller stSecretary	208.	Pullman, III.
165.	Anderson, Ind. R. Kremer, 218 W. 11th stSecretary	209.	S. M. Myers, Box 846Secretary Duluth, Minn.
166.	Pittsburg, Kan. J. C. Shuttleworth, Opera Ho. Hotel. Secretary	210.	
167.	Indianapolis, Ind. Edward Gould, 70 Yerser street Secretary	211.	A. W. Holland, Box 166Secretary Hinckley, Minn.
168.	Youngstown, Ohio. W. D. Morris, 1030 McGuffey street,Secretary	212.	Geo. TurgeonSecretary Chicago, III.
169.	Marion, Ohio. Jacob BergerSecretary	213.	Monon, Ind.
170.	Baltimore, Md.		Edw. TownleySecretary St. Paul, Minn.
<b>:71</b> .	Jas. Russell, 1416 East Fort avenueSecretary Madison, III.		M. Zwerenz, 2014 Front stSecretary
172.	Charles L. WarnerSecretary Steven's Point, Wis.		C. B. Sperry, Box 227Secretary
173.	W. A. Webster, 515 Church street Secretary Kent, Ohio.		Skykomish, Wash.  J. E. Jone
174.	Frank Shorts		Umatilla Jct., Oregon. E. E. GoodSecretary
175.	Frank Caulfield, 4550 State streetSecretary Medicine Hat, N. W. T.		Elliston, Mont. H. O. Patterson
176.	R. A. Haynen Secretary Chippewa Falls, Wis.	219.	West St. Paul, Minn.  J. B. Callahan, 465 Ada stSecretary
	James LaneSecretary Collinwood, Ohio.	220.	Snohomish, Wash. Jay B. Le Compte, Box 167Secretary
	Charles Bleekreide	221.	Decatur, III. J. F. Pellecrew, 233 E. Orchard stSecretary
	P. W. Hennessy, 433 Caroline street, Secretary Urbana, Iil.	222.	Luther, Mich. W. C. Beecher, Orono, MichSecretary
	H. C. Stovel, Box 235 Secretary	223.	Chicago. S. W. Secord, 4909 South Halsted st. Secretary
	St. Paul, Minn. E. W. Fisher, 165 Como street Secretary	224.	Springfield, III. E. W. Rouland, 141: E. Cook stSecretary
181.	A. Fenten Secretary	225.	Elsdon, HI. W. R. Brown Secretary
182.	Marion, Ohio. W. A. Cally, 430 West Canal streetSecretary	226.	Peoria, III. Miles Deviney, 311 Ayer stSecretary
183.	Moose Jaw, N. W. T. W. A. PorterSecretary	227.	South Chicago, III. D. G. O'Connell, 8852 Houston aveSecretary
184.	Algiers, La. T. J. Courtney, 67 Pacific aveSecretary	228.	Garrett, Ind.
185.	New Orleans, La. Jno. P. Clarke, 106 Calioppe stSecretary		A. J. MunseliSecretary
186.	Cadillac, Mich.  Jos. Yarnell		SUBSCRIPTION BLANK.
187.	Huntington, Ind. Jas. J. Deegan, cor. Byron and Frank-	Cut this out, fill in the blank spaces and	
188.	lin sts	send it with an express money order for \$1 to THE RAILWAY TIMES, Chicago, Ill.	
	Jno. S. Higgie, Box 143Secretary  Danville, III.		
	Chas. Finkbiner, 924 N. Jackson st Secretary	Nam	e
	Pullman, III. C. M. Haynes	Stree	t or Box No
	Pullman, III. W. F. HislopSecretary		·
	Chicago, III. Jno. W. Quilty, 124 N. Western ave. Secretary	City.	
193.	Burnside Crossing, III.  J. R. Finn, 6229 Woodlawn aveSecretary	Ŝtate	

# 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 herees only die upon the battlefield.

The daily battle of life sees more heroes, is full of more pathos, has things more terrible han 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 whibited by the soldier.

We are here resided that among the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the following in the little of the second of the s

exhibited by the soldier.

We are here reminded that among the fighters in the battles of peace, the engineer stands onth 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 railroad man has to deal.

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

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 apon 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:

MR. A. G. DINGWALL, of Salt Lake City, says:

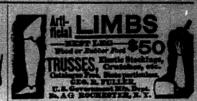
"I do not hesitate to recommend to locomotive enginemen or others, who may suffer from the effects of hard riding on any kind of rolling stock, Warner's Safe Cure. Have had trouble of this kind myself and know that Warner's Safe Cure is most efficacious in its action on the kidneys. I know of other railroad men who have great faith in it for any of the inconveniences

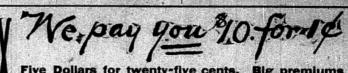
of this kind myself and know that warner's Sale Cure is most efficacious in its action on the cidneys. I know of other railroad men who have great faith in it for any of the inconveniences esulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, 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 gratify-

In Answering Advertisements kindly mention The Railway Times.

THE BROTHERHOOD SEAT IS SENT ON ONE WEEK'S TRIAL.

STANNARD & WHITE. APPLETON, WIS. of L. R., No. 88. B. of L. P., No. 28.





Five Dollars for twenty-five cents. Big premium for 1100 dates and varieties U. S. Coins. Always send 2 stamps for Illustrated Catalogue.

NATIONAL COIN. CO., 832 W. Exchange Bldg., Boston, Mass.

# J. S. TOWNSEND. Railroad Jeweler



1554 WABASH AVENUE, CHICAGO.

HEADQUARTERS FOR

Emblems of all kinds.



400-page Catalogue

mailed you for 10 cts. Goods sent C. O. D.

to all points. Charges

paid.

DIAMONDS, WATCHES, CLOCKS, JEWELRY, SILVERWARE,

**OPERA** GLASSES, BISQUE BRONZES,

NOVELTIES.

FANCY

We Manufacture, Repair, Engrave, Design.

Gold and Silver made over. THE LOWEST.

WE ARE SPECIAL WESTERN AGENTS FOR JOHN J. McCRANE'S LOCOMOTIVE BRASS CLOCK, -"THE PRESIDENT WATCH MOVEMENT," finest thing out, -Also, JOHN LAMB'S MICA EYE PROTECTORS, per pair, THE BEST ARTICLE IN THE MARKET

For particulars, address J. S. TOWNSEND, 1554 Wabash Ave., CHICAGO.



Let me introduce you to

"The President" Watch Movement

UNITED STATES WATCH CO., Waltham, Mass.

This is the only 18-size, 17-jeweled double roller, lever setting movement on the market. It is most highly and accurately finished throughout, and is especially adapted to men in railroad train service. Each movement is accompanied by a time rate certificate, and the price is within the reach of all. Purchase no other until you have seen it. If your jeweler does not handle it ask him to send for it.

JOHN J. MCGRANE,

187 Broadway, NEW YORK CITY.

CHARM FREE

CUT THIS OUT and send it to us with your name address, and we will send you this elegant wat

MRS. WINSLOW'S SOFTHING



\$12 TO \$35 Can be made working the preferred who can give their whole time to the

# ARTIFICIAL LIMBS

PATENT ADJUSTABLE SLIP SOCKET. WARRANTED NOT TO CHAFE THE STUMP.

Received the Gold Medal and the Diploma at the World's Fair. Largest Firm in the United States



Pre-Winkley Artificial Amb Co.

Brotherhood Overalls. The only Overalls made by a member of organized labor, and the best that can possibly be made, too. Does any dealer sell them in

H. S. PETERS' BROTHERHOOD OVERALLS,

B. L. F. No. 3. B. L. E. No. 419. Hinsdale St., BROOKLYN, N. Y.

ARCHITECTURE ARCHITECTURAL DRAWING, PLUMBING, HEATING AND VENTILATION, MECHANICS, MECHANICS, DRAWING, ELECTRICAL ENGINEERING, SURVEYING AND MAPPING, MINING, ENGLISH BRANCHES AND

Diplomas awarded. To begin, students need only know how to read and write. Send for FREE Circular of Information, stating the subject you think of studying, to

The Correspondence School of Mechanics and Industrial Sciences, SCRANTON, PA.



