

MODEL PULLMAN.

THE WAGE-WORKERS STRIKE FOR JUSTICE.

Arcadian Loveliness, Velvet Lawns, Empty Stomachs—Pinched Tenants in the Home of Pullman Gospel.

On Friday morning last the several American Railway Union locals at Pullman, Illinois, struck.

Unconscionable rating down of wages, unlabeled system of truck stores, watered water rates, inflated gas bills, princely tenement house rental, studied insolence of straw bosses, the collection of mythical indebtedness by means tantamount, and for the same reason, as effective as blackmail brought conditions to the point of attrition that culminated in a strike. As against the statute ordained sacred laws of contract, legal extortion, false pretense and so-called laws of demand and supply, pushed by all the bunco-steering methods familiar to the ever-hungry greed of corporations, the wage slaves of "model" Pullman, in debt, dunned and driven through ten hours' work, in constant mental struggle throughout their hours of toil, haunted in the hours of restless slumber, weighed down with the all-absorbing and never-answered question: "How can I exist on less than living wages?" have at last grappled. Self-defense—the natural and God-given right—against an oppression that else must end in insanity or death from slow starvation. The Pullman men, their naturally bright and intelligent young women, the children on whose faces unrequited and constant toil has set the mark that would shame a more just generation, have been brought to bay. Another step—be they losers or winners—has been taken in the direction of human right and liberty, with the blessed certainty that whether or not the men who have grown wealthy by the beating down and degrading of their fellow worm on the one hand and by practices of extortion on the traveling public on the other, are victorious or defeated, they must lose in the end; and when the disgraceful chapters recording today's history shall have been written, they will be pilloried and posted throughout all time, not as the robber who bravely risked his worthless life in pursuit of unearned gain, but as the mean, cowardly hog who slept in peace, who feasted and fattened on the sweat, blood and lives of slaves, in whose oppressing he ran—in the past, at least—no risk of personal injury, and whose swag was covered by the protecting fold of "liberty's" flag.

In the foregoing paragraphs the ugly term blackmail has been used. While blackmailing is really not more reprehensible than extortion, wage robbery or the absorption of the profits gained by working the soul out of women and children—being of the same genus—it yet is so generally regarded. As such a charge should not be made lightly nor in general terms, THE RAILWAY TIMES here asserts that it has been herein used with a full understanding of its legal significance and offers as testimony to support its charge one special instance, enough for present purposes:

The Pullman Palace Car Company rented in the town of Pullman a flat in one of that company's tenement houses to a man in its employ. The contract was in writing, signed and delivered by the man mentioned to the agent of the company. During the term of lease the tenant sickened, and after protracted illness, died. During his sickness a daughter, also in the employ of the Pullman Company, supported the tenant, nursed him, and out of her niggardly wages cared for the family. The rent of the flat was not paid during the term of the man's last illness, and the amount so in default at the date of his decease was about \$60. After the tenant's death—whether before or after the funeral informant is not advised—the agent of the Pullman Palace Car Company demanded of the daughter before mentioned that she pay \$60—or about—due under her dead father's contract. The young woman, intelligent beyond her class, fully aware—from notorious practice—that refusal to pay a claim for which she was not responsible would be followed by her discharge and the eviction of the family, not of her own free will and accord, but in duress and under fear of loss of shelter and employment, agreed to pay her father's debt, and has paid to the Pullman Palace Car Company the larger portion of it.

The formulated grievance of the men—condensed—is about as follows: "That the several cuts in wages made at and since May 1, 1893, be restored. These cuts run from thirty-three to fifty per cent of wages as they existed prior to the date mentioned.

Decent treatment from foremen and officials in charge, the discharge of a number of incompetent bosses, whose lack of knowledge of the business interferes with and hinders the men on piecework.

If that is done they might stand having stale drinking water drawn in barrels, every drop of which must be drunk before a fresh supply is allowed. They may also stand the double-priced rentals if wages are restored.

Pullman has been in existence and in print about twelve years. It is usually spoken of as "model" Pullman. It is the best advertised town in the Union. Mr. Pullman understands the commercial value of puff, and even at the very moment he was cutting

wages, advertised generally, and especially in Canada, for workmen at "good" wages to come to Pullman and be happy. Thus with but little cost he is posed as philanthropist, and at the same time has a shoal of unemployed hungry men bidding against each other for work. See!

The Pullman Palace Car Company and the Pullman Land Company own the town and enough real estate to make the acreage 3,500 acres. The town itself shows up well, but the tenement part of it is put up cheaply. A cottage costing \$700 that has rented for twelve years at \$18 a month, repairs at cost of tenant, will give an idea of how much money Pullman is losing as a landlord. The separating walls between houses in blocks are so thin that the adjoining tenants can hear each other sneeze, and the water closets are such close neighbors that privacy is impossible.

Last year Mr. Pullman wrote a book, fifteen pages nicely illustrated. Mr. Pullman is not an author, he did not care about writing a book, but as another company in his line was spreading itself in that way during the Exposition, he had to do it. This book talks Pullman straight; is sold at cost—Pullman calculation—for 75 cents. Other publishers could print it at a quarter and make money. Mr. Pullman pays such enormous wages that he could not.

THE RAILWAY TIMES quotes some from "The story of Pullman." It may bring some workman here who, in the education and culture with which Pullman atmosphere is permeated, can whistle snatches from heavy opera and quote Shakespeare to intensify their sum of happiness, obtainable only at a Pullman workbench and at the pay window of the office.

Good literature instructs; from it we learn. From Mr. Pullman's book, Mr. Pullman's employ can learn something whereof he never dreamed. "Mr. Pullman had the good fortune to bring to the task he had undertaken an ambition free from the fever of rapid wealth-getting." Mr. Pullman didn't care for the money, as witness: "From the first year of its existence it has paid its quarterly dividends with the regularity of a government loan, and its \$30,000,000 of stock has a market value of \$60,000,000. The day is not only coming, but is near at hand, when the present capital stock will be covered, and more than covered, by the value of the 3,500 acres of land."

Just imagine the joy with which the workmen and women of Pullman will return to work when they learn from Mr. Pullman's book that "the average wages per day for workmen of all classes in Pullman shops, including boys and women, is \$2.26." How foolish to strike!

Imagine a perfectly equipped town built out from one central thought to a beautiful and harmonious whole . . . bordered with bright beds of flowers and green velvety stretches of lawn, shaded with trees, dotted with parks, homes modest, . . . and bright, . . . where all that is discordant and demoralizing is eliminated, and all that inspires to self-respect, to thrift, cleanliness of person and thought, is generously provided."

"The assumption is that the Pullman men are the best type of American workmen, and will work out valuable and well-rounded lives in proportion to their opportunities. By the investment of large capital, it is found possible not only to give better conditions than they could get elsewhere, but to give those conditions at prices wholly within their power to pay."

"During the eleven years that the town has been in existence, the Pullman workman has developed a distinct type—distinct in appearance, in business of dress, in fact in all the external indications of self-respect."

And yet with an unanimity seldom witnessed, the working men and women of Pullman struck, and the good Mr. Pullman has not in the whole town a half-dozen friends.

The "modest homes" are rented at figures from 33 to 50 per cent higher than other dwellings at the same distance from the business center; the water is drawn in barrels and dished up to the tenants much after the style of serving slop to swine; the highest water and gas tax is put on; the stores, really backed by Pullman, put on the tariff awfully; that the houses go unpainted and unrepaired for years; the Pullman workman is a "distinct type" by reason of rating down; that the actual wages paid are not \$2.26 average, but that he cannot get enough to maintain mere animal existence; that half-fed, he at times faints at his task; that he is bullied by bosses, robbed by agents and collectors, and that he remains in Pullman only because he can never get enough money together to get away. He pays big interest on the "velvety lawn and flower beds," that every dollar invested by Pullman for his use has been paid back years ago to the man who "was freed from the fever of rapid wealth-getting." Even the 12 and 18 foot walls around the works, their real purpose understood, serves to remind the "distinct" slave of Pullman of his condition, and the master of all, since the strike was on, spoke of this distinct type as "cattle" who dared to question *his* word.

With the world Pullman gets all the profit, amounting by his own confession to millions. Mr. Hyde—the grinder posing as Dr. Jekyll, the philanthropist who lays awake of nights like an anxious father to plan for the comfort of his people, a czar—takes all the glory and credit in his setting of "velvety lawn"

(Continued on third page.)

AT HOME.

NEIGHBOR DEBS, PRESIDENT OF THE A. R. U., WELCOMED.

Music, Speeches, Banners and Cheers—A Prophet Honored in His Own Country—His Characteristic Acknowledgment.

The hearty and smiling reception tendered Neighbor Debs on his return from St. Paul, by his fellow citizens of Terre Haute, on the evening of the 3d instant, is an agreeable exception to the rule that a "prophet is not without honor save in his own country," as through him, its representative, the American Railway Union was honored. THE RAILWAY TIMES cheerfully gives a synoptical account of the rattling good time the folks had in Terre Haute, on the occasion of his home coming.

THE RAILWAY TIMES is indebted to the Terre Haute *Express* for the following account:

Amid soul-stirring music and the joyous shouts from the lips of 4,000 of his friends and neighbors, men, women and children, Eugene V. Debs, president of the American Railway Union, was welcomed home last night, careworn and weary from his eighteen days' struggle for victory in the Great Northern strike.

The reception, coming uninvited as it did, as an expression of gratitude from the honest workmen to whose interest his energies seem consecrated, was a demonstration which would have been an honor to even a President, and caused the breast of organized labor's leader to swell with righteous pride.

Yesterday morning the announcement was printed that the local American Railway Union members would give expression to their joy over the Great Northern victory, by a public demonstration in welcoming home their leader. All trades' unions were invited and responded with a spirit of cheerfulness which could not be misunderstood. The union printers of the *Express*, an organization which the railroad boys hold in the most sacred fraternal ties, abandoned their work for a time and turned out in a body, and the banner of "Typographical Union No. 76" was given a place at the head of the procession. The printers marching under the banner were from the *Express*, Moore & Langen's and C. W. Brown's.

The train upon which Mr. Debs was to arrive was due at the Union depot from Chicago at 8 o'clock. Long before that time people began to congregate there. At 7:30 the printers' and cigarmakers' unions formed at the courthouse, and headed by the Ringgold and Brazil bands, formed into one band of twenty-eight pieces, marched east on Main street to Ninth and north on Ninth to Hiralz's Hall, where they were joined by the Railway Union. Citizen friends of Mr. Debs fell into line and when the band marched under the sheds at the Union station at least 1,500 people were in line. This, with the crowd which had assembled at the depot in advance of the procession swelled the number to about 4,000. Inside the depot and under the large sheds was a solid mass of humanity which had come to do honor to a distinguished citizen. The space inside the high fence was so crowded that it was by the hardest work of the six policemen that a space was opened to allow the band to march around the depot to the east gate, through which Mr. Debs was to enter from a C. & E. I. train. Every avenue leading up to and around the depot was crowded almost to suffocation, while hundreds of disappointed people were in the space on the west side of the building unable to crowd their way into the depot or under the sheds. Even on the west side of the depot along the street car tracks there was a surging of people, each one struggling to gain some point where a glimpse of the "conquering hero" could likely be obtained. As the train steamed into the sheds the mammoth band struck up a patriotic air and the crowd began cheering. When Mr. Debs stepped from the train the scene of enthusiasm was exciting. The crowd sent up one long, deafening yell which completely drowned the puffing of the engine, the music of the band, and almost jarred the moving clouds to a standstill. There was a wild rush for the fence and many attempted to climb it, but were forced back by the police on the outside. It was a scene of almost vicious admiration, and could the crowd at that moment of their exultance gotten hold of Mr. Debs he would have been carried on their shoulders to the carriage. Again the police opened up a way and Mr. Debs, with the committee of reception, passed through to the carriages in waiting outside the depot. Mr. Debs was ushered into a carriage drawn by four horses. Behind the carriage the procession was again formed, and, headed by the band, began to march to the Terre Haute House Park, where the reception proper was to be held. The line of march was as follows: West on Sycamore to Eighth street, south on Eighth to Chestnut, west on Chestnut to Sixth street, south on Sixth to Main, east on Main to Seventh and north on Seventh to the pretty park adjoining the Terre Haute, where thousands of people, men, women and children of all stations in life, were impatiently waiting to hear Mr. Debs' response to the expression of the love and esteem with which he is regarded by the laboring people of this

home.

A stand had been erected on the vacant lot in the rear of the Terre Haute House and President Debs was escorted from the carriage by President George Scholz and A. C. McClaren, of the local lodge. The stand was decorated with flowers. When President Debs stepped upon the platform there was a mighty cheer. After the Brazil band had rendered a choice selection, Attorney Samuel Huston stepped to the front of the platform and in a speech audible to everyone within the inclosure said:

MR. DEBS: I have been requested by the local member of the American Railway Union to deliver a welcome address to you on this your return from a great struggle that has ended in victory, but the labor organizations and the people of Terre Haute of all occupations and conditions by this outpouring have given you a more welcome and eloquent address than I or any other man can offer. The work performed by you in behalf of organized labor in the United States entitles you to an affectionate place in the hearts of those who love justice and desire the advancement of their fellow men. The success achieved by the organization of whom you are the founder justifies and gratifies the men who have always given you their confidence and assistance. Scorning offers that would have turned the heads of many, you have seen fit to devote the best days of your life to the service of your fellow laborers, and the results accomplished by you within the last few days have exceeded the greatest anticipations of your most enthusiastic supporters. And now sir, on behalf of these organizations and the citizens of Terre Haute here assembled, I take pleasure in welcoming you once more to your home.

And then turning to the great crowd Mr. Huston said: "Eugene V. Debs needs no introduction to the people of Terre Haute."

With Mr. Huston's closing sentence there was another cheer as President Debs arose and came forward to address the crowd. Mr. Debs looked haggard, as the strain to which he has been subjected since the great strike he inaugurated has told greatly upon him. The always pleasant smile and keen, flashing eye, even more so than usual, was noticeable as the great labor leader began speaking. He spoke as follows:

GENTLEMEN, MY FRIENDS AND NEIGHBORS—From the depths of my heart I appreciate and thank you for this demonstration of your confidence and respect. I had not the remotest idea that on my return to my native city, such a magnificent demonstration awaited me.

As a rosebud yields to the tender influences of a May shower, just so does my heart open to receive the expressions of gratitude and esteem from you, my friends and neighbors. [Cheers.] I have, as you are aware, just returned from the Northwest, the scene of trouble on one of the greatest railroad systems in the country. The contest on the Great Northern system has no parallel in the history of railroad trouble. From the hour the strike commenced the men were a unit; they stood shoulder to shoulder—engineers, firemen, brakemen, conductors, switchmen, and even the trackmen and freight handlers who are generally first to suffer, stood up as one man and asserted their manhood. [Cheers.]

One of the remarkable features, very remarkable, in the contest, was the good feeling which prevailed during the eighteen days of the strike, and the good feeling lasted during the trying and anxious hours of arbitration. I am glad, my friends, to be able to say to you tonight, that in all those eighteen days there was, from one end of the Great Northern Road to the other, not a single drop of human blood spilled. The American spirit of fair play was uppermost in the minds of the manly men who were involved in the trouble, and their fight for wages was conducted without rowdiness or lawlessness. [Cheers.]

The reduction on the Great Northern Railway was without cause. In resisting it, the employes met solidly organized capital face to face, and man to man, and for eighteen days not a pound of freight was moved, and not a wheel turned, with the exception of mail trains. As a result of this unification, this show of manliness and courage on the part of the employes, they gained 97 1/2 per cent of what they claimed as their rights. The arbitration of the differences was entrusted into the hands of fourteen representative business men of the Twin Cities, with Charles Pillsbury, the merchant miller prince, as chairman. The preliminaries leading up to that memorable meeting of arbitration covered many weary hours, but once in session and facing the great question of wages of thousands of men, these fourteen men—all of whom were men of capital and employers of labor, reached a verdict in one hour, a verdict for the employes, by which \$146,000 more money will monthly be distributed among the deserving wage-earners than would have been had they not stood up for what they knew to be justly theirs.

My glory, my friends, consists of the gladness which I know will be brought into the little cottage homes of the humble trackmen among the hills in the West. I can almost see the looks of gratitude on the faces of these men's wives and little children. In all my life I have never felt so highly honored as I did when leaving St. Paul on my way home. As our train pulled out of the yards the tokens of esteem which I prize far more highly than all others was in seeing the old trackmen, men whose forms were bent with years of grinding toil, who receive the pittance of from 80 cents to \$1 per day, leaning on their shovels and lifting their hats to me in appreciation of my humble assistance in a cause which they believed had resulted in a betterment of their miserable existence. [Cheers.]

(Continued on third page.)

AT INDIANAPOLIS.

AS OTHERS SEE THE GOSPEL OF A. R. U.

Debs and Howard Spread the Good Tidings—High Old Time, Big Crowd at Indiana's Capital.

The Indianapolis *Journal* of yesterday says: Eugene V. Debs and George W. Howard, respectively president and vice-president of the American Railway Union, addressed a labor mass meeting held at the Empire Theater yesterday afternoon under the auspices of the Central Labor Union. The meeting was presided over by E. A. Perkins, president of the Central Labor Union, and continued from 3 to 5 o'clock.

Rev. Father O'Donoghue occupied a seat upon the stage and was the first speaker. He spoke briefly upon the labor question, saying that labor used to sell to the highest bidder, but there was now no opposition in the bidding. He took a silver dollar from his pocket and spoke of the different uses to which it would be put by different persons, and concluded by saying it was simply that much labor. Money was condensed labor.

Both Mr. Debs and Mr. Howard are able speakers in the line of their present work. Both possess a power of attraction that seems irresistible with a gathering of workmen. Their styles, however, are radically different. Mr. Howard is of a fiery disposition, and assails an opponent, whether it be a man, or a principle, or lack of principle, with the force of a pile driver. He strikes hard and strikes often, "without regard for who or where the blow lands, so that it lands upon an opposing force. He uses every available weapon in his attack, from ridicule to calm, sober logic; is flowery at times, and serious at others. The addresses of both men yesterday were expositions of the principles and purposes of the organization of which they are at the head. Mr. Howard spoke for nearly an hour, and was greeted with applause and laughter by turns, as he became sarcastic or in the deadest sort of earnest. He said the purpose of the American Railway Union was to establish and maintain a perfect and compact organization of all railroad employes, regardless of their position or station. He asserted that there was not this sort of feeling existing now, and referred to the organizations of the engineers and firemen as an example. The engineers, when trouble was caused by the firemen, were inclined to say that they could take another person on the engine and teach him to fire in a short time, and then the firemen were ready to say that they would about as soon run the engine for \$2.25 per day as to fire it for that amount. Then, continuing, Mr. Howard said it was not the purpose of the American Railway Union to tear down the old railway organizations. On the contrary, the new one was ready to stand by the old and assist them in their efforts to maintain their rights. They wanted to get the 898,000 railroad men whom the old organizations had failed to get. The old organizations, he said, had been trying for thirty years to get these men, and failed, and now they ought not to object to the new one getting them if it could, and it was getting them at the rate of 2,000 per day. The organization, he said, is not a confederation of organizations, but one compact organization of all classes. The dissensions existing among railroad men make perfect organization impossible. In the new union one cannot belong to two classes, for as soon as a brakeman becomes a conductor he must leave the brakeman's class and enter the conductors'. In the old organization, he said, there were too many men in each striving to reach the same goal. The new union did not ask the members of old organizations to leave them, but did ask them to help the new one to get the men that the old ones had failed to get. The new organization does not kick a member out when he cannot pay his dues. Mr. Howard spent considerable time upon this phase of the situation as compared with the old organizations. He said: "You members of the old organizations are compelled to go out on a strike when ordered out by your union. You often lose your job by doing so, and are compelled to pay in thousands of dollars to support useless strikes. You are compelled to stand by the union in its adversity, but in your adversity the union kicks you out and makes a tramp of you. Have you not been dominated by sentiment long enough, and are you not now ready to seek the truth? Heretofore you have been dominated by one grand master. Some of you who have been delegates to a convention may feel like denying this, but I say to you that no delegate to any convention ever succeeded in getting any of his ideas adopted by the convention unless he was a henchman of the grand master or the committee."

MR. DEBS' ADDRESS.

Mr. Debs followed with an address of about an hour. A great part of his talk was a substantial repetition of what the vice-president had said. His manner of saying it, however, was very different. Mr. Debs is calm, quiet and conservative at all times, but very effective in his way of putting a proposition to his auditors. His address was purely a "talk." He reasoned with his hearers upon the points he wished to impress. As he talked he paced slowly back and forth across the stage, and the very earnestness of his manner impressed his hearers with his entire and unqualified sincerity. He began on the same line that Mr. Howard had urged upon the audience. He said "centralization and consolidation are the commanding forces in human affairs. Corporations, and especially railroad corporations, have got together in perfect organizations; the smaller roads have all been merged into the larger systems. The general manager have formed an organization under which all of the roads in it is compelled to treat a strike on another the same as if it were upon its own lines, and furnish him when called upon, as the refusal of an employee to obey the command to go means the loss of his situation. The speaker then referred to reductions that had been made in the pay of railroad employes, saying that after the reduction upon the Louisville & Nashville, last September, the section men on that road received but 67 cents a day. He said the organization of general managers had agreed upon a system of reduction of wages all over the country, which had been kept up at intervals of a few weeks upon the various systems till it was attempted upon the Great Northern, when the American Railway Union took up the fight and won by arbitration before a committee of five millionaires. He said the "scab" was legitimate fruit of the old organization, because when a man could no longer pay his dues he was kicked out. Being expelled, union men turned their backs upon him, wandering from state to state seeking employment in his line in vain, when he heard of a strike he went to the nearest telegraph station and wired an application for employment, and received instructions to come upon the train. He said the new organization did not believe in force, save the force of education, but it had great faith in the power of intelligence. As he concluded he was greeted with loud and prolonged applause.

President Perkins announced that the would be a meeting at 8 o'clock last night, 37 1/2 West Washington street, for the purpose of organizing a branch of the American Railway Union.

Resolutions were adopted indorsing industrial armies and favoring a labor congress to be held at Washington, D. C., in the future, to propose to Congress legislation for the relief of the laboring classes. They were as follows:

"WHEREAS, The constant and long-continued prostitution of legislative functions to concentrated the results of industrialism in a few unscrupulous speculators have enabled to paralyze industry, stifle invention, and to bring untold destitution upon the American wealth producing classes;

WHEREAS, Nearly all reserve have exhausted the inevitable privations and sufferings of the American masses in the winter will be horrible to contemplate if measures of relief are not speedily devised;

WHEREAS, The efforts of individuals, municipal and state governments have proved inadequate to deal with the present distress; be it therefore

Resolved, That we call upon the government to come to the rescue of the people and avert this national calamity by enacting such a system of long-needed improvements as will give employment to the unemployed, thereby giving new life to industrial and commercial activity; and further

Resolved, That a labor congress be held in Washington, in the near future, which all industrial organizations should participate, and there formulate and lay before the national Congress such measures as will give speedy and adequate relief, and prevent the possibility of a repetition of such conditions."

THE SPEAKER'S IMITATIONS.

The speaker caused no little amusement by his imitation of the grand master addressing a convention, describing him as he steps forward upon the stage, with his Prince Albert coat buttoned tight around him, and is introduced by some one as a person "with whom you are all acquainted." His acting of obsequious bowing and the delivery of the stereotyped speech kept the audience in a good humor for several minutes. Then, returning to the all-important question of paying dues, he said when a member could not pay

does the new organization canceled the obligation, but if it was a case of "won't," and not of "can't," then the new organization dropped them pretty quickly. He said their meetings were public and conducted for business, without any opening exercises, any goat riding or closing exercises. The obligation was simply, "I will support the constitution and be a man in all things," and the speaker thought that a person who would not respect that obligation would not respect one which kept him four months on his knees before the Bible. He said there was no aristocracy in the new organization, all were equal. The man who earned \$4 per day was not considered four times as good as the man who earned but \$1. Their purpose was to bring all railroad men together in organization. "Combination and concentration," he said, "are the masters of the situation. This is a cold business and gives respect only where it is compelled to. Twenty-five years ago a general manager would not look at a brakeman, but now he receives him respectfully, all on account of the organization." The speaker then went into the political phase of the organization, and said the new one did propose to enter politics, because it believed this to be the only way to accomplish some of its ends. It did not believe that a man or a firm could be compelled to pay higher wages by legislation; this was to be accomplished through organization. The new organization did believe that through political action and furnish employment for more men. He spoke in favor of electing senators by popular vote, and intimated that he would not oppose the total abolition of that body, which he termed the American House of Lords. In concluding he said the railroad men must come together before they could accomplish anything. The new organization was not a striking organization, but at the present time the strike and the boycott were the only weapons they had. When they became solidified they would not be compelled to use them from the mere fact of their possession, with the power of unity to back them. When the companies came to know that a strike meant all the men out and that they would be compelled to meet a perfectly organized force they would not permit a strike, but would always agree to arbitration.

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WATCH IT.

The date on the address label shows the time to which subscription is paid. See to renewal before it does expire.

NOTICE TO LOCALS.

THE RAILWAY TIMES has constant calls for specimen papers, and also request for rates as to quantities sent to one address.

SETTLED.

Everything lovely on the Great Northern. The men will all be restored to positions previously held.

THE CONVENTION.

On Tuesday, June 12, the first annual convention of the A. R. U. will meet at 82 East Lake street, Chicago.

PARTICULAR NOTICE.

One of the Pullman managers in an interview said: "Now that they—the strikers—have the ill-will of Mr. Pullman, they will have to take the consequences."

As a consequence of coming under the royal hand, the freemen of Pullman now, and will, perhaps, for sometime, need a brother's helping hand.

The American Railway Union has established a strike fund for their benefit, and all members of right in and out of the ranks of union labor who can spare cash or provisions, to fight their own as well as the Pullman folks' battle, can remit to

SYLVESTER KELIHER, 421 Ashland Block, Chicago, Illinois.

Members from the A. R. U. Charter for 287 weeks. Nine months old; 287 locals and 1 coming.

MATHEMATICAL genius figures the population of hell at one hundred and seventy-five millions. But there is still room for Nolan and staff.

GEORGE C. CROWTHER addressed local 9 at St. Joseph, Missouri, on "Organization." The good sense and logic of the effort were warmly applauded.

THE May day exercises this year were the best ever held. In New York especially, the procession was cheered at all points, and a thousand people listened to the addresses.

GRANDMASTER S. E. WILKINSON, of the A. R. T., has not had his reception yet for the part he took in the Great Northern strike. He says: "We helped you—the A. R. U.—Ahem!"

THE Switchmen's Journal for May—an excellent number—was on hand May 4. It gives the A. R. U. a fair shake by simply stating the facts. He is fortunate in getting nothing to take back or explain.

Writing there is no announcement of the appointment of John Cheek Nolan as mechanic of the Kalispell Division. A man that will hold up 250 pounds can be depended upon in an emergency.

LOCAL No. 60, of Pueblo, Colorado, tears the hair out of the head of the editor of Rocky Mountain News, defends President Debs and declares anybody circulating reports about the A. R. U. is an enemy of organized labor. Korreet.

A. R. U. claims to and does make good pledges to protect its membership. The one on the Atchison, Topeka & Santa Fe, in receiver's hands, complained that it was not paid regularly. The officers of A. R. U. called the attention of Judge J. C. Wilson, Esq., receiver, to the matter, and promptly received reply that the same would be attended to.

NOT TO CHICAGO.

There is a great deal of unnecessary fuss kicked up about Mr. Stead's book, "If Christ Came to Chicago." Christ is not coming to Chicago, neither is Kelly. It would be useless. If he attempted to scourge the money changers he would be met with an injunction. There was no law in his day about keeping off the grass. Divine wisdom would be staggered by the skin game played by sweater deacons to evade the law; he could not comprehend it.

His most celebrated proverbs are upset and reversed. It is not the rich man, but the tramp in these days who checks his baggage through via the needle-eye line.

As for piety, Christ would not be in it with John V. Farwell, Marshall Field, Ed Partridge and the other Christian gentlemen—revised and improved model—too numerous to mention.

Christ is not coming to Chicago. He lived in a non-progressive age where legal stealing was carried on direct by tax collectors. He could not unfold a scheme of salvation in Chicago without taking out a patent, and even then it would be stolen from him unless he had a few hundred thousand dollars to pay lawyers to fight for it. If not thus protected, imitators would spring up at every corner. Gold leaf letters a yard long would stare the sinner in the face at every turn, display type by the column would wedge itself in between Jim Corbett's latest deft, Mrs. Putter Buzzer's latest reception and Rev. Annapias Slobber, D.D.'s last Sunday sermon in the papers, setting forth that divers and sundry of these gospel shops had each respectively the only genuine stock of true and undefiled religion on hand; angels' wings at knock-down prices with a chromo of De Witt Talmage to every purchaser.

Christ is not coming to Chicago. His idea of the value of pork is antiquated. If he attempted to drive an iota of the devils in Chicago into the herds of swine coming in, and then drive the pork on the hoof into the lake inside the crib line, there would be the devil to pay. Chicago might manage to go shorth on salvation, but not on pork and devils. The first named is valuable here only in theory, the latter have a realizable commercial value. Can't do it, you know. What would become of Phil Armour's big gift and the Rev. Dr. Gungaulus' salary in such event?

In such contingency, the patent medicine and doctor business would be wrecked. Think of a healer doing business from motives of piety alone!

The provision trade would be bankrupted. If somebody was to bring into exercise a new, monopolized and miraculous law of extension by which a string of fish and a dozen loaves of bread could be stretched out to a quantity sufficient to feed the town, where would the vendors of those products be? And what would become of the undertaker's bill for extras, if a man were to go into the corpse-reviving business?

No, no. Christ will not come to Chicago as promoter of a scheme of Christianity on original lines. There's no money in it, Mr. Stead. He might go into oil with Rockefeller, and by handing back a small percentage from his robbery of the public, reach John D.'s ecstatic sure-thing game on a soft place hereafter, but Christ as we read of him was devoid of Christian prudence.

If Christ did come to Chicago his ministrations would be exercised in jail. If one were to appear on the streets of Chicago and lay the blessed hand of love and mercy on any of the heads of the thousands of ill-fed, ragged, morally stunted, haggard-eyed and prematurely wrinkled-cheeked, miserable little wretches necessary to modern prosperity as a contrast to set off its beauty, he would be arrested and clubbed on sight as a disturber of family and public peace, and plutocracy might again, as once before in the past, chip in big purses to the police to raise an anarchy scare and have him hanged on general principles.

Not to Chicago, Mr. Stead. The Chicago sex fiend is not hunting Magdalene reformers. As you say, our Christian deacon landlords need them. They must have some source from which to draw the revenue needed to convert the poor heathen, to buy toothpicks and fans for the South Sea Islanders. We need them as adjuncts to the cultivation of healthy imaginations and for the improved exercise of virility. Trot out some procurers and pimps, but no sentimental moralists, please.

If his musical ear were educated up to the technique and ensemble of the bass drum, a later Savior might get a foothold in the salvation army. It might be that the descendant of the gentleman who, attired in scant wardrobe, danced before the ark of the covenant, would inherit sufficient appreciation of the vigorous music and artistic posturing of the Church of the Cobblestone to be at home there. If not, Christ will not come to Chicago, and if, perchance, he did, he would only remain long enough to find out where he was at, and take the first train out.

HARD HIT.

The congressional committee in the Jenkins investigation hit that learned gentleman hard. They not only refuse to recognize him as "another Daniel come to judgment," but that the aforesaid Jenkins' order "was a gross abuse of the power of the court." The committee further "clearly recognize the right of the laboring people, as a means of selling their labor at a higher price, of coercing employers to accede to their demands."

The committee put it on to the now notorious, if not eminent jurist, as follows:

"Your committee find nothing in the testimony to prove any corrupt intention on the part of the judge to render these orders. It is altogether possible that he is sincere in the conviction that he properly exercised the equity jurisdiction of his court in preventing

loss and damages which would have resulted from a lawful strike against the Northern Pacific Railroad Company. This view of the case prevents us from recommending any proceedings looking to his impeachment, but in order that there may be no further excuse for the rendition of any such orders or decrees, and that the courts of equity of the United States may not be deceived as to the extent of their powers in enforcing contracts for personal services by legal process, we recommend the enactment of a statute which will prevent them from doing so."

Do not go to the length of averring that the corporation judge's corporation partner had sugared the most upright judge, but recommend that he and his sort be chained by statute.

The value of the law by which creatures of the Jenkins type attempt to terrorize and intimidate the wage-worker, is beautifully and delightfully expressed as follows:

"The powers exercised by the courts through the receivers are purely of their own creation, the result of judicial construction not ascertained or limited by statute, and therefore dangerous. Your committee is of the opinion that the cases for which a receivership may be ordered in the courts of the United States should be declared by statute. The anomaly has been presented for years of great railway corporations being operated and the business of common carriers being carried on by the United States through the judicial lines of the government, and of the judges possessing at once the powers pertaining to other judicial officers, and combining with those the powers of the president and directors of corporations, united in one and the same person."

The injunction mills can consider themselves heavily sat down upon, and union labor extends its fin to the majority of the committee, and to Chicago's congressman, McGann.

OBITUARY.

Exchanges note the decease of several labor papers. As a great many labor papers ought never to have been born, it is only right that they should die, if only to prove the correctness of the conclusion.

Reform papers are sometimes tempted into the field by the over-credulous publisher believing that there is money to be made; but when the time comes for something more substantial than the loud professions of cheap talk, there is a hurrying of feet to get from under the debts and responsibilities of the concern and down it goes, doing many more times more damage to the cause than its brief and fleeting career did good.

Newspapers are not fed by sentiment, well-wishing will not pay wages, rent and paper. This is especially true of reform papers. The matter they offer is to educate, and people who do not desire to be educated do not want them. The average reader wants news, wants a little poetry, wants love stories, plenty of relation of adventures, scandal and detailed account of prize fight and horse race. A half-dozen two-line personals will sell from six to twenty papers, where a column on single tax or the money issue will not find a reader.

The purchaser of a newspaper buys it because he wants it. If influenced by any other reason, the paper carries no weight. There are hundreds of good reform papers that could utilize to their advantage the subscriptions of those desiring healthy literature.

Don't be born and ushered into a stormy life in newspaperdom without setting the stake for death at least a year ahead. You injure yourself, your cause and your contemporaries.

CHARGES are made by the highly moral Northern Pacific Railroad Company that certain tourists traveling toward Washington stole a train. They might have some ground of complaint but for the maxim of law that, "He who would have equity must do equity, and they who seek justice must come into court with clean hands." They complain of the stealing of a single train when they stole an empire of the people's land—millions of acres at one grab. There are those in their board of directors who have more than once stolen a whole railroad, rolling stock and all. The fact that a few of the disinherited and despoiled victims were able to borrow a train for a short time without security, returning it with their compliments (which is a thing those who steal whole railroads forget to do), should not cause angry passions to rise in the breasts of railroad magnates. The people find it a great inconvenience to have the railroads in private hands, and upon a little more reflection they may decide to take back the stolen property altogether. After the revelations concerning Northern Pacific management, where railroads were built for \$18,000 per mile, sold by directors to their own company at \$30,000 per mile, and then stocked and bonded to the public at \$60,000 per mile, it does not lie in their mouths to mention the hypotheation of one little train in a case of necessity and mercy.—Twentieth Century.

A. R. U. lams on the Portland terminal of the Northern Pacific had their wages cut a few days ago. Wouldn't have it, went out and called on the union to back them up. On the 9th inst. pay restored, went back to work, peace reigns and everything out there wears a real red rosy hue.

A MESMERIST boss of the Lake Erie shops at Pittsburgh, increases the output materially by hypnotizing the men. If he could only mesmerize the pay-rolls, the stomachs, the backs, the tax collectors, the landlords, the preachers to plutocratic sinners and the devil, what a revolution could be brought about.

THE RAILWAY TIMES acknowledges the receipt of a trenchant pamphlet on the questions of the day entitled "The Lords of Misrule," by W. C. Pomeroy. Facts are ably handled and conclusions eloquently drawn.

THE AMERICAN RAILWAY UNION.

EUGENE V. DESS in Transportation.

In writing of the new order of railway employees known as the American Railway Union, at so early a date in its history, only purposes in view can be set forth, and these, since the space at our command is limited, must be severely epitomized.

The value of organization need not be discussed. It is conceded. The present is an era of organization, of the unification of forces. Workingmen comprehend its essentiality and adopt it as a means of progress and protection. The American Railway Union is in full accord with such a plan of campaign.

Consulting the highest official authorities the railways of the United States, Canada and Mexico require about one million employees of various classes to carry forward their operations. Of these employees, to say that one hundred and fifty thousand are members of organizations would be a liberal estimate. This would leave eight hundred and fifty thousand to be provided for, and the mission of the American Railway Union is to provide these unorganized employees with an organization which will meet every requirement.

It has been written that the present generation knows more than all former generations, because, knowing all that former generations knew, the present generation has added indefinitely to the general stock of knowledge, hence I hold that the American Railway Union, having before it the achievements of all other organizations, is in a position to take advantage of whatever may be deemed wise and advantageous, and to remedy the more glaring defects which are forced upon the attention of the students of labor problems.

The American Railway Union will seek assiduously to devise methods of economy in its management. The great body of wage-earners are poorly paid, and for organizations to indulge in extravagance of any description upon revenues extorted from the membership is a wrong, the flagrancy of which increases the more it is investigated.

Salaries out of all proportion to abilities, or services rendered, are conspicuous among the crying errors that have crept into organized labor. To eliminate such imperfections and to introduce economical methods of management, will have the attention of the American Railway Union in every measure proposed. Economy begets simplicity of machinery, while extravagance is the prolific parent of pride and ostentation, fundamentally at war with progress and the prosperity of those who are taxed to maintain the display. Multiplied thousands of workmen, railroad employees, have joined organizations, which they have been compelled to abandon because of excessive taxation.

The American Railway Union will be protective in its policy, but it will advance upon the lines of error without issuing pronouncements filled with gasconade for the purpose of demoralizing the authors of wrongs; on the contrary, having boundless confidence in logic, truth and common sense, and believing in the American idea of fair play, its striking machinery will be adjusted in a way to secure justice, if possible, without a resort to war, nor as a last resort, will it declare war unless victory is assured in so far as all conditions can warrant such a result.

To accomplish its purpose the American Railway Union will avail itself of every means at its command to educate its membership out of old ruts and twilight environments into higher and smoother pathways and a broader light. It will institute a new order of diplomacy which, if concessions and compromises can smooth the corrugated brows of contestants, it will be done before and not after battles have been fought and untold sacrifices have been made, acting upon the principle that: "Peace hath her victories No less renowned than war."

The American Railway Union will have the courage of patience and prudence, and knowing the right will seek for it with becoming diligence, and will have the courage to stand firmly for it and by it when emergencies require action.

GREAT NORTHERN STRIKE.

[Extract from editorial leader in The Labor Problem of Minneapolis and St. Paul.]

The pay-cutting serpents have wound their slimy coils around the forms of Labor and his sons. For this modern, Laocoon there is a powerful, keen and trusty blade, and in the hands of St. (A. R. U.) Patrick, we trust the snakes will all lose their heads, and not a gash be found on the forms of the sturdy ones who write in the awful grip of the only death-dealing serpent we have in these parts.

There was a vast carrying trade and a brilliant vista before the Great Northern when it completed its line from the "Father of Waters" to the western ocean; and it celebrated the beginning of its golden era with a horrible gash that was deepest upon those who were the least able to bear it. No tie that labor had not tamped, no spike that labor had not driven; and yet labor, in the hour of strength and triumph, was made the object of a brutal and inexorable assault.

Did labor bear it patiently? Yes. And as it sank beneath the blow it got a kick for falling, in the shape of a second reduction in the wage schedule. Men with fingerless hands and handless arms; men with crushed feet; men with horribly mangled bodies; men who had for years dashed over the ice-covered roofs of flying cars, when blizzards blinded the eyes, and arctic cold clotted the blood in the veins; men who had guided the steed of steel through many a mountain pass where the dynamite of frost and the avalanche of ice have often brought agonized mourning to the humble women and children who depend on the heroes of the rail.

These grimy, ill-clothed, poorly-housed tin-pail fed men, might be staggered, yes, crushed, by a blow, but they are not cowards. Neither are they unreasoning. Many said, these are

times of terrible depression. We run through mining states that are nearly wiped out of existence by hostile silver legislation. Wheat is unprofitable now. If this road is not making money we must help to bear the losses. But the cold facts proved that never before was the road so prosperous; and the Old World recognizing the wisdom and the power of the Great Northern chiefs, was giving freely of its millions, that every project might be carried through and every want supplied. Not a cent had been taken from freight or passenger schedules. Trains had been reduced in number and there were fewer cars to the train on the branch lines, but the great through line bearing the commerce of nations was booming as never before. Spring was relied upon to restore traffic in full volume to the lesser channels of trade, and then the opportunity for pay reduction would be gone, for excuse would be wholly lacking; hence the March cut following so soon after the sweeping reductions at the beginning of our semi-arctic winter.

Our land is being filled with cripples made such by the railways, and before the victim is out of bed, while still weak in body and mind from nervous shock, loss of blood and anxiety for the future, a relinquishment of all claims for damages, binding himself and his heirs forever, is presented for execution, and if he signs he is promised some sort of employment, but if he refuses it is well known that a long and doubtful legal battle is before him, with never a hope of employment by any railway. Should he yield and sign—ninety-nine out of a hundred is not far from the proportion that do this, the writer was one—then he is safe while that Pharaoh wields the scepter, provided there is no strike or other difficulty; but when one arises in the land who knows not Joseph, then the community must assume the burden of caring for the wrecks of sturdy manhood caused by our railways, and we have now hundreds of thousands of these victims and every variety of mutilation. If it is simple justice for the government to pension the men who periled life and limb for it, what is the duty of our railways, and what should the people say to such pay-cutting pranks as those enacted by the Great Northern?

We do not know who was responsible for this scheme and its execution, but we do know who can restore to the men that which belongs to them, and that for which they are contending. Mr. J. J. Hill is a man of vastly more than ordinary ability, and he has a reputation for honor and for liberality that is now imperiled. By one word from him all will be saved and peace restored. A hundred wrongs are perpetuated by the customs of railway management, and if this war is carried to the bitter end, every wheel on every railroad may stop until all is righted, and discretion says, go slow; and all must realize that time should be a great factor in sweeping changes.

This strike has been managed most judiciously, and the men have, with very few exceptions, proved to be law abiding. We oppose strikes, as a rule, but we cannot blame the Great Northern strikers. If the railroad win: it will pave the way for a more terrible conflict in the future, and there is but one way in which any struggle can find a termination in permanent peace and that is when right prevails. But the situation at this moment is decidedly favorable to a speedy restoration of the old schedule and a happy termination of this unfortunate strife.

JOHN H. PIERCE, Editor.

COURAGE.

SUSAN COOLIDGE in the Chicago Israelite.

If the day's brief pain and passing care Have seemed too much and too hard to bear: If under its trivial press and smart, Thou hast failed in temper and lost in heart; If the undiscouraged journeying sun, As it sinks to rest with its travail done, Leaves thee all spent with trouble and sorrow— How shalt thou face the harder tomorrow?

If the things familiar daunt thee so, How shalt thou deal with an unknown foe? If conquered by every passing dote, How build the sinews of thy soul? To stand and shiver on the brink, Of each recurrent task, and shrink, Will never harden thee to abide The waves of the turbulent Jordan tide.

Never a river but brims and fills By the aid of numberless slender rills: Never a strength but has grown and fed With the force of a weakness conquered; Never a day but is ruled and shaped By the power of a yesterday escaped; And never a human soul that grew By a single resolve to its stature true.

Winter makes ready for the spring By months of struggle and suffering; And the victory won from the mortal strife Strengthens the fiber and pulse of life. How, if the earth in its chill despair Felt that the fight were too hard to bear, Where were the bloom and vintage then? Where were the harvest for hungering men?

So, if the now seems cruel and hard, Endure it with thoughts of the afterward; And be sure that each task that is clearly set Is to brace thee for other tasks harder yet. Train the stout muscles of thy will In the daily grapple with daily ill, Till, strong to wrestle and firm to abide, Thou shalt smile at the turbulent Jordan tide.

LABORING men ought to have a greater opportunity for the development of the manhood that is in them. Unless we hasten to curb the monopolies and stop the corruption practiced by corporations in purchasing public franchises there will be an outburst that will sweep us toward socialism. It will be something more than the marching of men to Washington. Lock up these men and it will be like firing a volcano.—Professor Bemis.

No use of preaching that doctrine to the blind, Professor. Coxe, strikes and violence is the lesson plutocracy will heed.

NOTHING like being prompt. While the appeal for help in the Great Northern strike was being set, the printers in the bookroom of the H. O. Shepard Company could not wait for its issuance, but made their donation of \$5 from the copy. The A. R. U. remembers it gratefully, and the "prints" can command it if it should ever come their turn.

FROM "THE CHILD OF DEMOCRACY."

XX.—THE ALMANAC.

Wall Street is on its uppers. Ten years ago active investment began to leave the street. The movement was toward the industrial shares. Investment went to the flouring mills of the Northwest, the breweries of the great cities, western irrigation companies, legitimate mining. The London Barings, the type of the locomotive bankers, went down for one hundred millions. Their brethren in the Morgans and others of the fictitious bonds, got under them with accommodation paper. This is one bankrupt giving his note of hand to continue the stealings of another. Instead of the inflated bourse falling out one at a time in the inevitable course, they will, by the method of the hypotheated paper, die together. The thud will come when Wall and Lombard streets can find no more victims walking. The transcontinental lines of America are with one exception in the hands of the receiver. The latter are now visiting upon the public as a whole and the transportation class the disorder of Wall street. They are bolstering rates and reducing wages to meet the "interest" on vicious stock. This means they are compelling the employe and the farmer to return money which was stolen from the man who bought the bonds. The farmer in Nebraska is asked to yield a third of his crop, and the employe a third or a fifth of his wage to restore money some man in New York stole from some other man. And there was the direct steal from the gross revenues through the rolling-stock and terminal rentals that in the case of the New York Central has returned to the Vanderbilts ten times the original outlay of construction. The people own the roads because they have paid for them. The question they are beginning to ask is how many times Vanderbilt and the forty thieves want to be paid for the roads. The transportation class and the whole public continue to submit because they are not sufficiently cognizant and not well enough organized to combat conditions as of the old notions. Wall street continues to hide because the reporter class, the news office, is not yet advanced in its function.

The partist of the ownership notion is on the rack. The wholists, represented in the organizing classes, are driving him to the open. The advance of the organism is bearing in upon him. The class is getting the ear of the courts. The judges begin to see that the way out of the disorder is some hearing on the facts. In the natural outcome of the judicious mind they have seen that the adjudication of differences among the growing organizations must be in the direction of the interests of the whole. Within the year Judge Ricks, of the Federal Court at Toledo, sent the Ann Arbor Road strikers back to their jobs, delivering that the public could not be interfered with by the class; in this case the organized locomotive engineers, under lead of their chief, Mr. Arthur. With this writing there appears in the dispatches the further outcome of the growing reality of the organism. The Toledo & Kansas City Railroad employes have petitioned Judge Ricks against their employers, asking that they be restrained from reducing wages. The judge grants the right of the employes as a body to have petition. This recognizes the class in the state. He heard the case on its merits, as he understood the facts, or on such facts as he had at hand. He did not sustain the petition of the employes, because he held the conditions warranted a reduction of wage. Could the judge have an accounting on the void shares and the rolling-stock and terminal steals, the facts must have controlled his decision as against the reduction of wage. Parallel with this comes the decision in Judge Caldwell's Federal Court at Omaha, sustaining the employes who petitioned against reduction of wage in the Union Pacific cases. (Appendix XVI.) The employes through their representatives were asked to produce their case in evidence, as against the individualistic owner. The proceeding was in effect a hearing of the transportation class as to their needs in order to function. The judge stood for the social body, and gave issue as to how much this class should be allowed to draw from the whole. The court cannot carry out the last interest of the whole until it can fix the rate of transportation at the actual cost of service, throwing over the individual ownership. The judges have gone as far as they can see. The progress in the organization of the classes will help them see more. They have in time to ask the capitalist why he don't stop his obstruction and join his class. Along with the attempt of the National Government to equalize rates, comes the attempt of the legislatures of the several states to settle a legitimate tariff. The worry to the individual capital is presently becoming so great that his request will be for admission to democracy; he will ask for one vote within his class and his salary, that he may sleep o' nights. With the progress of organization and the consequent growth of consciousness in the judiciary, capital is not unlikely soon to be the striker. It will devolve upon the class and the courts, or other machinery, to direct him to order.

BOSTON, Massachusetts, couldn't wait for the organizer to get there, but organized themselves. That's the way to do it. Help yourselves, gentlemen. The advantages of membership in the A. R. U. are as free as water. Welcome, 252. We are wide ye.

"NOBODY can preach, or write, or play or do anything whatsoever with poverty gnawing at his heart. An empty sack cannot stand up. An empty pocket means despair to cultivated souls and murder and revolution to the brutally ignorant."—Kate Field.

THE Railway Age is a hopeful sheet. It claims the Great Northern victory for the management.

MODEL PULLMAN.

(Continued from first page.) on the one hand, and Joliet styled stone walls on the other. The "cattle" are ungrateful. Even in affairs of the soul, his tools in the pulpit of the green stone church preach a big Pullman, with a little Christ thrown in by way of contrast and for conventionality's sake. When he and the cattle get to heaven, Pullman has arranged to be eternally on top. His latest vicar delivered a sermon last Sunday, preaching obedience to Pullman, and this week hees away on vacation at Pullman's expense. This is rough on George, for he cannot in this case, as in a recent big donation, make a cut to cover it. Vice-President Howard is in charge of the strike, and if his advice is followed and the Pullman people hold firmly together, there is no question as to the result. Even though the master spirit does not want to get the whole earth in a year, he is not specially desirous of losing any that he has got. It may be that he will see that in these days the cohering tendency of all labor—to whom he and all other capitalists owe their present position and wealth—is changing the industrial order of things. The giant is fast discovering his strength, and when he fully comprehends it, the squeezing out of a few millions is not so difficult. Every kick, every blow struck, but aggravates, and will be met with a crushing that will be more effectual than pleading for mercy. Of course it is understood that the self-efficient Mr. P. will die hard. He has been habituated to having his own way. His satellites and lackeys have convinced him that he is the whole show. But he has associates with large pecuniary interests at stake, his superiors in every desirable characteristic. When these—some at least square and humane men—get at the real facts, he will discover that his supposed cinch is only a sliding tail-hold. As to the strike, it came a few days too soon. It was known and fully understood at the general office that no A. R. U. men would be allowed to be starved to death—even in the surrounding of posy beds; that no member of the American Railway Union should be allowed to be striped by a millionaire's underling. To prevent such things is the reason of its birth, and the purpose of its very existence. The strike is just, had to come. But the battered end of the trouble, the smoothing down committees, the conferences, Mr. Pullman's speeches, and all of that, would have led to showing up the books. Then the A. R. U. had him, because of the blindness of his class, he, like the professional gambler, imagines that he is toying with a sucker in every human being he meets; and the books or showing could be so doctored, and that one low-priced contract could be used to blind the investigators, so that behind the showing they would not see. Admitting, for sake of argument, that he could not pay decent wages on that contract alone—that on others taken at full prices, on repairs, the largest part of the work on laundry, and all matters pertaining to Pullman's own work, that his pretense of low receipts for wage cutting was not the truth, and its real purpose to defraud the men apparent. With this club, to come before the bar of public opinion, Mr. P. would be glad, after the manner of detected swindlers, to compromise. The A. R. U. could have shown that the regular two per cent quarterly dividend on the Palace Car Company stock did eat up the rightful wages of the repairs on the rolling stock and the gouge of the laundrywomen. Furthermore, Mr. Pullman's whine about financial depression is out of place. Hard times may come and go but the "rock-ribbed" dividend must be made. The Pullman dividend is above and beyond all circumstances controlling other business enterprises. If an earthquake should swallow Pullman's town, the dividend must be made. The laws of the Medes and Persians might wobble a rifice, but my dividends, never. On a show of books, the Pullman rent would cut a big swath. As a business matter Pullman can build cars at half cost price, and in so doing make money rather than lose his tenants. Without the workers in full operation, his rent roll deficiency would be set off against the dividend declared, and make a big hole in the reserve. At this writing Pullman is as quiet as a crossroads village. The good-natured solitary policeman is as much a gentleman of leisure as the strikers themselves. The company, by trying to compel the men to sign away their rights before receiving the drib of pay due them, is using the old—and in Pullman well understood—dodge of dividing the men. No attempt has been made to bring in scabs, and a solitary case of eviction was dismissed by request of the company, who very sensibly—George M. has gone east—said that this was not a good time to stir up a row. The militia, it is said, are drilling down at the lake front armory, but the gallant boys in blue will not get a chance to show off, and their doughty colonel, who will never be happy until he has waded in a few tubs of gore, is grumpy. Never mind, colonel, keep on inviting somebody to knock a chip off your shoulder. Perseverance will be rewarded, even though when successful you might find the experience following more exciting than pleasant. A coterie of storekeepers round Pullman, who have lived off the men, are backing George by refusing credit to a striker. That's all right, as after the strike these gentlemen will be good subjects to try on an experimental boycott. Elevators of the grocers refused to sign, and will in the end profit by that determination. Yesterday President Debs and Vice-President Howard spent the day at Pullman, conferring with the mediation committees, and bracing up the 3,000 A. R. U. come-outs. In the afternoon a monster mass meeting was held on the baseball ground, the spectators' stand and a half acre in front of it crowded. The good old gospel of "get together" was preached in the usual eloquent and convincing style and left every hearer determined. A question of how to live out a long strike is discussed, of course. The outlook for income is not brilliant to the naked eye. Tele-scopically speaking, it is best not to print all you know or all you believe. The Pullman strikes, his wife and children will not want for bread. The greatest railroad union in the world cannot afford to lose a decisive battle at a critical juncture because of the absence of a few barrels of flour and a side or so of meat. And it will not lose it.

STRIKE ECHOES.

EUGENE V. DEBS may well feel proud of the enthusiastic reception accorded him on his home coming.—Terre Haute Gazette. The Superior (Wis.) Daily News mentions the little family affair as "the storm center of the world's conflict between capital and labor." THIS new organization—the A. R. U.—has certainly demonstrated the effectiveness of the plan of bringing all branches of railroad labor into one union, for it has succeeded in entirely stopping all traffic and in gaining recognition from the company.—Ye Railroaders. THE American Railway Union gained a complete victory in their strike on the Great Northern Railway. It shows what the industrials can do when they stick together. Let the workmen organize everywhere on the plan established by the American Railway Union.—The Cincinnatiian. THE victory gained by the American Railway Union in the Great Northern strike is a signal one, and stamps that order as being one of the most comprehensive yet organized for controlling the wage question on the railroads of the country. No one of the other brotherhoods of railway employes could have won, had they struck independently, for lack of community of interests. The organization is being pushed here, and already has many members.—Thirty-fourth Ward Review, Chicago. THE American Railway Union has recently scored a victory that launches into the current of public opinion a decidedly new and modern idea, relating to the operation of governmental railways besides which all successful efforts of the past fade into a myth and vanish from memory.—Indianapolis Union. THE American Railway Union has won a great victory on the Great Northern Railway. Such a victory would have been an impossibility under the old trades union organizations for want of united action between the different societies, but the Railway Union, by combining all, makes it an impossibility to secure competent men to man a great system like the Great Northern and practically assures the success of any reasonable demands.—Farmer and Labor Review, Los Angeles, Cal. THE American Railway Union has just scored one of the greatest victories ever won in this country. The Great Northern Railway had 3,700 miles of railway tied up so tight for two weeks that nothing but Uncle Sam's mail trains slipped through. On Tuesday, President Hill practically conceded every point and the men returned to work. Had this been a Brotherhood fight, undoubtedly the big chiefs would have been wrangling among themselves and finally surrendered. The success of this strike means thousands of new members for the A. R. U.—Cleveland Citizen. YESTERDAY word came that the Great Northern strike was at an end, the whole town rejoiced. In the evening there was an impromptu celebration by the railroad men and their friends. A procession was formed and marched along Main, Broadway and Warren streets to the Auditorium, at which place speeches were made. The procession was led by the Helena Military Band, which volunteered its services for the occasion. At the Auditorium speeches were made by Messrs. T. F. Richardson, Jerry Derrigan, C. C. Newman, Col. C. D. Curtis, Thomas Gilchrist, William Harrison and Major Maginnis.—Helena News. ON Tuesday, an agreement was reached between the representatives of the American Railway Union and President Hill, of the Great Northern Railway, whereby the differences were submitted to a committee of business men of the "twin" cities of Minneapolis and St. Paul. The outcome was that the committee decided in favor of the men and American Railway Union on nearly all points, and the strike was declared off and men went to work. This was a great victory for the new railway organization and their allies, the Knights of Labor.—Ex. THE Great Northern strike has been settled in favor of the members of the American Railway Union. This means more than a victory of the men over the company. It is the greatest labor victory for many years. It means the success of the American Railway Union, the Debs and Howard organization. By the dispatches it would seem that Chief Arthur and Sergeant had done all in their power to defeat the men by ordering the firemen and engineers to take the trains, but there is reason to believe that their "subjects" refused to obey. The outcome of this may be the ruin of the organizations of the firemen and engineers. It is certainly great glory for Debs and Howard, perhaps Howard more than Debs. A good deal of credit is also due Sovereign, of the Knights of Labor, who ordered those of that order to go out with the A. R. U. We can safely look now for the federation of all railroad employes in the A. R. U.—Grand Rapids Workman. SOMETHING DROPPED. A Victory for the Great Northern Railway Men. MANAGERS CLIMB DOWN. A Great Man Is That Man President Debs.—Every Saturday, Albany, N. Y.

AT HOME.

(Continued from first page.) The American Railway Union does not believe in force except in the matter of education. It believes that when agreements and schedules are signed there should be harmony between all. It believes and will work to the end of bringing the employer and employe in closer touch. An era of closer relationship between capital and labor, I believe, is dawning, one which I feel will place organized labor on a higher standard. When employer and employe can thoroughly respect each other then, I believe, will strikes be a thing of the past. For as Mr. Hill, president of the Great Northern, said to me at the conclusion of the arbitrating conference, "You have fought a good fight and I respect you." And I answered "Mr. Hill, if this shall be your policy I will give you my word of honor that in future your road will be engaged in no more such trouble as has just terminated." This strike is not without its fruit and will result in much good all along the line. I hope to see the time when there will be mutual justice between employer and employe. It is said the chasm between capital and labor is widening, but I do not believe it. If anything it is narrowing down and I hope to see the day when there will be none. What has occurred tonight seems to me like a dream, a revelation. You are all too generous, noble, magnanimous, and my heart rises to my lips in receiving this demonstration from you, my neighbors, from the people of my home, where I was born and have grown from childhood to manhood. A look into the recesses of my heart only can show the gratitude I have no words to express. I can only assure you my eternal friendship and loyalty. With my heart on my lips I thank you, my friends—noble men, lovely women and little children. Had I the eloquence of an Ingersoll I could not express the happiness, long life and success I wish you one and all. Once more, with gratitude trembling upon my lips, I bid you all good fortune and good night. [Great cheers] At the conclusion of his speech hundreds of Mr. Debs' friends crowded up to the platform to shake his hand and congratulate him on the great victory achieved. At his home Mr. Debs spoke at some length on the strike. For Mr. Hill he has only words of praise and said that he felt sure that the railroad men of the Great Northern would never have any more trouble. The strike, he said, was admirably conducted. The men guarded the company's property night and day, and not a pin was pulled or a pound of freight stolen. "Such conduct on the part of the men, coupled with the fact that the most wealthy and influential citizens of St. Paul and Minneapolis were in sympathy with us, I felt from the first we should win." Theodore Debs, brother of Eugene, who has been at St. Paul acting as his secretary, said that Tuesday over thirteen hundred dispatches of congratulation were received from all parts of the country. They were sent from senators, congressmen and from railroad men. Among them was one from St. Cloud stating that a passenger train decorated with thousands of flags, had just left there for the East. Another one from Great Falls, Montana, read as follows: Everything moving O. K. Everybody says God bless E. V. Debs and the A. R. U., and pick up their tools to go to work. Big parade today. Fifteen thousand in line. The success of the demonstration is due to the efforts of President George Scholz, A. C. McClaren and other members of the American Railway Union, who have been hustling for it for two days. SPECIAL ARTICLES. FOR SINGLE-TAX. BY S. D. GUION. Workingmen organize and federate, believing that they can thus more effectually resist the power of avaricious employers. It is possible that the wages in some industries are higher than they would have been except for these combinations, yet the wages paid to labor throughout the country are controlled, if not absolutely fixed by the supply and demand in the labor market. They seldom rise above the subsistence mark while sometimes falling below it. The strike is the strong weapon that organized labor employs. An organization strikes against a reduction of wages, seeming to think that the employer, rather than to lose the enormous profits that it is supposed are daily rolling into his coffers, will comply with their demand, but the employer knows that he can hold out until they are forced by starvation to come to his terms or until he can employ others. If he should comply with their demand he would lose something of his power over them. Strikes are injurious to the community at large, but particularly to those immediately concerned and especially to the strikers. Those who adopt the strike as a weapon are in most conflicts overcome, they suffer hunger, become ragged and the effect is brutalizing. Strikes as a means of redress or to gain an end have so far failed that it would be proof of wisdom to give them up. Yet undoubtedly this useless warfare will continue until the cause that produces the conditions out of which they grow is removed. Workmen, at least but comparatively a few, do not think of, much less study into, the cause or causes of restricted production, of the enforced idleness of thousands, of high prices and low wages. If they knew the cause they would at once realize the futility of strikes and waste no more energy in that direction, but concentrate their whole power to remove the cause. Let us find the cause. Those who own and control all the natural opportunities will not unless they can obtain such advantages as they desire—permit others to derive any benefit from their occupancy and use. Thus the mass of the people must give such a large portion of the wealth they produce that there is left in their possession so small an amount that they are unable to supply all their needs and wants, and as all must restrict themselves to less than all can produce, and consequently, there must be idle men, who are ever competing for work. Thus wages are kept down to the margin of subsistence. The natural opportunities being all owned by the employer,

AT HOME.

(Continued from first page.) the workingmen can get possession of none, and are, therefore, dependent on him for their very existence. Under the existing order of things or economic arrangement, the amount of product necessary for any twelve months can be produced in eight. Employers can give work to only enough men to produce the limited amount. One great source of restricted production is taxation—it is the only source—especially taxation by means of the tariff. Labor organizations should use all the power they can bring to bear, not to force employers to their terms, but to bring about a reduction or the abolition of taxes, especially tariff taxes. Taxes enhance prices, consequently laborers and all wage earners can buy less, and as consumption is reduced, production is restricted. The abolition of the tariff would reduce the cost of living about one-third; where it now costs \$9 per week, it would then cost but \$6 or \$7. It would also cost the employer less to live, so that he could more easily pay the wages, and he could hardly reduce them, as he would have the organizations to contend with the same as now. Not only would it cost him less to live, but the lower cost of his raw material would so cheapen the cost of production that he could reduce prices, raise wages, and still make increased profits. But the great cause of restricted production, enforced idleness and low wages is, that all natural opportunities are locked up and covered with deeds; but those who carry the keys and hold the deeds have no right in justice to deprive others from occupying and using a single foot of unused land, the opportunity that nature furnishes. All that nature has provided, all that nature produces undirected by the hand of man, all men have an equal right to use and hold as private possession, but in the very nature of things no man can have the right to hold private property in land. The only property in land is rent, and that is created by the community, by the public; therefore it is public property. As the annual value—rent—of land is created by the public, it must necessarily be public property, and should be used to defray public expenses. That which the individual creates or produces is private property. The public has no right to take by taxation any portion of his private property for public use, nor has the individual any right to take any of the public property for his private use. Abolish all taxation and use the annual value of the land, that being public property, to defray public expenses, and immediately vacant lots in cities and towns now held on speculation would be built upon. There would be two jobs waiting for one man, wages would go up, rents would go down, and prices would be lower. If the object of labor organization is to improve the condition of laboring men physically, materially and morally, let them use all their means and powers, exert all their energies, talk and vote to secure the passage of laws abolishing taxation and making it mandatory to use the annual value of land to defray public expenses—in other words, to establish the single-tax. HOW WORKINGMEN ARE ROBBED. BY W. P. BORLAND. The forthcoming report of the Michigan Labor Bureau will show that there were but 3,673 men employed in the iron mines of Michigan on November 1, 1893, as compared with 17,272 men who were employed in that industry on the same date in 1892. This represents a remarkable falling off in the number of men employed in one of the leading industries in a single state, and the privations which these idle men and their families have been subjected to during the winter just passed serves to emphasize the iniquitous conditions under which they labor. Thousands of persons in this mining district have had to depend on charity throughout almost the entire winter, as the only means of warding off death by starvation. The local authorities were wholly incompetent to deal with the great mass of destitution that confronted them, and the people of the state at large have been contributing, during the entire winter, to the support of the idle and destitute miners. But why should these miners be destitute? Why is it that, with all their labor, they are subsisting on the verge of starvation, and that one or two months' idleness should turn them into paupers? The exploiters of these mines are not so near poverty; there have been some immense fortunes turned out of these iron mines in the last few years. Surely, when those who perform the actual labor of production are unable to secure enough of their own product to secure them against the horrors of starvation during a very brief period of idleness, they ought to devote some attention to the methods by which these fortunes are secured. A former report of the Michigan Labor Bureau contains some illustrations showing the conditions of production that generally prevail in this iron district, one of which is reproduced in the Detroit News in its issue of December 11, 1893, in an article treating of the destitution in the mining region. The illustration from the News article is as follows: "The owners (of the Colby mine) paid \$1.25 per acre for the mine, and without expending a cent on it for improvements, leased the privilege of taking out the ore on a royalty of 40 cents per ton to the Colbys, who lease it to Morse & Co. for 52 1/2 cents per ton royalty. Morse & Co. contracted with Captain Selwood to take the ore out and deliver it on the cars for the sum of 87 1/2 cents per ton. Captain Selwood in his turn got a capitalist, who owned a steam shovel, to dig the ore and put it on the cars (all that he had contracted with Morse & Co. to do) for the sum of 12 1/2 cents per ton. This was in 1885, and the ore, which was as easily dug as gravel from a pit, brought loaded on the cars \$2.80 per ton. Out of this \$2.80 per ton the share of the mine owner was 40 cents per ton, Colby's 12 1/2 cents, Captain Selwood's share (after paying 12 1/2 cents, as above mentioned, for the work of production), was 75 cents, and the remainder, or \$1.40 per ton, was at once the share and profit of Morse & Co. "The report goes on to say that out of a total income of the mine for that year, capital got for legitimate interest and labor got for wages, both combined, only \$10,530, while these various 'opportunities of monopoly' got an aggregate of \$225,534." This "Colby" mine is situated right in the heart of the Gogebic iron district, where the greatest destitution prevailed last winter. The Colby Syndicate are the largest operators in the district, and last winter, when it became evident that the aid of charity must be invoked for the starving miners, they sent their surgeon down to Detroit to represent the situation to the public relief committee and employ his eloquence in soliciting contributions, which, considering the fact that the syndicate was not making any profit just at that time, was a very elegant thing to do. I have no knowledge of any member of the syndicate being compelled to fall back on the relief funds for their support, although their profit was cut off. The Freeholder's Century, in its issue of January 4, quotes this illustration from the News, and comments on it as follows: "It will be seen that labor and means shared equally received only 18 1/2 per cent of the

AT HOME.

(Continued from first page.) \$2.80 of value which it created. The further states that the royalties paid on lumber and iron, exclusive of royalties on other lands and mining of other ores, in the United States to \$451,197,596, and the royalties in Michigan alone are \$4,844. A voting population who own all the land and natural resources of this country and who will permit robbery to be law when they can control the law-making bodies, deserve to be in a state of starvation. If it be possible, as has been suggested, that their brains are in their stomachs, they may yet begin to think over the matter, with all that nature has done for our country, we are still a nation of paupers." The conditions here shown are only such as prevail generally, over the entire country, while they are permitted to exist, there is hope for the American workingmen; they command only so much of the product of their masters, the monopolists, as they allow them. In this case it is 18 1/2 per cent. The other ninety-five per cent support a few drones in idleness and cause our laws are so constructed as to them to secure a cinch on a choice of the earth and prevent others from doing so, except as they make terms for so much amount paid out to landowners in 1890, in the three industries, timber, iron and coal, alone, for the mere privilege of access to this natural wealth, was more than sufficient to meet our entire burden of taxation. And the men who draw this immense tribute occupy the position of slave masters; production can be carried on in accordance with their will; they gauge market and demand as their share of the product all above enough to permit the men to subsist, and workingmen can do as they please. As long as they present property conditions to exist in the union that can be made strong enough to protect them in the proper exercise of their rights, workingmen don't need to lose sleep in worrying about the tariff, when have this club hanging over them. Let drop that tariff nonsense and vote so as laws that will secure "the land for the people." AN INTERESTING PROBLEM. BY CHARLES A. KELLAR. It seems to me that the non-political attitude of labor organs is a very unwise one, and one from which, sooner or later, we have to recede. The life and destinies of nations depend on politics. All great reforms are gained through party action and effort. To go out of politics and renounce the only means whereby political reforms can be accomplished, is often the mistake is made by confounding partisan strife and corruption of office with true politics, which is the science of government. There is only the choice left, to ward by the means at hand the process of government, thus having a voice in the making and administration of the laws, or stand back and be governed without a voice. The best and wisest men of the past have consecrated their lives to politics as the most effective means for the advancement of mankind, and thereby made their names synonymous with greatness. Washington, Jefferson, Lincoln, Gladstone, and endless others who labored in this direction, led the nations toward. We have been advised to keep away from politics. How can we do this? We have but one weapon to fight the battle with—our own ballot. If we do not vote for ourselves, how are we to use it to our interest? In my humble opinion the lodge room is the only place for such education. I do not wish to be understood that I want to discourage party politics. No, far from it. But when we come to such a time as we have at present, when Congress is called together to relieve the distressed conditions of the masses of the people, we should watch the movement and vote of our representative. And if he does not vote in the interest of the people, then, in 1894, when we are called upon to send men to represent us in Congress, those men that voted against the masses of the people, and in favor of the few, we must legize them out and use our weapon—the ballot—in favor of such men as will pledge themselves to enact laws in favor of the working people. I mean that no organization of labor in this day and generation can be non-political and be effective. The non-political organizations are no good. They are behind the times. Our strikes and boycotts are failures today, and why? Because capital has elected the judges and rules the courts. Capital places a judge in the chair to do its bidding, and year after year the workingmen foolishly vote for the candidates of the capitalists. A revolution of force? Pshaw! Suppose the masses did revolt against the power of the thriving monopolies and combines, and like Cromwell decided the present rulers and installed themselves, what would they do? Would the mere fact of successful revolution make them any wiser? Would it teach them how to establish a just form of government? Not a bit of it. They would have the same conditions reappear in a few years unless they sat down coolly and studied the philosophy of government, and they can do that without raising their hands against a brother man. Knowledge is the only thing that will bring relief, and knowledge cannot be gained by getting mad and killing each other. All the changes needed can come in a legal, constitutional way, and cannot come in any other. After a revolt it would have to come in that way—it will come much better before. Educate men into your ideas. It is much better than shooting it into them—and much more pleasant. Knowledge alone will make the people free. It never did the people any good to kill the king and let the law and custom create another. Kill the oppressors by repealing the statutes that give them vitality. The revolution of thought is spreading faster than any ideas ever before presented to the people. That the only hope of labor lies in "unity" should be plain to all who are at all familiar with the situation. And that each class organization of themselves are powerless when called upon to cope with organized capital, should be equally as plain. This is the case, more true of railroad labor than any other class, because of the greater opportunities of railroad corporations to unite their forces. They are "getting together" at a much more rapid rate than their employes. For nearly thirty years railroad labor has been organizing, and an amount of money, counted by the millions, has been expended in the work. Yet out of a million railroad men, we have less than three hundred thousand organized. Is it not time we should bestir ourselves, eliminate our weak points, unite our forces and train our guns on the common enemy, rather than fighting each other on technical terms and class lines? In the future, if capital is determined to fight, I do not see how strikes and boycotts can succeed. The only thing for us to do now is to take the political power into our own hands, and we can do it if we get together. In this country the masses are certainly the only power.

THE strike of the American Railway Union on the Great Northern has resulted in a complete victory, and thus stands alone among railway strikes of magnitude. It has placed the A. R. U. in the front rank among railway organizations. There are many men anxious to enroll themselves in Sacramento, and we trust the organizer of the order will give this city his immediate attention.—Wonder Sacramento. THE strike was to the progress of the young union as is the spring rains to the onion patch. In eighteen days sixteen new locals were planted in Chicago alone. Men, who in peace were holding back, the apathetic and some-time-again fellows, demanded admittance "just now." The western, northern and southern lines are organized solid; the eastern lines are coming. * * * * * The beauty of the strike was that everybody struck. Heretofore only trainmen quit. The section men were on deck, the agents and clerks at their desk, the dispatchers and wire men for business, the tank pumper kept up a regular supply of water. On the Great Northern, at a given moment, everybody on 2,000 miles just quit. It was paralysis, a deadener. Capital couldn't run the road. * * * * * Of course it hurt a little. The men lost wages; the company estimates their loss at a round million dollars. This consideration is what "gives us pause." The more it hurts the better, and while such a sentiment may sound strange to a conservative like myself, the use of a club instead of a toothpick, does the less harm in the long run.—Monday Morning Times, Ft. Wayne. EUREKA LODGE, No. 55, Railway Carmen.—PEORIA, April 28, 1894.—WHEREAS, The A. R. U. of the Great Northern Railway system has inaugurated a strike to secure their rights, therefore be it Resolved, That Eureka Lodge, No. 55, R. R. C. M. of America, as an organized body in meeting assembled, do hereby express their sympathy in this great undertaking, and that it is the sense of this meeting that we will aid and assist in all honorable undertakings of the Union. Resolved, That we think their demands are just and fair, because under this free government and constitution of this country labor should have its just compensation. Furthermore, be it Resolved, We morally aid and assist as far as we can our fellow laborers in securing their rights because, in the language of our Lord, the "laborer is worthy of his hire." John A. Frisk, Gus. Hall, Olaf Peterson, Committee. SAN DIEGO, Cal., May 3, 1894.—Headquarters Local Union No. 84, American Railway Union.—The members of the above union, being the recipients of the good news conveyed to us regarding the grand and magnanimous success achieved by our steadfast, patient and enduring brothers, who arrayed themselves so firm and unyielding in opposition to wrongs which the officials of the Great Northern Railway Company attempted to impose upon them, feeling elated and exalted at their eminent success and victory, do unanimously tender our sincere congratulations to our brave and noble comrades of the Great Northern Railway. Furthermore, they having laid the foundation of a Gibraltar, by being victorious at this great Waterloo, we do unanimously, and with one accord, extol them for their undaunted courage, their loyalty and fidelity, which has laid the foundation to a future prosperity for an organization so young in its incipency, yet so prosperous and prolific. And furthermore, we do not forget our Napoleons who led them to victory with their inherent tact, strategy and ability; we also unanimously tender them our hearty congratulations for their noble services rendered in this, our great victory. Fraternally yours, Local Union No. 84, San Diego, Cal. Committee on Tendering Congratulations: H. G. Holley, D. F. McLaughlin, W. Butler. MILWAUKEE, Wis., May 5, 1894.—At a meeting of the Lake Faring Men's Union, held in their hall, corner of South Water and Clinton streets, the following resolutions were adopted: Resolved, That we, the members of the Lake Faring Men's Union, view with gratification the results of the efforts of Eugene V. Debs, president of the A. R. U., in his good generalship in handling the Great Northern strike; and be it further Resolved, That in Eugene V. Debs the railroad men have got an honest and fearless leader, and a man that will not tolerate any star chamber settlement, but all must be open and above-board; and be it further Resolved, That we denounce in the strongest language J. C. Nolan, chairman of the General Grievance Committee of the B. of L. E. of the Great Northern Railway, and his scab partner, Upergrove, chairman of the General Grievance Committee of the B. of L. F.; and, be it further Resolved, That a copy of these resolutions be forwarded to Eugene Debs and the press. JOHN J. DOLAN, President L. F. M. U., 191 Detroit street. THE Evansville Weekly Advance quotes approvingly an editorial in the Chicago Herald, which goes to show that if the A. R. U. goes slowly it will disintegrate, and if they grow rapidly the same fate awaits it. The A. R. U. will not proudly seek counsel from sheets of the Herald genus, nor because of appearing in its columns, heed its advice. It neither wants the services of the enemy's general, nor will it put his pickets on guard. Our neighbor could carry out its professional interest in union labor, by filling in its columns with union labor matter. THE People, New York, puts the pertinent question: If Ireland does not keep plebeians apart, why should it the workers?

OUR NEW NAVY.

both and swindle seem to characterize the work done on the American navy.

BOB SCHILLING SAYS.

Union is the watchword now. The big strike on the Great Northern against reduction of wages and unjust rules has been led by the young giant, the American Railway Union.

Leaders kept their hands off, the fight of the American Railway Union would have been won in two days. But they furnished comfort to the enemy, by denouncing the American Railway Union and threatening to expel any member who would join the

ident Hill, of the Great Northern, is one of the most aggressive and able men in the country.

He has built up that immense system of nothing. Elected president of a horse-railroad, he took hold with a will by his indomitable energy built up the largest railroad systems of the country that a splendid manager he would have a nationalized railroad system!

A. R. U. members knew the enemy had to fight, but they knew, too, the value of an organization that included all the men.

It will end the selfish strife and the foolish vision that has heretofore existed among men, owing to the selfishness of leaders who were afraid of losing their jobs and salary attached.

The workingmen and the railroad men are beginning to see the light. Eugene V. Debs, able president of the A. R. U., is an out-and-out populist and believes in striking at the most effective place—at the ballot box.

And with the defunct brotherhoods will go the pure and simple trade union—more simple and pure—while the new trade union that will use the ballot to vote in proper conditions will take its place and secure a higher civilization.—MILWAUKEE ADVANCE.

BOTH SIDES.

When the representatives of the Great Northern Railroad, the employes and the arbitrating committees, had concluded their work, including President Hill, of the railroad company, and President Debs, of the American Railway Union, expressed their gratification with the settlement which had been made and with arbitration as the means of settling differences.

Said Mr. Debs: "I hope that whatever trouble occurs in the future, arbitration will take effect before any radical action begins." Mr. Hill said: "I hope that the work we have done here may lead to more peaceable methods of adjusting such differences hereafter. To the men here I will say that I hope before they go out on a strike again they will see if there is not some fair way of arbitration." It might be said that both of the high contracting parties could have resorted to arbitration in this case and avoided the heavy loss to both roads and men.

Mr. Hill would reply that he received a demand giving him only three hours' notice, upon which the men went out, leaving passenger trains, containing women and children, abandoned on the main track, between stations, in the mountains, where the snow was deep; perishable freight was left at various points without notice, and so on. The men could reply that they had become accustomed to seeing offers to arbitrate refused, and considered it unnecessary or unwise to waste time by proposing it.

The result at St. Paul is a revelation, and establishes a precedent which may make arbitration acceptable hereafter to both employers and employed. Arbitration will prevent the bitterness and anger which are caused by strikes and lockouts. It will promote a more generous and equitable spirit, leading men to acknowledge that employers are not necessarily tyrannical or willingly unjust, and the employer to concede that his men in asking for what they think their rights, do not wish to destroy all of his rights.—TERRE HAUTE EXPRESS.

EMPLOYMENT? No lack of it—not a bit. What, with three millions idle? Yes, that is the trouble. They are idle when they should be employed in thought. There is a lack of thinking to be done, but they refuse to think. Want other work? No need just now of any other work. There's plenty of food, clothing and shelter, but these thoughtless men and women have gone on year after year following the politicians, dancing like a grasshopper, and now they find their "great" people, for whom they threw up their hats, have all the things they created and they have nothing. Nothing but starvation will make them think, and they are going to get plenty of that. O, yes, they'll think, and find it the best paying employment that ever came to them. It is an angel in disguise—these hard times are. Employment will not help people who are so child-like and credulous that they wonder how much they produce, they persist in telling them the bulk of it belongs to the few who do nothing. Let starvation come. Fools, it is said, will learn at no other school than that taught by experience.—

DIVIDENDS DECLARED.

Philadelphia & Trenton, 2 1/2 per cent, quarterly. Pittsburgh, Cincinnati, Chicago & St. Louis, 2 per cent, preferred. Sioux City & Pacific, preferred, 3 1/2 per cent. United New Jersey Rd. & Canal, guaranteed, 2 1/2 per cent, quarterly. Vermont & Massachusetts, guaranteed, 3 per cent. Western Pennsylvania, 4 per cent. Central of New Jersey, 1 1/2 per cent, quarterly. Georgia Rd., 2 1/2 per cent, quarterly. Pittsburgh, Cincinnati, Chicago & St. Louis, preferred, 2 per cent. Baltimore & Ohio, common, 2 1/2 per cent; Washington branch, 5 per cent. Great Northern preferred, 1 1/2 per cent, quarterly. Lake Erie & Western, preferred, 1 1/2 per cent, quarterly. Long Island, 1 per cent, quarterly. Nashville, Chattanooga & St. Louis, 1 1/2 per cent, quarterly. St. Paul, Minneapolis & Manitoba, guaranteed 1 1/2 per cent, quarterly. Toledo & Ohio Central, preferred, 1 1/2 per cent, quarterly. Chicago & Alton, preferred and common, 2 per cent, quarterly. Cincinnati, Sandusky & Cleveland, preferred, 3 per cent. Kansas City, St. Louis & Chicago, preferred, guaranteed, 1 1/2 per cent, quarterly.

Marriage Not a Failure.

Washington Post: The country bride and bridegroom, with clothing crackling new, walked lovingly hand in hand down the broad hotel dining-room, two souls with but a single thought, and blindly oblivious to all things else but each other in this great, happy earth of ours. Almost crowded on one chair, he fondly fed her as the parent bird its little chick. "Darling," he murmuringly clucked, "shall I skin ye a pretzler?" "No, deary," she gurgled, "I've one already skun."

AMERICA cannot serve two masters, militarism and industrialism. The former converts citizens into machines, unintelligently obeying the master mechanic who pulls the wires and moves the pieces. The latter makes mechanics into men, intelligent in devising, energetic in accomplishing. Which is to be the American idea? "In grasping both," says Herbert Spencer, "humanity cannot become properly adapted to either." For myself, I have no patience with, nor respect for, the trade unionist who would attach himself to any branch of the state militia. If I had the disposal of such an one I would make short work of his connection with any industrial belongings. I would "fire" him bodily from the organization.—Major Leffingwell.

It is well to remember that most of the ills that afflict society, and most of the differences of opinion as to their remedy arise from differing views as to "vested rights," or as sometimes styled, the "sacred rights of property." These alleged rights are maintained by statute law and enforced by the power of government. The law-making power has through a series of years formulated these statutes, and the same power which has created can revoke them.—Twentieth Century.

THE following is a veritable "chestnut," as it is taken from the Boston Post, of March 26, 1837, but we consider it good enough to reproduce in 1894, as showing the impression made on an Irishman's mind by his first sight of a locomotive:

Two brothers recently from the old country, via Halifax, were lately walking up the Worcester Railroad, and their curiosity was somewhat astonished by the iron tracks, but soon the cars hove in sight and the following dialogue took place:

Mike—"Och, brother; d'ye see that-quare cr-crachure a coming?" Pat—"Troth and I do. What in the devil and his grandmother does it mane?" Mike—"Faith an' it's not me that is to tell ye."

(The train whizzed by.) Pat—"Och, Mike, we're completely lost; for by me mother's milk, it is hell in harness, and just the sort of coach I once dreamt the the devil did took the morning air in."—Car and Locomotive Builder.

ILLINOIS STATE FEDERATION OF LABOR.

To all labor unions, labor organizations, industrial associations and political reform societies of the state of Illinois:

Greeting: The time for independent political action is at hand; the necessity for same plain and apparent. The treachery of the republican and democratic parties to the interest of the masses may go longer be endured. The duty of the voters of the state of Illinois is plain. The membership of our industrial bodies are urgently demanding such action. The American Federation of Labor at its last convention submitted the following political programme for discussion and action:

- 1. Compulsory education. 2. Direct legislation. 3. A legal eight-hour workday. 4. Sanitary inspection of workshop, mine and home. 5. Liability of employers for injury to health, body or life. 6. The abolition of contract system in all public work. 7. The abolition of the sweating system. 8. The municipal ownership of street cars, and gas and electric plants for public distribution of light, heat and power. 9. The nationalization of telegraphs, telephones, railroads and mines. 10. The collective ownership by the people of all means of production and distribution. 11. The principle of referendum in all legislation.

The Illinois State Federation of Labor therefore issues to representatives of all organizations of above description this call to meet and confer in the state capitol building, Monday, Tuesday and Wednesday, July 2, 3, and 4. Said conference to convene at said place at 10 o'clock sharp, Monday, July 2, 1894, to consider above programme and such other matters of interest as may be deemed essential to success.

Means of Representation.—All bona fide industrial and political reform organizations, three delegates. All central bodies of above, five delegates. Each journal of the reform press, one delegate.

Organizations should select delegates and notify undersigned, who will forward proper credentials blank.

On the afternoon and evening of the 4th, the delegates, visitors and citizens will be addressed by speakers of national reputation on the necessity of independent political action. Address all communications to M. H. Maddox, president Illinois State Federation of Labor, 222 Dearborn street, Chicago, Illinois.

THE LOCOMOTIVE'S WHISTLE.

[The following lines by Henry Crocker, in the Boston Beacon, nicely portray the music of the locomotive's whistle when heard at a distance sounding the warning for road crossings in the country.]

I hear a faint sound far away— Two long, and two short notes at play, As soft and sweet as silver flute, The locomotive's first salute: "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

I hear again the tuneful sound, Now waking woodland echoes round, The locomotive seems to say "We are coming—coming, clear the way!" "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

And now a rumbling noise I hear, And clouds of smoke and steam appear, The locomotive seems to shout: "We are coming fast. Look out! Look out!" "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

With clanging bell and clattering steel And flaming breath and flashing wheel, The lightning train goes flashing by, Like fiery bolt from stormy sky, "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

A whirlwind follows on behind, With clouds of dust our eyes are blind; Yet from the curve around the hill Is heard the engine whistle shrill, "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

Again, a faint sound far away— Two long, and two short notes at play— The locomotive's farewell call: "We are chasing time. God speed us all!" "T-o-o-t, t-o-o-t, t-o-o-t, t-o-o-t!"

HOW TO ORGANIZE.

Applications for charters are becoming so numerous, many of them at distances far removed from headquarters, that our organizing directors are unable to promptly respond to the calls, and in such cases applicants for a charter are given authority to organize themselves into a local union without the presence of an officer of the general union. Such authority is obtained by applying to the secretary of the general union, who furnishes the required blanks and reports, on receipt of which a meeting is called and the prospective members have their names enrolled by a temporary secretary. The list of names is then read, one at a time, for objections. If any objections be made to any applicant, the temporary chairman at once puts it to a vote, and a majority vote decides whether the applicant shall be accepted or rejected. The union must consist of not less than ten members.

A president, vice-president and secretary are next elected, and they should be authorized to act as a committee of three to secure a hall and arrange for meetings, which should be held as often as possible for a time until every available applicant has been secured to membership.

The secretary should at once examine the list of "Printing and Supplies" and order such forms, supplies and stationery as the union may require.

Blank forms are furnished the secretary upon which to report to the general union the names of members admitted, which must include the names of the three officers, as their names are placed on the charter, and a remittance equal to \$1 for each member must accompany the report, on receipt of which the charter and cards of membership, one to each member, are issued by the secretary of the general union and forwarded to the local secretary with a receipt for the amount of money remitted.

A blank form giving the names and addresses of officers, date of organization, name of instituting officer (the temporary chairman), etc., is also furnished.

These blank reports should be accurately and plainly filled out in every detail, and promptly forwarded to the general secretary. The number of the local union is left blank in making out the report, as this is filled in by the general secretary who assigns the number next following the number of the local union last instituted.

For further information, address THE AMERICAN RAILWAY UNION, 421 Ashland block, Chicago, Illinois.

HEROES OF PEACE

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

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

It is a mistake to suppose that heroes only die upon the battlefield. The daily battle of life sees more heroes, is full of more paths, has things more terrible than the greatest struggle between the hosts of war. In the patient suffering, cheerful resignation, fidelity to duty, we behold heroes as lofty, as lovely and as worthy as any ever exhibited by the soldier.

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

It is at all wonderful that with the constant jar, the irregular hours, irregular meals, the care, the responsibility, to say nothing of the labor itself, many men break down? Is it at all wonderful that they look for help which will relieve their nervous system of its cares, which will place life and health upon a sure foundation?

Hundreds of engineers and railroad men have found a remedy which is precisely suited to their needs, which will counteract the evil effects that the constant jarring and jolting has had upon their kidneys, and which will tend to keep them in health, in strength and prolong their lives. A few of the names of those who have discovered this secret are given herewith:

MR. A. G. DINGWALL, of Salt Lake City, says: "I do not hesitate to recommend to locomotive engineers 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 resulting from riding long distances on rough riding engines, and have always resorted to its use for cold in shoulders, back or side. I carry a bottle of it in my engine with me all the time, and my faith in its power to give relief has never yet been shaken. My advice to engineers who may occasionally be afflicted with any of the ills that arise from riding in hard riding engines is—try Warner's Safe Cure, and persevere with it, and the result will be most gratifying to you."

GEORGE F. ANDERSON, 624 Olive St., St. Louis, Mo., says: "I am a conductor on a Missouri Street Railway. Before coming to this work I was a brakeman on the Missouri Pacific Railroad and had to give up work because I had kidney trouble. I was so bad at times that I could not walk the length of the car without having to sit down and ease the pain in my back. I was obliged to give up my position and look for something that would not be so tiring. A couple of weeks after I accepted my present situation, I found the jolting of the street cars was about as bad as the others, and my kidney trouble returned. An old conductor on the line told me to use Warner's Safe Cure. I stuck to the medicine faithfully and managed to hold my job. I have not had a day's sickness this winter."

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

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

GEORGE E. THOMAS, C. E., 378 Belmont Avenue, Chicago, Ill., states: "My business as civil engineer in connection with railroad work necessitates almost constant traveling. The result was disease of the kidneys, which gave me great trouble. The use of Warner's Safe Cure entirely cured me."

MR. HORACE A. HAMILTON, of Worcester, Mass., says: "My life as a railroad engineer produced disordered liver and kidneys, constant pain in the back, etc. At times could not void urine for 24 hours, and then high colored, with brick dust and albuminous deposit. When all other medicines failed a few bottles of Warner's Safe Cure made me well so that now I am all right. My wife was afflicted with troubles peculiar to her sex and Warner's Safe Cure acted like magic in restoring her to health and strength."

Such statements speak for themselves. They show that for railroad and traveling men there is nothing which so preserves the health and prolongs the life as Warner's Safe Cure. They show conclusively that what this great remedy has done for others it is able to do again, perhaps for you. Bear in mind, "There is danger in delay!"

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Cut this out, fill in the blank spaces and send it with an express money order for \$1 to THE RAILWAY TIMES, Chicago, Ill.

Name Street or Box No. City State

New York Central engine No. 870 has been doing some good work during the past year. It has been doubling the road between New York and Albany, 143 miles, nearly every day with heavy fast passenger trains. It came out of the shop March 26, 1893, and continued in service until April 2, 1894—370 days. During this time it worked 360 days, and run 106,866 miles. There were but two slight failures during the year, causing delays aggregating forty minutes; thirty minutes of this time was caused by a broken whistle.—Car and Locomotive Builder.

In Answering Advertisements kindly mention THE RAILWAY TIMES.

THE BROTHERHOOD SEAT IS SENT ON ONE WEEK'S TRIAL. Patented and Manufactured by STANNARD & WHITE, APPLETON, WIS. R. O. L. E. No. 88. E. of L. F. No. 23. Send stamp for full particulars.

Artificial LIMBS Wood or Rubber Foot \$50 TRUSSES, Elastic Stockings, Crutches, etc. Catalogue Free. State particulars. GEO. H. FULLER, 110 E. Delaware St., Dept. 1, N. A. G. BOSTON, MASS., U. S. A.

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

Let me introduce you to "The President" Watch Movement Just finished by the 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. McCRANE, Jobber in American Watches, 187 Broadway, NEW YORK CITY.

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MRS. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING. For sale by all Druggists. 25c a bottle.

Of Interest to Railroad Men and Their Families. U. S. CENSUS, 1890. REPORTS 35,000 DEATHS FROM CANCER. The IOLA SANITARIUM is an institution thoroughly equipped for the treatment of Cancer, Tumors and all malignant growth without the use of the knife, and effects a permanent cure where the circumstances are at all favorable for treatment. References on application. Address DR. GEO. DALE, Iola, Wisconsin.

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"Pull Your Leg" Is less to be feared by R. men than to LOSE YOUR LEG. In the latter case you surely want to replace it with a 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. The Inner Socket is sent outside the limb cut, it is made over a plaster cast of the stump, giving an exact fit, being held permanently upon the stump by elastic fastened to lacer above, and in act of walking moves up and down in the Outer Socket, bringing all the friction between the two sockets instead of between the stump and the socket, as in the case in all single and wooden socket limbs. With our SLIP SOCKET the most tender and sensitive stump can be fitted and limed with perfect ease and comfort. Indorsed and purchased by U. S. Government. Send for our New Catalogue with Illustrations.

The Winkley Artificial Limb Co. 323 Nicollet Ave., MINNEAPOLIS, MINN. BRANCH OFFICES: 86 Adams Street, Water Building, Chicago. Col. Walter Kappeler, East Railway, Liberal Arts Building, 24th Street, St. Paul.

Portraits of President Debs. 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 Limbs WITH RUBBER LAMBS AND FEET. THE MOST CONVEYABLE, DURABLE AND NATURAL. 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 formula which anyone can easily fill out. Received the Highest Award at World's Columbian Exposition. Indorsed and purchased by the U. S. Government. A treatise of 480 pages and formula for measuring sent free. A. A. MARKS, 701 Broadway, (Established 41 years.) New York City.

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