

The Railway Times.

Vol. I.

CHICAGO, MAY 1, 1894.

No. 1

THE GREAT NORTHERN STRIKE

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

The American Railway Union Versus American Railway Association—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 past, largely colored from innuendo to flat falsehood in Mr. Hill's interest. The history of labor's magnificently general 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, published 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 he connect them so as to get an intelligible view of the situation. In no case were maps given to guide him, nor for reference. Helena and Wilmar might have been but ten miles apart so far as 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 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—we have fattened on the bounty of Union labor; the plutocratic press of the United States, and the servile indifference of what is known as the middle man, who on a capital of a few thousand dollars apes the importance and style of his master, the millionaire. At this writing, while everything points to a favorable conclusion to union labor, it may be defeat to the Great Northern boys and their tried and true allies, the Knights of Labor. But if so it be, Napoleon's historic remark after Austerlitz, has a fresh significance: "One more such victory and I am undone." The glory of linking 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 network of spurs and lines in western Minnesota, and then running westward across the northern line of North Dakota, Montana, Idaho and Washington to the Pacific to Tacoma, Seattle and Vancouver, 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 stock of the old St. Paul & Pacific road, which 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 meetings 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 mendicant style of carrying on his business; and thereby hangs a tale.

On the first of last August Hill cut everything except his trainmen from five to thirty per cent. He followed that by ordering a cut January 1, 1894, of the trainmen. The engineers and firemen were sicked of ten per cent. This, after the usual conference, grievance committee panoramas and total eclipse of the sun, moon and stars, fringed with a halo of hotel bills visible at all times to the naked eye, resulted in a compromise; the company took nine per cent and a gagged snicker, the firemen and engineers one per cent and the glory. And all this, though the firemen voted solid against accepting the reduction.

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 account of hard times, but "to put in effect a long cherished intention of retrenchment." The 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 contradicts that and says his road is losing money. 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 the NEWS by the local representatives of the American Railway Union, which it cheerfully publishes, since it furnishes an accurate statement of the case from the position of the railway employes, who are among the most conservative, intelligent and law-abiding citizens of the country:

"STRIKERS' HEADQUARTERS, RY UNION, 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 strike is for the restoration of all wages paid all classes of employes, prior to the first cut made during August, 1893. This is but fair, as the Great Northern Railroad never did pay as much wages as other Pacific Grand Continental lines.

"We make for your information a few quotations 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:

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

"This scale of wages, as you will see, is not sufficient to furnish the necessities of life—the cheapest board one can get in Butte, Montana, is \$26 per month; therefore, brothers, we ask the question, how much is left for the men to furnish the necessities 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 supplant all spirited men and thus force the others to accept their terms. A cipher dispatch was sent from Great Falls to St. Paul, by General Superintendent Bryan, instructing officials to forward all available men. A reliable 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 terms. Everything worked correctly. Every employe responded to the call to quit, and not a man wavered. The company then began to whine, complaining of short notice. The notice was only six hours. The employes have no apologies to make in this respect.

"We need your financial and moral support everywhere. It is the greatest strike the world has ever seen. Give us your moral and financial support through the general office at Chicago. 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,
Approved: JAMES HOGAN,
"Director American Railway Union.
"E. J. HEALY, W. C. SHERRIS,
"Chairman. Secretary.
"F. J. FITZMAURICE, DAVID ROSS,
"Committee."

But little need be added. The March 1 cut proposed another "equalization," which would result in further slashing of the miserable wages. Hogan and the committee's story tells the rest.

Before ordering the strike, or, rather, in yielding to the demand of men who refused to be further reduced in pay, Mr. Hogan wired as follows early on the morning of April 13:

"BUTTE, Mont., April 13.
"C. W. Case, General Manager:

"I am instructed by your employes to say that unless the scale of wages and rules of classes of employes that were in effect prior to



the first cut, made August 1, 1893, are restored, and switchmen at Great Falls and Helena receive the same pay and schedules as at Butte, and the management agrees to meet the representatives of the employes at Minot not later than ten days hence, and formulate schedules 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 noon today 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 passenger 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 Agent Alsop, of this city; William Harder, the general agent at Helena, and Pat Kelly, the Great Falls agent."

On receiving the report of the walkout Mr. Hill and his superintendents issued a notice, printed in a St. Paul paper, to the effect that the telegram as to new men being employed was false. This was followed by the expression of the wish that "faithful employes" would remain, general promises of promotion usual in such cases.

This statement of Mr. Hill was proved false before sundown for not only were outsiders to run in, but even then there was a squad at Great Falls, who in their own defense claimed that matters had been misrepresented to them.

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 brotherhood men. On the same day a public meeting was held which was addressed by the mayor, who, at its conclusion, wired Mr. Hill: "Send no scabs here. Will only tend to create a disturbance. R. R. property protected and men orderly." Breckenridge followed same day, every man out. Also 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 condemned the 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 exaggerated. "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." Grand masters not being infallible in matter of opinion, Mr. Wilson has probably modified his opinion just a little. The officials of the Great Northern were a unit in saying "that the number of men who had gone out was not large," an opinion, if respectable, which should add new strength to the "get together" dogma of the A. R. U. If an insignificant number of men could in one or two minutes stop the wheels and all their accessories on 2,000 miles of track, what could not "all together" do if the notion struck them?

Manifestos against the rebellious also followed, and though of no avail, will look well in the history of the strike, and will please

the big niches of fame with the glory of their promulgators' fame. Grand Master Wilkinson, of the Railway Trainmen, was indignant 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 membership in and help from the brotherhood." He blamed the ambitious officers of the A. R. U. for this premature movement. First Grand Frills Morrissey 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 support the firemen or do the firemen support, pay for, and keep up the organization—"or be sustained—awful thought—by the federated committee. We propose to stand by all agreements that have been authorized by authorized committees." "You"—that is Hill—"are at liberty to act accordingly!!" Thanks awfully.

E. E. Clark, big dog in the puddle of the conductors, was also mad and invested a little in telegrams—miscellaneous expense account. He wired the secretary at Spokane Falls in a voice of real basso profundo 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 proper and regular duties"—\$20 a month, board \$26. "If any participate in a strike they must abide the consequences, which are well known." Return and be forgiven. God bless you, my children; chip in the dues.

Grand Chief Arthur, of Euclid avenue, Cleveland, Ohio, was also much put out. When matters can be settled so quietly and without detriment to the officers' salaries, what is the use of raising a row? He did say that the dread consequences of participating in a strike would fall heavily on offenders. What do these engineers want, anyhow? Have not they got that one per cent saved from the cut? Do they want to trample Mr. Hill into the dirt? Later on Messrs. Arthur and Sargent convened with Mr. Hill, wiped their perspiring hands of all responsibility, and took a position of strict neutrality. Wouldn't take either side, would not even call off prospective master mechanic of the Kalispell division. The A. R. U. is grateful.

Then John Cheek Nolan. John is not a head, but John is in it. John wants to be a grand push some time, and like other jackasses who insist on promeneading where the cherubim and such are more than timid, he is parading round with a title making himself numerous and consequential. John is the unnamed and mysterious committee all to himself that we read about in the papers as "calling on President Hill." John is all right. If there is no sugar in the ground for him now by reason of diminished receipts on the Great Northern, he expects and is promised it hereafter. Not the remote hereafter where John will be listed as a prominent citizen of that ethereal geography wherein are cooped together scabs, spies, traitors, etc., but an immediate hereafter. As soon as the strike is over and John has time to 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 Kalispell division, even though the occasion may not seem to warrant a torchlight procession in that locality.

On April 16 the foregoing manifestos were succeeded by a love feast, capital and labor walked hand in hand in St. Paul. Clark, conductors grand, Morrissey only a vice-grand, and Chairman Brainerd of the Great 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 mountain heights of the wild and woolly West, were real rude and coarse when addressing their chieftains. "Keep your hands off! The A. R. U. are running this strike." "Resolved"—joint meeting of brotherhood men—"that we will only settle our grievances through the A. R. U.," etc. As an incident to the important matters just narrated, but having no connection therewith, or even being on speaking terms with them, the strike moved on. Division after division threw down tools, from the pen to the crowbar and lifting jack. On April 16 it reached St. Cloud and Crookston; it had already reached the Pacific. Everybody was on a strike and at innumerable places along the line the citizens by acclamation cried: "Fight it out!" As the days passed by, money began to offer its substantial sympathy.

THE STRIKE WON.

MAY 3, 1894.

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

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

In the heat of conflict sharp things are printed that in peace do not smooth on paper. There may be some of that kind of matter written under such circumstances here. The hurry of going to press now forbids editorial elimination. Each reader can pass over what don't suit him, which amounts to the same thing and THE TIMES will indorse it.

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

The following press dispatch tells the story:

"WHEREAS, At a joint meeting held this day, May 1, between the management of Great Northern Railway, its employes and this committee of arbitration, 75 per cent of the differences in wages in controversy were amicably settled between the company and its employes; now, after hearing the statements submitted by the parties in interest and as a result of our deliberations that seventy-five per cent of the reduction in wages since August 1, 1893, of all other classes of men whose claims were submitted to us, are restored."

The committee also adopted the following address for publication:

"TO THE PUBLIC: Many erroneous reports have been in circulation as to the facts regarding such reports.

"The committee of arbitration finds that the wages for common laborers paid by the Great Northern Railway, since November, 1893, were as follows: West of Minot, \$1.25 per day east of Minot, \$1 per day; and that the management of the railway company had already prepared notice restoring the wages of such employes to \$1.50 per day west of Minot, \$1.25 per day east of Minot, such restoration to take effect May 1, 1894; and that the management of the railway company had already notified the engineers, firemen and trainmen that the reduction in their wages would not be enforced, in view of the fact that further reduction would be made in the case of other employes."

Mr. Hill's men—by reason of extravagance probably—had not laid out ducats for a rainy day. Resolutions of condemnation of Hill's 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 strike when called on, and over one hundred new members were added to the union. On the same night three hundred railroad men met in St. Cloud to hear President Debs.

Meantime rolls of membership are pouring in from all quarters, and especially the transcontinental lines west. The strike has added thousands of men to the A. R. U. rolls, the era of usefulness has been advanced a year 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, of Local No. 156, addressed a meeting boiling over with enthusiasm and determination. All 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 were sworn in as special police to protect the company's property. At Havre, Montana, the same night a meeting of citizens indorsed the action of the boys, and the mayor notified the management of the company that scabs would stand no show in the town. Lawyers, ministers and business men did the talking, and the proprietors of eating houses and hotels resolved not to feed scabs if they came. At 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 and citizens called a meeting at City Hall, packed it, and roasted the gang. En passant, Fergus Falls would be a good locality to initiate a kindergarten boycott.

On the night of the 22d, Messrs. Debs and Howard addressed nearly eight hundred railroad men at St. Paul, and, as a result, added two hundred and twenty-five new members to the A. R. U. Among the delightful episodes

of the meeting was a roasting by Messrs. Debs and Howard of the Minneapolis Tribune, a weak, teat sucker of the plutocracy, and fortune doomed to decay in the near future. The sheet has consistently been misrepresenting the cause of the men.

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

The gratitude of the A. R. U. to the just, loving and warm-hearted people of the great West calls for details to show our obligations to them, but space demands that today they take the will for the deed. They are on record and at some near future day the high esteem in which we hold our defenders and brothers of our hour of trial shall have a full and hearty expression. And to those who have come to the aid of the Great Northern men with gifts of money and provision for the A. R. U. and to those who may heed the call we make today, we can only say that if unfortunately they or any of them should be so placed in the future as to call for reciprocation in kind, the A. R. U. will be beside them to a man. It is a promising sign for the future of American liberty, that all hearts are not sordid, that men are not so bonded in the shackles of greed that a brother's call for help in righteous cause shall go unheeded.

THE TIMES will pass by detailed mention of so-called acts of violence alleged to have been committed, the dumping out and resistance to scabs decorated with a United States marshal's badge ostensibly in service of the United States, but really the hirelings of Hill. No reasonable law contemplates that strict observance of its letter can be expected, when the executive officer is exasperatingly offensive in its execution, and especially where that execution is a thin sham to aid an unconscionable hog and tyrant in his efforts to spread from the so-called offender's children's mouths. It is claimed by some that there are too many people in the world, and in such selection to diminish population, the demagogues' plutocracy's Hessians would only be carrying out Darwin's law of the survival of the fittest.

Besten at every point, Hill called a conference. The description of that affair, the dirt-eating press is amusing. "Hill receives," not Hill met. Consider the awe-inspiring moment when the plotters committee was called upon to stand in the unshaded glory of his own person, the [Continued on second page.]

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CHICAGO, MAY 1, 1894.



WATCH IT. The date on the address label shows the date to which subscription is paid.

NOTICE TO LOCALS. THE RAILWAY TIMES has constant calls for news papers, and also request for rates as to cities sent to one address.

TO CONTRIBUTORS. THE RAILWAY TIMES has been favored with wealth of good matter by special contributors.

NOT RESPONSIBLE. THE RAILWAY TIMES does not hold itself responsible for the opinions of contributors.

THE CONVENTION. The first convention of the American Railway Union will be held at Chicago, beginning May 12, 1894, at 9 A.M.

THE RAILWAY AGE is very much disgruntled because the Great Northern boys went after Hill with a club instead of a toothpick.

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OPPRESSIVE laws' legislation in favor of the masses is the core of the boil that brings in revolution.

It makes a difference as to what the crusader to Washington demands. If he is after a tariff, transportation furnished by Pennsylvania manufacturers, he is not objectionable on the capitol grounds.

AT Iron Mountain, Michigan, hundreds of Italians and Hungs are starving. The legislation that compels these men to starve to death, recently and in order, according to the statutes in such case made and provided, has made no provision to compel the men who imported the poor wretches to take away a citizen's right to earn his bread to feed them.

THE American Railway Union not only disowns being antagonistic to the brotherhoods, it suggests that its members hang to their love. In a short time hence a brotherhood card will be the open sesame to transportation in the superintendent's car.

THE esteemed Railway Conductor in speaking of the Union Pacific case, breaks a straw on the A. R. U. by omitting to mention that it was through the efforts of that organization that the case got into court.

WILLIAM JEAN HOWELLS, America's leading author, declares that this country is a democracy. "The tramps," he says, with sarcasm, "walk the land like the squalid hordes of the laborers who once tilled it."

cold in the foundries. The public domain, where in some sort the poor might have provided themselves, has been lavished upon corporations, and its millions of acres have melted away as if they had been a like area of summer clouds.

TREACHERY THWARTED.

Late last week the labor public was startled by press reports announcing that by an unparalleled 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 officials of the Great Northern, finding it 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 fold game of "divide and conquer."

But in their haste to betray their fellow-men 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."

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 unparalleled infamy of the plan to get the engineers to return to work will be better understood when it is stated that many classes of the employees had no grievance at all, and originally struck simply to help the engineers and firemen to get their old schedule.

YADAM BEDE, hem ar got von gude yob. 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 just the same be-fore, und men say him skall pay just same vages or him skall hev helroarin time.

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SMALLPOX GRATIS.

Vengeance to the hog and the hog's patrons is threatened in Chicago. The big cloak, ready-made clothing, shirt and furnishing stores—the palaces of trade—are largely supplied by sweaters.

Smallpox has appeared in the sweat 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.

The infected districts here mentioned are among the worst in the city, regarded as centers of a smallpox epidemic. At all times "sweat shops" are disease breeders. It is unnecessary to comment on their influence as sowers of the germs further than to say that they are the places where thousands of garments are made every week.

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.

AMERICAN RAILWAY UNION.

Local Union No. 38 held a good and interesting meeting last Friday night, when officers and committees for the ensuing year were elected and the membership was increased by the addition of quite a number of new members.

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

THE credit for the restoration of the wages movement is the fact that it is strongly opposed by the heads of the brotherhoods of engineers, firemen, telegraphers, conductors and trainmen, and that those of their members who have gone into it have done so in defiance of their agreements and of the orders of their chiefs.

American Railway Union took up the fight against the receivers and unjust decisions and furnished the information as to the general manager's mode of procedure. It was the only organization that demanded restitution of wages and, standing alone, procured it.

THE founders of the employees' 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 it was superior to the various brotherhoods which it proposes to supplant.

It ought to occur to even a less gifted prevaricator than the Age, the picker up of crumbs from his master's table, that a strike on a railroad requires the cooperation of engineers, firemen, trainmen, telegraphers and conductors.

EUGENE V. DEBS, the railroad men's leader, promises to become a star of the first magnitude in the labor movement. We know Debs of old. His worst enemies cannot 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.

SLOW TO TUMBLE.

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

FAIL TO CONVINCe PRESIDENT HILL.

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 employees.

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

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 papers.

BOSTON roughs and the selectmen mobbed a peaceable assemblage of Coxeites in Boston. The plutocrat Chicago Tribune winds up its account of the outrage as follows:

The disconcert 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.

By the time that Mr. James Hill gets the switchback on the Montana Central cleaned up, and the track switched back, he will doubtless wish he hadn't.

THE middleman warbles sweetly, the audience approaches the footlights, makes a low bow of acknowledgment. Laughter.

A SAMPLE ANARCHIST.

One J. N. Hubbard, of Council Bluffs, Iowa, has made his record as a sample anarchist. He is counsel for the Chicago & Northwestern Railroad. His duties are confined to that, he is paid for that.

To show his devotion to his clients—with a 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.

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 corporation lawyer, would ditch it.

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

Mr. Hubbard's vainglorious threat puts him in a ridiculous light. He need not proceed 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.

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 necessities of life?

Every effort, every move, every suggestion of the impoverished to raise their heads, is met by threat of militia and policeman's club.

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

It will not do. Because the cackling of 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 Coxe.

BURNS ALL THE BRIDGES BEHIND HIM.

Mr. E. V. Debs, president of the American 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 employees that numbers 200,000 voters.

THE BOATNER REPORT.

A reputable New York paper has information that the forthcoming report of the congressional committee on Judge Jenkins' Northern Pacific strike injunctions will be strongly adverse to the jurist and may go to the length of recommending his impeachment.

That course would be a melancholy termination 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.

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

DIVIDENDS DECLARED.

Providence & Worcester, 2 1/2 per cent, quarterly. Utica & Black River, guaranteed, 3 1/2 per cent. Berkshire, 1 1/2 per cent, quarterly. Boston & Providence, guaranteed, 2 1/2 per cent, quarterly. European & North American, 2 1/2 per cent. Eel River, guaranteed, 1 1/2 per cent. Maine Central, 1 1/2 per cent, quarterly. Northern New Hampshire, 1 1/2 per cent, quarterly. Old Colony, 1 1/2 per cent, quarterly.

GREAT 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 autocrat. The purpose of that conference on Mr. Hill's part was to close up somebody's eye. His business success is largely bottomed on that characteristic.

At the conclusion of the conference to arbitrate Debs struck the keynote 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."

"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 men 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."

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 indications 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 at Helena and Butte.

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 patrolling the road to help Jim 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.

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THE LABOR WORLD.

The adjourned conference of the representatives of the Knights of Labor, Central Labor Federation, Socialist Labor party and the People's party, April 23, resulted in harmony beyond all hopes.

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.

Petition books for woman suffrage, asking that the word "male" be stricken from the constitution in the coming convention, are being widely circulated and extensively signed in the various labor organizations in this city.

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-being.

General Coxe, when spending a day or two in this city, spoke at a meeting called by the People's party. The British press on the army movement is interesting. The London Daily Chronicle says: "If the American masses, who have political power entirely in 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."

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:

"Resolved, That on and after Saturday noon, 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 conditions of employment which prevailed at the beginning of the present scale year."

A prominent Massillon operator says: "It 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 secure."

Here is a sample of some of the statements 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 mines: "Three months ago the rate of wages 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 hewing from the bowels of the earth coal that afterward sells for several dollars a ton!

Whom the gods would destroy they first make mad. Cleveland's commissioners at Washington have issued an order forbidding Coxe littering up the capitol steps.

PAT MAGEE.

Walkin' wid Pat Magee Down by the Tullagh bog, "Mind where ye're settin' yere shteps," says he, "Lest yez put yere fut on a frog. Frogs is the devil," he says, "I'm thinkin'," he says, says he, "Av I carried yez over to yonder wall The sorrow a frog we'd see."

Stetin' wid Pat Magee Atop a loose built wall, "It's unaisy I am in me mind," says he, "Dhradhin' the stones might fall. Stones is the devil to slip, 'I'm thinkin'," he says, says he, "Av I gave yez waist a bit av a clip The sorrow a fear there'd be."

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

RAILROAD TRACK WRECKERS IN CHINA.

During a recent anti-foreign-devil riot at some 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 the case before the Toatoi of Tientsin, who is 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 running 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 townsfolk 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 you, with power to torture and imprison anyone who makes the least disturbance or 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.—London Truth.

WHY NOT DIFFERENT?

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

Stop a moment and think! Shut your eyes, patient reader, you even who scarce know "light from darkness," girded by "the clinging bands of pain and sorrow," bearing "the curse of ages," and with imagination as mighty as that of Jean Paul piercing the 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—falling sight and poisoned blood—humanity enfeebled, dwarfed and brutalized. In dank air of mine the swart gnomes dig; amid buzzing wheel and rattling pulley the toil-spiders spin and weave; the filmy fabrics defile fall from thin fingers; broad shoulders bear the stone and brick for giant edifices "neath broiling sun; human automatons guide swift machines whose tireless speed strains every nerve to greatest tension; pale women stitch and stitch and stitch "in poverty, hunger and dirt"; little children, caricatures 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 feral 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.

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MAD MILITIA.

Chicago militiamen, through one Turner, a colonel of the band-box pattern, claimed 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 doxy commander of the goings accepted the apology and there will be no duel.

There is a difference of opinion between Mr. Hoyt and THE RAILWAY TIMES as to what constitutes "excellent work." Judging from the scalp hanging from the militia belt, that "excellent work" contemplated by the playwright consists of shooting and bullying labor at capital's command. THE TIMES, on the contrary, thinks that the most excellent thing our militia could do would be to—in a

military sense—lie down and die. This trifling 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 comrades. 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 organizations. 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 sum 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 Cleveland paper (the city he resides in), he is estimated to be worth \$500,000. Even if 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 it 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 men into factions, and destroying their power. Mr. Eugene V. Debs, as true a man as breathes, saw that either the railway men must form a federation for mutual protection, or be quietly taken by the corporate 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 another 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 Jim 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 strike 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 insure 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 a vexed question. THOMAS H. LUCAS.

LAWs grind the poor, and rich men rule the law.—Goldsmith.

AFTER the strike on the Great Northern 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 infancy of Frick and Carnegie in furnishing soft iron plates to the government at hard steel rates is deepening. It has just been shown that the projectiles furnished by Sterling Brothers are also made soft to the end that the plates will stand the test. Get out your injunction, call out the "shell."

GOSPEL AND GUNS.

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 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 Sunday 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 gospel of peace! The gentle words of the gentle Christ, the adjuration to "turn the other cheek" to the assailant's hand, are so fitly environed, in sooth, by a fringe of bayonets and a gleaming enframing 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 display or an even more foolish terror inspired by the vapors 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. 1.—It shall be unlawful for the sheriff of any county, or the corporate authorities of any city, town or village to authorize, employ, or permit any person to act as deputy sheriff, 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 authorization.

SEC. 2.—Any sheriff or public officer violating the provision of this act shall be deemed guilty of a misdemeanor, and shall on conviction, 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 mass of readers who should be among the 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 disdainful attitude toward social problems.

The bluff and hearty railroad engineer needs to be a little careful that he does not conclude, because he has had no lack of employment, therefore no vigorous man need be out of work, and it is probably possible to find a number of railroad employes who believe that if, in some way, railroad companies would become more liberal, or if the government 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 interest for them. Still, no matter how inattentive or disdainful some may be in regard to the labor problem, the editors of THE TIMES, its contributors and its thoughtful readers, at any rate, should be sure they are right when they favor any course of action, and be sure, also, that they strike at the root of labor's difficulties. "Noblesse oblige." The possession of physical and mental powers, of skill, of some 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 meager gifts. If the railroad men of this country be content with palliatives; if they wrangle over non-essentials; if they look for help in wrong directions; if they are divided on questions of which there can be but one solution, then the prospect of progress is barren indeed.

Trades-unionism! What is it but a palliative? Government control of railroads and telegraphs! Considered as giving better service for the same cost, or a cheaper freight and passenger service, what large improvement 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 few would benefit. Changing our financial plans by free coinage of silver, or by allowing greater facilities to banks of issue. What material difference does it make whether our money system is improved or not?

What is the main question but this: That man, a land animal, is, as a rule, less well fed and clothed than wild beasts and birds, in spite of his intelligence and in spite of the resources of nature and his wonderful command of them? If the gray squirrel is fat and wears a suit well fitted and handsome in appearance; if the robins shine in the sunlight and have time to make lous 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 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 Americans is: "How shall equal rights to land be attained and no natural resource be withheld from willing laborers?" The railroads 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 railroad men, because of being shut out from the land or of being hard pressed by the competition of those who are shut out.

"Back to the land," says Mr. P. W. Mooney, in your issue of April 8. Aye, back to

the land—not as farmers, or quarrymen, or wielders of the axe, or casters 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 time.

Let the trades union be all it can as a shield against injustice and too severe competition, but let it be more—the source from which in clarion tones comes the shout "Back to the land; let us have equality of interest and opportunity, 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 President Jim Hill, of the Great Northern Railway system, federate and combine to annihilate the American Railway Union and to take the men's constitutional right away, they claiming unless a strike is ordered by them that it cannot possibly be legal. They assert 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 grand chiefs, clothed with the authority of czars 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 tools to formulate and promote their selfish 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 promote 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 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 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 ones who at 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 disgraced, and I for one would be ashamed to say I am a member of it.

Their condemnation in this locality—Dalles, Oregon—is general, as we are all members of the A. R. U., or nearly so, and it is considered an advanced step in the interest of the workingmen, and I assure you that the principles the grand chiefs are expressing are not indorsed by the rank and file of the brotherhoods. 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 Association 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 else. Such a remark is a slur, especially when it comes from men who would sacrifice us all to gratify their own selfish ambition and treachery.

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 nothing 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 president. He is one of the smartest and one 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 esteemed by the freemen and many others whom he has affiliated with; and now, because he holds broad views, and has had the courage to put them in effect, in organizing the A. R. U., the hoodlums—for such I must call the grand-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 and what we want, regardless of such grand authority and petty tyranny. It appears to me that it would be quite commendable in the grand chiefs to mind their own business and leave organizations they have nothing to do with alone, and turn their attention toward cutting down their ten-dollar-a-day expense accounts 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 laboring 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 disgusted."

"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 1 o'clock in the morning he came into the front parlor, where Mary and I were, glanced at the clock and said:

"You came here at 5 o'clock in the afternoon, didn't you?"

"Yes," I replied.

"Well, it is now 1 in the morning. That makes eight hours you have been here. We can't make eight hours win out at the yards, but I'm blessed if I don't make it a go here in my own house. Now you git."

"And I got. This eight-hour agitation makes me weary."—Chicago Herald.

In Hungary you can ride six miles for 1 cent. In the United States one can ride six miles for 15 cents. In Hungary the people own the railroads, and in the United States the railroads own the people.—E. S.

NEWS ABOUT THE UNION.

The crowded condition of THE TIMES compels the leaving out of much valuable matter, and "The News of the Union," to share the cut. The list of unions tells story.

His Last Complaint.

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

"Mr. President," said I, "I've come to 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 the best engine on the road, and I don't propose to see her overloaded and abused without a kick."

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

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, She was so fair and sweet.

Tall feathers crowned her dainty head, Soft fur enwrapped her form; I wished that my embracing arms Might keep my lady warm.

Her eyes were like twin violets, Her mouth a dew wet rose, 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 brakeman's wife, 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," the baggage master to the messenger. "Did you retain your presence of mind?" asked the messenger.

"Yes, but I lost my mustache, my hair side whiskers, and my girl went back on me. Then I sued the railroad company for allowing her affections from me. I got \$5,000 damages, married the girl, and have lived happily ever afterward."

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

FREE A fine 34c gold watch... THE NATIONAL... 324 Dearborn St., Chicago.

Of interest to Railroad Men and Their Families... U. S. CENSUS, 1890, REPORT... 35,000 DEATHS FROM CANCER... THE IOLA SANITARIUM... Address: DR. C. E. D. A. I. O. Iola, Wiscon.

Portraits of President De... A handsome, life-like portrait of the President of the American Railway Union, suitable for framing will be sent prepaid to any address for \$1.50. Address, EDITOR RAILWAY TIMES, 420 Ashland Block, CHICAGO, ILL.

Marks' Artificial Limb... THE MOST COMFORTABLE, DURABLE AND... Although a man may lose both of his legs, he is not necessarily helpless. By having artificial legs with rubber feet applied, he will be restored to his usefulness. The engraving is from an instantaneous photograph of a man ascending a ladder; he has two artificial legs substituting his natural ones, which were crushed by a railroad accident and amputated. With his rubber feet, this man can ascend or descend a ladder, balance himself on the rungs and have his hands at liberty. He can work at the bench and earn a good day's wages. He can walk and mingle with persons without betraying his loss; in fact, he is restored to his former self for all practical purposes. With the old methods of complicated ankle joints, these results could not be so thoroughly attained. Over 15,000 in use scattered in all parts of the world. Many of them have been supplied without presenting themselves to the maker, simply by sending measurements on a card which anyone can easily fill out. Address: Marks' Artificial Limb Co., 100 N. Dearborn St., Chicago, Ill. A. A. MARKS, Patentee.

American Railway Union.

GENERAL UNION, 421 ASHLAND BLOCK, CHICAGO.

OFFICERS: GENE V. DEHS, PRESIDENT; GEORGE W. HOWARD, VICE-PRESIDENT; WESTER KELIHER, SECRETARY.

LOCAL UNIONS.

- List of local unions across various states including Chicago, Ill., Kansas, Texas, and others.

- Continuation of local union list from column 1, including unions in Arizona, Nevada, California, and others.

- Continuation of local union list from column 2, including unions in Illinois, Indiana, Michigan, and others.

- Continuation of local union list from column 3, including unions in Ohio, Pennsylvania, and others.

In Answering Advertisements kindly mention THE RAILWAY TIMES.

THE BROTHERHOOD SEAT advertisement with image of a seat and text: 'Patented and Manufactured by STANNARD & WHITE, APPLETON, WIS.'

Artificial LIMBS advertisement with image of a prosthetic limb and text: 'Artificial LIMBS... \$50...'

Advertisement for National Coin Co. with text: 'We pay you \$10. for \$1... Five Dollars for twenty-five cents...'

J. S. TOWNSEND, Railroad Jeweler advertisement with text: '1554 WABASH AVENUE, CHICAGO. HEADQUARTERS FOR Emblems of all kinds. DIAMONDS, WATCHES, CLOCKS, JEWELRY, SILVERWARE...'

'The President' Watch Movement advertisement with image of a watch and text: 'Let me introduce you to "The President" Watch Movement...'

HEROES OF PEACE

They are Greater than the Heroes of War and Deserve Praise. How the Devoted Lives of Railroad Engineers are Beset on Every Side and How to Escape Some of the Worst Dangers. It is a mistake to suppose that heroes only die upon the battlefield...

MRS. WINSLOW'S SOOTHING SYRUP advertisement with image of a bottle and text: 'MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING...'

RAILWAY OFFICIALS & EMPLOYEES ACCIDENT ASSOCIATION advertisement with text: 'RAILWAY OFFICIALS & EMPLOYEES ACCIDENT ASSOCIATION...'

\$12 to \$35 Per WEEK advertisement with text: '\$12 to \$35 Per WEEK... Can be made working for us...'

ARTIFICIAL LIMBS advertisement with text: 'ARTIFICIAL LIMBS PATENT ADJUSTABLE SLIP SOCKET...'

The Winkley Artificial Limb Co. advertisement with text: 'The Winkley Artificial Limb Co. 222 Market St., BOSTON, MASS...'

Brotherhood Overalls advertisement with text: 'The only Overalls made by a member of organized labor... H. S. PETERS' BROTHERHOOD OVERALLS...'

INSTRUCTION BY MAIL advertisement with text: 'IN ARCHITECTURE, ARCHITECTURAL DRAWING, PLUMBING, HEATING AND VENTILATION...'

RAILROAD ENGINEERING advertisement with text: 'RAILROAD ENGINEERING Diplomas awarded. To begin, students need only know how to read and write...'

LOCOMOTIVE ENGINEERING advertisement with image of a locomotive and text: 'LOCOMOTIVE ENGINEERING... The most interesting Railroad paper published...'