

The Railway Times.

Vol. I.

CHICAGO, FEBRUARY 1, 1894.

MILWAUKEE ADDED.

THE WISCONSIN METROPOLIS COMES INTO THE A. R. U.

The Cream City an Important Acquisition—Minor Points Will Follow—Officers Elected.

Everybody knows what an influence the metropolis has upon the surrounding territory in all things in life and in the realm of organization there is no exception to this general rule. That Milwaukee, with its hosts of intelligent and progressive railroad men called for organizers, listened to their speeches, and then enthusiastically embraced the doctrines of the new movement, is a fact that will send the life-current of interest and inquiry through the whole territory tributary to that city.

A reporter for the *Sentinel*, the most intensely placid sheet in the city, was sent to get a five-minute glimpse of the meeting, but he got interested, listened to the end, and published a fair account, which says, in part:

"At a largely attended meeting of local railway employes last evening the first branch in Wisconsin of the American Railway Union was organized, with a membership of 168. The organization was accomplished under the direction of Eugene V. Debs, of Terre Haute, Indiana, and George W. Howard, of Chicago, president and vice-president of the order. The officers elected are: John T. Gorman, president; C. McAuliffe, vice-president, and Morris Hutchinson, secretary and treasurer.

"Both Mr. Debs and Mr. Howard made addresses, in which they spoke of the ineffectiveness of the present railway orders in securing an advancement of the rights of the employes, and the futility of strikes when all the grades of railway employes do not stand together. Mr. Debs said that in the last thirty years not one important question had been settled favorably to the employes through the agency of strikes. He especially deplored the religious persecution which he asserted is going on in the different orders and brotherhoods. Mr. Howard took occasion to ridicule the false dignity assumed by the grand masters of those organizations, and openly charged corruption on the part of some. The new organization has no exacting dues, he said, while much suffering was caused by the old brotherhoods by their ruthless expulsion of members who are in adversity, and therefore unable to meet their obligations at the required moment. The old organizations also tended to foster a feeling of aristocracy among the better paid employes. Both Mr. Debs and Mr. Howard have held prominent offices in some of the brotherhoods.

"The officers of the local lodge are well-known railroad men, Mr. Gorman being an engineer on the North-Western road, and a member of the Brotherhood of Railroad Engineers, and Mr. McAuliffe being an old engineer on the St. Paul road. The meeting was presided over by John O'Rourke. A banquet was given Messrs. Debs and Howard at the St. Charles hotel after the meeting, at which fifty railroad men were present."

INCREASED THEIR EARNINGS.

While the hard times have seriously affected some of the railways of the country, it is by no means true of all of them. It is very difficult to see beneath the great volume of "water" in any railway corporation's business, and no statement should be regarded as setting forth the true state of affairs. From the following table, compiled by the *Financial Chronicle* for 1893, it will be seen that at least twenty-four railroad companies have no cause for complaint:

PRINCIPAL CHANGES IN GROSS EARNINGS FOR TWELVE MONTHS.	Increase.
Illinois Central	\$2,709,233
Lake Shore & Michigan Southern	1,271,136
New York Central & Hudson River	1,119,685
Chicago, Rock Island & Pacific	840,470
Missouri, Kansas & Texas	538,251
Chicago & Grand Trunk	443,954
St. Louis South-Western	435,359
New York, Ontario & Western	427,380
Texas & Pacific	324,257
Pittsburgh & Western (three roads)	253,430
Chicago & Eastern Illinois	229,193
*Intercontinental (Mexican)	209,200
Montana & Mexican Gulf	202,320
Louisville, New Albany & Chicago	195,714
Buffalo, Rochester & Pittsburgh	189,184
Louisville, Evansville & St. Louis	183,823
Michigan Central & Canada Southern	167,000
Elgin, Joliet & Eastern	133,009
Kansas City, Pittsburgh & Gulf	128,379
Lehigh & Hudson River	113,608
Pittsburgh, Shenango & Lake Erie	109,038
Kansas City Suburban Belt	106,417
Total (representing twenty-four roads)	\$10,554,496

KICK THE RIGHT MAN.

To vent upon railroad employes, hotel servants or chance strangers, the wrath which should be carefully kept for the real public enemies—who are seldom in sight at the right moment—is the height of folly, says Kate Field's Washington, as it is an attempt to remedy one injustice by perpetrating another. "What is the use of your getting mad at me?" said a conductor to an angry man who was making himself obnoxious in a crowded car. "I never expect to see you again, and you can call me just what you please." There was a perceptible pause before the "please," which the nearer passengers mentally translated with a smile. "Now, if you would just get mad enough to sue the company, they might put a few more cars." Do you think it's any joke to collect fares with fifty people packed

THE FREIGHT TRAIN.

By WARREN IN NEW YORK SW.

How I love to watch the local
Winding up around the hill
In the sunrise of the morning,
When the autumn air is still,
And the smoke, like loosened tresses,
Floats away above her back,
And to hear the chuka, chuka,
Chuka, chuka of the stack.

The man who rides these mountains,
Whose fiery steed of steel
Drinks at nature's flowing fountains,
Must inevitably feel
A divine and peerless painter
Spread the scenes along the track,
While he hears the chuka, chuka,
Chuka, chuka of the stack.

In the solemn hush of midnight,
When his pilot plows the gloom,
From a hundred hills wild roses
Send their subtle, sweet perfume
To the wary, weary watcher
Whose lamps light up the track,
And a hundred hills give back the
Chuka, chuka of the stack.

Oh, how I miss the music
Of the whistle and the bell,
And the drumming of the furnace,
More than any tongue can tell!
And the mighty, massive mogul
Always seems to call me back,
With her chuka, chuka, chuka,
Chuka, chuka of the stack.

CAPITAL COMFORTABLE AND LABOR HOPELESS.

The tariff debate in congress is bringing out some interesting points, and while the two great parties are taking tilts with each other labor picks up a crumb of comfort occasionally. Here is a part of the proceedings as recently reported:

Mr. Cockran asked whether the rate of wages depended on the trades unions or whether it depended on the law of supply and demand.

"You must first," Mr. Payne replied, "give the manufacturer the ability to pay the wages as a conditional precedent."

Mr. Cockran asked whether Mr. Carnegie and the proprietors of the Homestead mills had not abundant means to meet the demands of the laborers when the strike occurred there.

Mr. Payne said that he did not know, as he was not familiar with Mr. Carnegie's business. [Shouts of derision.]

"A member of this committee," said Mr. Payne, "when he found out what wages the Carnegie workmen had been receiving, said that they were the highest wages he had ever heard of in this country."

"And yet," said Mr. Cockran, "when the trades unions sought to maintain those wages they were met by bullets." "They were met with bullets," Cockran repeated "in the hands of hired assassins in the protective interests."

Mr. Boutelle here broke in, saying that Cockran was in the habit of stating only half the truth as to the position of his opponents. His (Mr. Boutelle's) position was that protection furnished to the manufacturer a market for his commodities so that he could convert them into cash and be able to pay good wages for labor.

Mr. Cockran said that the point of Mr. Payne's argument which had struck with most force was the utter breakdown in the theory of the distribution of profits. How, he asked, were profits to be regulated in the future when the trades unions were wrecked.

Mr. Payne—I have already stated the enormous wages paid at Homestead, but whether those wages were all that Mr. Carnegie could pay I do not know nor does my colleague know. But the fact that Mr. Carnegie preferred to sustain a loss of hundreds of thousands of dollars by the suspension of work rather than yield to the demands of the workmen convinces me that the wages were at the extreme height.

Mr. Johnson spoke of steel rails, of which he is one of the largest manufacturers in the country. He said the present duty of \$13.44 a ton is equal to 50 per cent. The reduction of the committee is 25 per cent. It seemed like a large reduction, he declared, but it left all the steel rail trust needed.

It is as good to them as 1,000 per cent, for it is practically a prohibitory duty. Steel can be made here as cheaply as anywhere else in the world, and would not now be imported, save in exceptional cases, even if there were no duty, while the tendency of invention and improvement is in favor of the United States as against Europe. The steel made into rails in this country is from native ore. What pig metal billets and blooms are imported are used entirely in other iron and steel manufactures. Now it costs less than \$2 a ton to make steel rails from blooms, including straightening and punching. In today's market steel blooms are selling less than \$17. Steel rails should, therefore, not bring over \$19. They did fall nearly to that price a few weeks ago during a temporary break in the steel rail pool, but that pool was quickly reorganized and the price of steel was put up and is now maintained at \$24 a ton, so that by virtue of the duty which keeps out foreign rails the pool is compelling buyers of steel rails to pay them 25 per cent more than a fair price.

Mr. Johnson continued: "This new steel rail pool is composed of seven manufacturers, headed by Mr. Carnegie, who absolutely controls the production of more than one-half of the steel rails of the United States."

THEIR SINS EXPOSED.

HOW THE TRUSTS ROB THE PATIENT PEOPLE.

A Remarkable Speech in Congress—A Manufacturer Gives Inside Facts—Employment vs. Souphouses.

The press dispatches of January to gave only a meager report of the remarkable speech of Thomas L. Johnson in the tariff debate, but it is sufficient to show that he is one of the honest manufacturers and believes that it is better for the capitalists as well as all others that general prosperity be restored to the country. Mr. Johnson is even so sincere a reformer as to advocate the single tax. He was elected on the democratic ticket, but speaks the truth as fearlessly as though free from all party lines. A few extracts make exceedingly interesting reading:

"We, of the democratic party, went before this country in 1892 asserting that the existing tariff was wrong in principle and unjust in operation, declaring the policy of protection a fraud and robbery, charging it with creating trusts, stifling commerce, throttling industry, causing enforced idleness, lessening wages, impoverishing labor and creating a few monstrous fortunes, and pledging ourselves to abolish it if the American people gave us authority. They did give us authority, and then our haste to repeal oppressive taxes subsided, and instead of flying at the throat of protected barons in the robber trusts, the great democratic party began, as it were, to wag its tail and look for crumbs. It was the duty of a party coming into power on such pledges, and at such a conjuncture, to have proceeded without a moment's delay to the radical revision of the tariff. If Mr. Cleveland had shown the sagacity and courage the situation demanded, the ink would not have been dry on the commissions of his secretaries before congress would have been called into extra session to relieve the country of its burden of taxation. But instead of that we proceeded to rest on our laurels, and divide the spoils, and the nation was treated to the spectacle of a president and a congress having power to remove crushing burdens, devoting their energies to the discussion of personal claims to petty places.

"And as the climax of all this delay, we come to the shameful days we have just passed through in which the house has stood paralyzed, because, despite our overwhelming majority, we democrats would neither furnish a quorum to be counted, nor count the one that was really present. It is not merely that we have yet done nothing. It is that we have done nothing where we had promised much. The worst possible situation of business is not that of a high tariff, but that of a high tariff threatened with uncertain but indefinite reductions. This is the situation our delay has for nearly a year imposed on the country. Up to the present, thanks to our inaction, the victory of the democratic party in November, 1892, has worked evil for good. The McKinley tariff still exerts its strangling power, and worse than the McKinley tariff is the depressing effect of the uncertainty as to what tariff will succeed it."

Mr. Johnson commended the bill for the blow at the sugar trust, "but," he added, "the whisky trust and steel rail trust, the cordage trust, in short, the whole breed of vamps which rob the poor people through the agency of the government by means of the tariff, are left free to pluck the tariff-bound American consumer. He has no lobby to represent him; he has only his congressman."

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Mr. Johnson continued: "This new steel rail pool is composed of seven manufacturers, headed by Mr. Carnegie, who absolutely controls the production of more than one-half of the steel rails of the United States."

Mr. Andrew Carnegie, who gives like a prince out of the millions the tariff has enabled him to take from his fellow citizens. He gives like a prince from his more than princely income, but he does not raise wages unless he has to. Before he started for Jerusalem a few years ago, he utilized the tariff to re-establish the steel railroad pool and pay other manufacturers to shut up their works and throw their men out of employment; then a general cut in wages was made in all his great establishments, and then he announced himself ready to give as much as \$5,000 a day to feed the unemployed in Pittsburgh—a place that, if there were any truth in the theory that protection is good for labor, ought to be a very paradise for workmen. Now, which is best for labor, plenty of charity souphouses or plenty of employment?

"There is a question between protection and free trade. What is 'true of steel' is true of all industries. If we could abolish the whole tariff on the 1st of February, I do not believe there is a single manufactured industry that would close. On the contrary, all that were not purely exotic, kept alive by taxes, would be greatly stimulated, foreigners would want more of our products, and foreign markets would be open to our goods. Wheat would bring more to the grower, and labor would bring more to the laborer, and the masses of our people would want and could pay for more manufacturing goods. You cannot depress industry and impoverish labor by remitting taxes; that is done by imposing taxes."

AS OTHERS SEE US.

THE RAILWAY TIMES has come to our table "chock full" of good things, and it promises to take its place among the foremost labor advocates of the day. We join in wishing the TIMES prosperity all along life's way.—*Carmen's Journal*.

THE RAILWAY TIMES, official organ of the American Railway Union, has made its appearance. It is a model of neatness, and very able and instructive in contents. Success to THE RAILWAY TIMES and the American Railway Union.—*Labor Signal*.

We welcome the initial number of THE RAILWAY TIMES, official organ of the American Railway Union, a bright, clean-looking four-page paper, under editorial charge of L. W. Rogers, a man of experience and recognized ability. The publication office is in this city.—*Eight-Hour Herald*.

We are in receipt of the initial number of THE RAILWAY TIMES, a new publication issued in Chicago. The number at hand bears marks of careful preparation. The articles are well written and full of interest to railroad men. We extend to the new infant a cordial welcome to the realms of railway journalism.—*Railway News-Reporter*.

The first number of THE RAILWAY TIMES, issued on New Year's day by the American Railway Union, at 421 Ashland Block, Chicago, is before us, and we accord it a hearty welcome. It is a neatly printed journal and its various departments are well edited. We wish the new venture unbounded success in the cause of honest labor.—*Irish Standard*.

We have received the first number of THE RAILWAY TIMES, published at Chicago by the new organization of railway men, American Railway Union. It is a clear, forceful sheet, like the young organization it represents, and promises good work in the field marked out for itself. The initial number contains some choice morsels of reading on the reform movement.—*Journal of the Knights of Labor*.

We are in receipt of the initial number of THE RAILWAY TIMES, published in Chicago by the American Railway Union. The TIMES will be the organ for the union and published in its interest. The first number is a most excellent one, all articles being unusually well written and the whole most ably edited. We wish this latest journalistic venture in the railroad world the greatest possible success.—*Railroad Employee*.

THE RAILWAY TIMES, the official organ of the A. R. U., reached our exchange table this week. It is published on the 1st and 15th of each month at Chicago, Ill. It is a six-column, four-page paper, and a model of typographical neatness. The subscription price is \$1 per year. It does not divulge its editor's name, but as Debs, Rogers and Howard are in those regions there is no doubt but it will be ably edited. Every railway employe, whether in sympathy with the A. R. U. or not, should read it.—*Railroad Register*.

THE RAILWAY TIMES is the name of a new publication which appeared the first of the year, and which is published in the interest of the American Railway Union and is issued by the organization. This order has for its object the uniting under one executive head of all the different branches of railway employes, and the paper just launched "upon the troubled sea of labor" will be its mouthpiece. At present the paper will be issued semi-monthly, but the executive officers intend to push the paper to the front for all they are worth, in which effort we wish them the most unqualified success.—*Railway Record*.

THE American Railway Union, the most formidable of modern labor confederations, now has an organ which has just reached this office. It is called THE RAILWAY TIMES, and is a neat, well-printed sheet of four six-column pages. We are very favorably impressed, both with its appearance and contents, and welcome it cordially into the realm of journalism. If the paper is true to the ideals and purposes proposed in its leading editorial of this first issue, it may become a new force for good and help to labor. The cause of all laborers has been their deplorable feeling and hostility. THE RAILWAY TIMES announces in a graceful sentiment that the object of the new paper will be to educate the masses of the working people.

LABOR AND THE ARMY.

INTERESTING DISCUSSION AT THE SUNSET CLUB.

Colonel Turner Thinks the Military a Better Friend of Labor Than Labor Leaders.—Other Views.

Labor and capital came together with a clash at the meeting of the Sunset Club, which discussed the question of the necessity of having an army. Several advocates of the people sat around the long banquet tables at the Grand Pacific and got ready to take a tilt with the speaker of the evening.

This gentleman, who was to represent the affirmative of the question "Should the United States Maintain a Large Naval and Military Force?" was none other than Col. H. L. Turner, 1st Regiment I. N. G. Colonel Turner, it may be remarked on the side, is one of our bankers and real estate dealers, who earned his title by luckily receiving the appointment, albeit he was introduced by Gen. Nelson A. Miles as "a distinguished soldier."

Colonel Turner made the following points: War is a perpetual, necessary element of human society. The soldier has been a more effective evangelist than the missionary. Emancipation was a war measure. Arbitration is but a quack remedy for a dread disease. Eternal preparation is the price of eternal peace. The soldier is not the cause of war; he is the regulation of it, and he makes peace possible. The United States is no longer isolated as when, in colonial days, the Puritan, who carried his Bible in one hand, had also to carry his flint-lock in the other. Militarism is industrialism; there is no conflict between the two. In the words of the Irishman, the only way to prevent past wars is to put a stop to them before they happen. There are forty-four elective executives in the United States; each of the forty-four states is sovereign to itself, but a national control exists. Government means control; control means force, and force is exemplified by the constable, the policeman, the sheriff, the national guardsman, and the soldier.

Continuing, he made this astounding declaration: "I say to you that General Miles, General Wheeler and myself, in our positions, are better friends to labor than T. V. Powderly, Eugene V. Debs and T. J. Morgan ever were or ever will be." [Applause from the plutocrats.] He then read a letter from Eugene V. Debs, President of the American Railway Union, which said: "The army is a blessing," and remarked regarding the entire army has not been realized as in twenty years as one railway strike or one riot in a mining camp has done."

At this point the banker-colonel sat down, evidently well pleased with himself. Then the other side had an inning. David B. Jones said: "The disturbances and outbursts in European nations has been caused by the maintenance of great land and naval forces. Social order is not kept intact by military force. Armies are not kept for that purpose. The dominant idea is not to keep social order, but to offer defense against foreign foes. For eighty years we have had no war with an outside enemy. The outlook is it will be a long time before another arises. Whether we shall have socialism and anarchy depends not on the army but on ourselves. We should do our duty as American citizens. We tried the initiative and referendum in national, state and municipal affairs. The great armies are crushing out industry and thrift in Italy and Germany. In our potential power we are able to war successfully with the combined three strongest nations in the world.

"A governor should have sufficient force to stop a prize fight and to prevent non-unionists and other law-breakers from destroying property," said E. F. Sweet. "We could comfortably live for fifty years shut off completely from the rest of the world. A strong fighting force engenders war. It cultivates a war feeling. Arbitration is best for us."

Then E. J. Dalton, of Iron Workers' Union No. 1, took a turn at the military gentleman from the real estate office: "In the Behring Sea question and in the difference with Italy regarding the lynching of some dogs in New Orleans, the benefits of arbitration were shown. An army was not needed. In trade disputes the competition between bosses is so fierce that justice is often not done the laboring man. Let Colonel Turner, should he ever be called out to quell strikes of working people, remember that laboring people are only striving to raise and educate their families. A factor more potent than Gatling guns is the ballot. The ignorance of the laboring men hurts them. We have the power of electing the man who appoints Colonel Turner. The guns of Colonel Turner never did the good done by E. V. Debs in teaching laboring people the force of the ballot but of the ballot. [Applause.] "You may talk about your military achievements and the glory of your captains," said Dalton, "but they deserve more credit and gratitude who have taught us to rely on a factor more potent for advancement than Gatling guns, something better than the ballot—the ballot, which it is the interest of an American citizen to rightly cast and safeguard." [Tremendous applause.]

W. T. Mills had something to say, too: "The army rose with slavery a long way back in history. It grew from it. The wage system succeeded serfdom because it was more profitable. Gatling guns cannot keep Chicago in order a moment longer than the honest, hardworking men decide to maintain it. Terence V. Powderly, or some man like him will some day be President of the United States. [Applause and cheers.] The Gatling guns will then be the last thing to be seen."

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Roll Up
Every member all he can do to the RAILWAY TIMES, the official organ of the American Railway Union, and it will be a great help to the cause of the laboring man.

need an army to keep down the people. Whenever a government's military to fight its own people are gone. Whenever strikes, lockouts, or industrial call out troops to assist in the loss their independence."

Prof. E. W. Bemis prologued with the laboring man: "There is a growing anti-wage-workers against the case in Ohio, Michigan in the convention of the Union of Labor at Philadelphia of wage-workers do not work for property."

Harry Scull took the affirmative discussion. He thought we should "to protect us from newspaper foreigners." Mr. Scull, who pretty well named, made a few remarks, and concluded with logic that he "paid his taxes." Then he sat down, leaving the if the soldiers came no nearer than he did, the military question itself.

Colonel Turner took the floor speech closed the debate:

So long as labor does not will be no trouble between army. We are never called to force the law. We are called and property. We obey the civic authorities. It has been labor can knock out the army, it will not be by the ballot, but by men obeying the law as American citizens. If the President of the United States then to stand unitedly with of the nation.

General Miles then made and the big audience dispersed remains of the banquet had been out-generated, overwhelmingly defeated.

NEWS ABOUT

Try to get a subscription member initiated.

JUST as we are going Livingston, Montana, members.

THE RAILWAY TIMES bright new reform paper. It is the official organ of the American Railway Union.

SOME of the local copies of THE RAILWAY TIMES and pay for it from the educational movement, should be in the hands. Keep step with progress.

THE telegraphers' local membership of 200, passed resolution to abandon the join the American Railway Union, every person who signed the application form will be organized next Sunday.

As we go to press news of attorneys for the Union Pacific order from Judge Duffin, braska, which lays all the shade. This is a reduction of wages. A meeting at Omaha.

GAVE UP the Chicago of the local organ of Railway Carriers rendered its charter and too little benefit obtained in the which the main portion. Time alone will tell action.—*Topeka Railroader*.

Reports from thirty-them to have added 35 meeting. No. 130 led 134 added 16; No. 128 initiated 15; No. 128 went them four better ago 10, which isn't but 121 secured 15, No. 44-ments, and Nos. 76 and with a dozen apiece. showings in the 7's, 8's bids special mention.

Topeka Elects Am... The local organization of Railway Union has Honor hall in the building at 420 Kansas avenue. They held a Tuesday night. They decided to make the \$1.50; to levy a cents on each employee. local lodge 15 months. Mr. Williams was elected.

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Table of names and addresses for various railway unions and secretaries across different states and cities.

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

WE MUST UNITE. THOMAS WEST in Midland Mechanic. Let there be a federation. Let the railroad men unite. Without further meditation. Put all jealousies to flight. For the time has come for action. In your majesty arise! From the man who pulls the throttle To the man who tamps the ties.

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.

MEMBERSHIP BY MAIL. So many inquiries are being made about securing immediate membership in the AMERICAN RAILWAY UNION, on the part of those who are not within reach of any local union, that it has been decided to allow them to become attached to Local Union No. 1, of Chicago.

They are Hustlers. The local union at Terre Haute seems to have rolled up its sleeves and gone at it in dead earnest. They have sent out by mail to those they didn't reach personally, the following:

GETTING READY FOR US. The general manager's association, through its secretary, a few days since received from the printer's hands a complete classification of railroad employes, together with wages paid to each class by each of the prominent roads of this country.

Good Work at Grand Rapids. The meeting held Sunday afternoon in the rooms of the Columbia College, McMullen block, was a very enthusiastic one and many new names were added to the membership.

Inside Information. "Johnny," said the big brother of an up-town small boy, "go to the shoemaker's and see if my shoes are mended, will you?"

One Comfort. The man who is poor May at least offer thanks That he isn't set up As a target for cranks.

It Looked That Way. An Italian organ-grinder recently escaped a fine by his wit. He had been playing before the house of an irascible old gentleman, who furiously and amid wild gesticulations ordered him to move on.

Her First Thought. A young mother with her first baby, for the time being, a person of one idea, as is amusingly shown by an anecdote related by the Minneapolis Tribune.

Changing Color. When he came to town to see the sights, He was very green, 'tis true, But a bunko artist took him in hand, And he went home very blue.

"Sweet Charity." In the Artists' Exhibition of 1893, at the New York Academy of Design, there was exhibited an oil painting by J. L. G. Ferris, entitled "Sweet Charity."

In Answering Advertisements kindly mention THE RAILWAY TIMES.

THE BROTHERHOODS' JEWELER. McGRANE'S "LOCOMOTIVE CLOCK." THE only substantial moderate price clock on the market. Movement has jeweled escapement. Case cast bronze; front screws on side wind; six-inch porcelain dial. Very elegant and accurate.

WHAT THEY SAY ABOUT OUR ALL STEEL CAB SEAT. Eldon, Iowa, Dec. 18, '93. Dear Sirs: Please send me one of your seats for locomotive use. I find that they are the best seat for engine use that I have seen yet.

J. S. TOWNSEND, Railroad Jeweler. 1554 WABASH AVENUE, CHICAGO. HEADQUARTERS FOR Emblems of all kinds. DIAMONDS, FANCY NOVELTIES, OPERA GLASSES, BISQUE BRONZES, SILVERWARE.

You Have Coins. That are probably worth a premium or that will Make You Rich. Our book of dates and prices of United States and Foreign Coins is illustrated so that you may know.

RAILWAY OFFICIALS & EMPLOYEES ACCIDENT ASSOCIATION. Wm K BELLIS, Secy. INDIANAPOLIS, IND.

Grover's Hymn. H. M. Tichenor in Western Laborer: 'My country, 'tis of me, Land of monopoly, Of me I sing! Land of the goldbug rule, Land of the tariff fool, The daily press my tool - Great God! I'm king!

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

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.

LOCOMOTIVE ENGINEERING. The most interesting Railroad paper published. Large pages of reading matter, with the very best of illustrations. For \$4 we give three EDUCATIONAL CHARTS FREE.