

# The Railway Times.

Vol. I.

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No. 7.

## THE UNION PACIFIC.

### STATEMENT OF THE TROUBLE AND ITS CAUSE.

#### The A. R. U. Takes a Hand—In Conference, the Tail Tried to Wag the Dog.

The focus of railroad employes' vision just now is Omaha. Injunctions, counter orders, conferences, modification of decrees and calls are about to crystallize and be straightened out by United States Circuit Judge Caldwell. At this writing the case has not yet been called, but there is every reason to expect that at the hands of that jurist, right will vindicated and greed turned down.

In the conspiracy of the Railway Association of General Managers, the Union Pacific came on for action in the first of last September, when a reduction of wages as to salaried men, shopmen and other unorganized labor was ordered and put in effect. The schedule in which were under contract at a certain time were not touched, the idea, as the sequel shows, being that with the first cut assented to it would be less difficult to make the schedule employes—the engineers, firemen, trainmen and telegraph operators—stand the rating down and violation of an express contract later.

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

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

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

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

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

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

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

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

The A. R. U. grievance committee, who ably represented it, was composed as follows:

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

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

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

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

### FAILED!

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

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

And look you. What call you success? The poor plaudits of some few men? A palace reared from the cold—A red heap of this earth-dug gold? A cathedral cry? And then—Well, what then? Why, only a loss.

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

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

Dry shod reach your promised land now On his failure—on those the world railed—They, the stuff of whom heroes are, Who saw its light gleam from valleys afar And fought for it—died for it—failed. No failure, I vow. —New York Ledger.

### L. W. ROGERS.

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

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

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

### WHY NOT?

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

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

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

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

### AN OBJECT LESSON.

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

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

That tells the story. Get together, stick together.

## IS IT POSSIBLE?

### LYING, CHEATING AND STEALING, GENTLEMEN!

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

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

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

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

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

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

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

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

### JONES, HE PAYS THE FREIGHT.

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

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

### PAT'S WISDOM.

Tim Deolan and his wife, was night, Were drinkin' av the crature, When something started up a fight, And they went at it right an' tight, According to their nature.

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

"Lave off, ye brute," says he to Tim, "No man wud strike a lady"; But both the Doolans turned on him, And in a whist the two av thim Were walloppin' O'Grady.

That night when I w home, in bed, Ret-imbuing this token, I took the notion in my head That the wisest word I ever said Was the one that wasn't spoken.—Ex.

### PHENOMENAL GROWTH.

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

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

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

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

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

- 153, Barnesville, Minn. 6 new members.
- 154, Rat Portage, Ont. 9 new members.
- 146, Glasgou, Mont. 10 new members.
- 130, Terre Haute, Ind. 10 new members.
- 34, Pine Bluff, Ark. 16 new members.
- 1, Chicago, Ill. 320 new members.
- 174, Chicago, Ill. 11 new members.
- 150, Devils Lake, N. Dak. 13 new members.
- 88, Helena, Mont. 13 new members.
- 26, Pocatello, Idaho. 4 new members.
- 94, Spokane, Wash. 7 new members.
- 142, Charleston, Ill. 8 new members.
- 137, Meridian, Miss. 6 new members.
- 149, Minot, N. Dak. 23 new members.
- 89, Great Falls, Mont. 50 new members.
- 44, Trenton, Mo. 5 new members.
- 129, Glendine, Mont. 14 new members.
- 30, South Bluff, Mont. 52 new members.
- 39, Tekoa, Wash. 19 new members.
- 66, Las Vegas, N. M. 12 new members.
- 131, Dickinson, N. Dak. 8 new members.
- 138, Frankfort, Ind. 14 new members.
- 23, Evanston, Wyo. 10 new members.
- 46, St. Louis, Mo. 4 new members.
- 33, Anconda, Mont. 22 new members.
- 143, Pullman, Ill. 8 new members.
- 124, Havre, Mont. 19 new members.
- 151, Grand Forks, N. Dak. 14 new members.
- 127, Livingston, Mont. 9 new members.
- 60, Pueblo, Colo. 24 new members.
- 13, Columbus, Neb. 24 new members.
- 93, Kalispell, Mont. 47 new members.
- 19, Laramie, Wyo. 9 new members.

### THEY RESOLVE.

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

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

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

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

Resolved, That copies of these resolutions be given to the daily press and THE RAILWAY TIMES.

"ONE blast upon the bugle horn" of a Ricks, a Jenkins or a Dundy is worth a thousand millics. Cost about the same, but there is no fuss nor wasting of the gore of the grounding.

## WHERE WE ARE AT.

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

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

The Grand Rapids Workman of the 17th instant, says:

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

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

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

The first annual convention of the American Railway Union will be held in Chicago next June, by which time the union proposes to have 75,000 members enrolled.

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

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

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

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

### EMPLOY THE UNEMPLOYED.

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

The operation of the plan would be something as follows: Let us say there are 1,000 or 10,000 unemployed able-bodied persons having a legal settlement in this state, who desire work. Out of this number a certain proportion can make shoes, others can spin or weave, others can make garments, others can build houses and do blacksmithing, and others can farm and take care of live stock, while many more without trades are capable of common labor of any sort. Now, these men and women do not need anyone to provide for them; they do not need charity from the state or anybody else. All they need, in order to be fed, clothed and sheltered, is to be set to work to support one another. Stick a pin here. The idea is that they are to support one another. They are to consume one another's products. State product is not to be sold or to go into the general market at all to compete with wage-produced goods or with private employers, but to be consumed wholly within the group of previously unemployed workers. Now, here is where the function of the state comes in.

State workers need to be organized and provided with tools, in order to support one another, and they cannot organize themselves. This it is proper to expect the state to do, both for the welfare of an unfortunate class of citizens, and also for the protection of the public treasury from the burden of supporting them by alms, which must otherwise fall on it. It will be observed that this is not a question of charity; for the incapable, the almshouses would remain. It is merely the question of putting the able-bodied persons in a position to support themselves. The idea is to furnish the necessary machinery to utilize an existing power which otherwise will run to waste. The state would be at expense to provide the necessary farms, manufacturing plants and buildings, and, for a time, until the products began to

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

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

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

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

### "DEPRECATES DEBS."

reads a report from the Omaha Bee, taken from an interview with Mr. Clark, the receiver, appointed to confer with the employes of the Union Pacific. The text case follows in the extract herewith printed.

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

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

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

### A STRAW.

Illustrating how much better individual enterprise can carry on telegraphing than government is the case of the Chicago & Milwaukee line. It cost \$14,000, eighty-five miles. At a cent a word it paid back ninety per cent of its cost in two years. Then they watered the stock up to \$28,000, lowered messages to 5 cents each and paid forty per cent annually on the whole stock.

Somehow or other the Western Union overlooked this illustration of their position.

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WATCH THE DATE!

The date on the wrapper informs you when your subscription expires. If it so reads please forward money for renewal and get as many others as you can to likewise encourage THE TIMES in the same way.

The Chicago Express, sailing the troubled sea of reform, carries in ordinary a ram, stem and stern. To give the enemy something extra to digest, it issued a "broadside" double issue last month.

LAST week a young man at Princeton, Indiana, said that Miss Harriet Larrimore was not a lady; whereupon she proceeded to prove it by attacking him with a horsewhip.

THE great fortune of the Astors is one of the most impressive object lessons with which to point out the injustice of our land system. The grandfather of these money princes was a coon skinner and pelt peddler.

SLY, SIR, DEVILISH SLY.

That talented circle of gentlemen known as the "American Railway Association" is composed of general managers. Like Joey B., they are the embodiment of slyness.

They initiated their plan in September last when the L. & N. cut ten per cent all around. On September 7 they cut the shopmen, office men and other unorganized forces on the Union Pacific.

The American Railway Union has not had time to mature since these sweeping reductions have been ordered, made and in prospect.

THE WASHINGTON "TIMES."

THE RAILWAY TIMES is in receipt of the first six issues of The Washington City Times, a paper with 4,000 stockholders, published as alleged in the interest of labor.

The issues received are not up to the promise, the character of its editorials and news do not suggest the ostensible purpose of its birth.

This will not do for a paper in labor's interest. Give them, gentlemen, the scandals, the winning horses, the baseball news.

When he treats the primrose paths of dalliance or paints the town red, nor of wind on the tariff, nor of whether baby this or that changed diapers yesterday.

THE INJUNCTION.

We note in tradition, in books of the religions, in history, that the one universal weapon employed to beat down labor has been the appeal of its oppressors to the law.

For what is labor? What of its past? The wageworker is the successor of the slave and the semi-slave, the fief, and the serf. Legal precedent, customs, judge-made law not expressly contravened by statute are binding today.

It is not necessary here to trace the ordinary course of suits at law, its verbiage, its delays, its learned counsel and guessers on the bench. Courtesy calls its product justice.

Wealth denies courts. Saint Rockefeller's agents buy up drillers to ruin the wells of other producers, perhaps a dozen railroad companies owe the people of the Union millions in interest.

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

In the good old times hinted at, owing to the tedious length to which law suits stretched out, an exception was made to furnish strikers and kickers with justice on the short plan.

In the earlier years of the great republic, owing to the nearly equal position of all citizens, before we unfortunately became so prosperous as a nation, the precedents referred to in the matter of putting down jangling clods were in abeyance.

In the good time then coming, say about 1866, the rapid pace in accumulation of property developed all the hog in the nature of a patriotic people.

With prosperity, the crowding of nearly all the country produced into a few hands, came the remonstrance, the strike. The patient worker turned, he combined for defense, union labor stood before the exploiter.

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

any collection of people whom a Pinkerton or a feathered soldier may in his or their awful wisdom choose to consider a mob, he or they are as by lightning flash of instinct able to determine in one second what the law relating thereto demands, determine the guilt or innocence of these people, and without warrant put the verdict—which is always the same if the "mob" is unarmed—into execution.

The bad laws of this country are ours, we made them, our ignorance is responsible therefore. The abrogation of the divine right of self-defense in the following of the old precedent we did not assent to, but again our ignorance is responsible for submitting to it.

But this is the age of progress, old things must pass away. Pinkertons are threatened with professional atrophy, the gay militia gossling must play second fiddle. Legal genius has laid awake at night and after a period of intellectual incubation has hatched out the injunction!

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

"I have it! The American groundling, next to the lowest order of Russian serf, stands more in awe of the very term 'law' than any other people. Not so much fear, but respect. Its gradual evolution from what it was and what it is, has not been noted by him. When he kicks against the pricks, he treats the obstruction as something foreign, not as a part of himself, not as of a system in which he is himself a factor.

The injunction, of course. Repression is rude, is vulgar, is costly. It was by the gentle hand of peace that the corporations and capitalists, numbering less than one hundred thousand souls, have in twenty-five years accumulated eighty-three per cent of the nation's wealth.

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

THE RAILWAY TIMES does not recognize that description in its entirety and disclaims for people so described the right to lift their swimming eyes to greet the banner of the free, as by the dawn's early light it floats over the armories, the forts, and the United States, circuit and district courts.

WEIGH these two propositions, both from the hornbook: "Common law is common sense"; "Ignorance of the law excuses no man."

Yohr being in presence of brass buttons or a star does not mean that you are at such times any less an American citizen than when they are not about. Do your duty to yourself, your family, your country, whether everybody likes it or not.

NO HOG.

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

STRIKES ON THE BOOM.

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

Strike and reductions of wages permeate the ethereal blue over and about us, men persist in starving to death or in committing suicide to avoid it. Notwithstanding our superior advantages and happy homes, very few live outside of tenement houses, and the princely wages paid by sweaters, and finds the recipients so infernal close, that they prefer being swedged in like herring in dirty holes, and actually breathe in the fetid atmosphere of tenement house in preference to the free air where the star spangled banner floats.

The strike business is on the boom. The ungrateful pauper labor of Europe, finding freedom from oppression, etc., in the state of Pennsylvania, is actually kicking because his wages as miner requires the consumption of dog, even when he is at work!

Just now, as a change from dog, as an alternating diet, they are subsisting on bran, when they can get it. When they cannot, the neighbors provide. In order to keep the blood circulating the pitmen in some cases walk four miles to and from work.

In Chicago—cannot for want of space take in the whole country—enthusiasm is roused to such a pitch that where it is not a strike on hand or in prospect, it's a cut or lockout. Three thousand men in Crane & Co.'s foundry are out, declined standing a cut.

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

ABOUT ALL FOOLS' DAY.

All Fools' day, by common consent during the centuries, has been dedicated to the god of laughter, rose-lipped Son of Joy. How the day got its name and purpose is more than any living man can tell.

The reason that it has existed for several thousand years is due, no doubt, to the fact that April Fool's day affords an excuse for laughter. To the majority of mankind existence is weighed down with so much of pain and sorrow that most of us jump at a chance to laugh as a child snatches at a sunbeam.

April is distinctively the month of fresh things. The name is derived from the word *aperire*, to open, because the buds open this month. In France the easily fooled man is called a "silly fish."

Gray-haired men of affairs take as much delight in playing practical jokes on their contemporaries as their scions. A distinguished New York editor called up the office boy on April 1, and handing him a basket, told the boy to take it to a rival editor and ask for a bushel basketful of editorials.

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

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

Practical joking is very properly condemned when it has a tendency to do injury to life or limb. All forms of practical joking are frowned upon by those whose vanity or pride is injured. But who is there among us so dignified and reserved that he could restrain a smile when walking down Broadway behind a man upon whose back hung a sign: "For rent—Vacant flat. Inquire in basement."

TO REUNITE THE RANKS.

There is an extensive movement on foot among the telegraphers to search out a man for the position of grand chief who shall make it possible for the organization to once more enjoy peace and prosperity.

ANNOUNCEMENT.

Members of the O. R. T.—Greeting: This division has the honor of presenting a candidate for Grand Chief at the coming convention at Denver, in the person of M. W. Sellers, who as chairman of the protective board on the Atlantic & Pacific Railroad, secured WITHOUT COST TO THE ORDER, the first and best telegraphers' schedule in America, and won a memorable victory in a strike lasting fifty-two hours and fifteen minutes.

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

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

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

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

POOR ANDY.

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

The readers of the *N. U. P.* will be overcome to learn that the poor Carnegie firm has been made the victim of a conspiracy, the result of which is, the government is going to make them pay into the treasury over \$140,000. Of course, this fine is levied because certain work done by the Carnegie firm is not up to the requirements of the contracts made with the government. Our candid readers will admit that a little thing like that ought not to be taken into consideration in a business transaction with the Carnegie firm.

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

ONE of the worst enemies of organized labor is the self-seeking schemer who endeavors to impress the old political parties with the idea that he carries the labor vote in his vest pocket. In the union he advocates independent political action—meaning by that the act of uniting with that party which will "put up" the most. He attends all labor conventions and makes spread-eagle speeches about the rights of labor, and generally knows as much of the real necessities of the hour as a kitten knows of astronomy.

DIVIDENDS.

The following lines have declared dividends last month, up to and including the 23d of the month. The Chicago & Eastern Illinois is so put at only realizing 6 per cent on their stock this year, they have ordered a cut in wages.

Canadian Pacific, preferred, at the rate of 8 per cent per annum.

Chicago & North-Western, preferred, 4 per cent, quarterly.

Delaware & Hudson Canal, 1 1/4 per cent, quarterly.

Little Miami, 2 per cent, quarterly.

West Jersey, common, 3 1/2 per cent.

Boston & Albany, 2 per cent, quarterly.

Chicago & Eastern Illinois, preferred, 6 per cent, quarterly.

Chicago, Milwaukee & St. Paul, preferred, 3 1/2 per cent; common, 2 per cent.

Cleveland, Cincinnati, Chicago & St. Louis, preferred, 1 1/4 per cent, quarterly.

New York & Harlem, preferred and common, 3 per cent.

South-West Pennsylvania, 5 per cent.

Sunbury & Lewistown, 4 per cent.

Manhattan, 1 1/2 per cent, quarterly.

New York Central & Hudson River, 1 1/2 per cent, quarterly.

New York, New Haven & Hartford, 2 per cent, quarterly.

Western Union Telegraph, 1 1/4 per cent, quarterly.

IN THE LABOR WORLD.

"New York's Houses," was the subject discussed at the fifth municipal conference at the Amity building, New York, March 27. Mr. R. Fulton Cutting presided, and in opening remarks referred to the exorbitant rents working people living in New York were compelled to pay, and the urgent need for rapid transit to enable them to seek relief residence in the suburbs.

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

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

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

Interviewed by the *Daily News* on his return to England, Editor William T. Stead said: "Americans, generally, have more to learn from the Old World than the Old World has to learn from them. Nothing in America strikes an Englishman more forcibly than the radical distrust of the sovereign people. One simply stands aghast upon coming to the country from England. I have never been to a more conservative country since I left Russia."

The Earl of Dudley, who was responsible for the Lords' amendment permitting contracting out, was the chief speaker at a conservative meeting in Bermondsey, London, last week. Tickets were issued with great caution, but nevertheless numbers of workmen were present, and prevented him from being heard by their interruptions.

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

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

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

In Denmark the trades unions are increasing rapidly in membership. In the cities nearly all the workmen are unionists. Copenhagen has eighty-nine unions, with 22,000 members. They are organized with central bodies, and the cities have local trade councils. In case of a strike a levy is made on the members of all the unions. The sick and insurance funds receive special assistance from the government.

SPECIAL ARTICLES.

DEATH AND DAMNATION.

BY NEMESIS.

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

I almost forgot to mention that the same edition contains a notice of assessment (No. 3) and a cut-rate sale of eight-dollar cards for five.

"Come early and avoid the rush." You will therefore have the kindness to "stand from under," and witness the heavens drop.

The Sultan who carves these inscriptions receives a pittance of \$3,000 per annum for accepting reductions, wearing diamonds and declaring strikes off—that's what we pay dues and special assessments for, and that's why we call him a "Napoleon of labor."

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

The myth of majority rule does not impede the action of this beneficent federation, so many of whose constituents are now paying war taxes for the "privilege" of "hogging" around the country with a scab road black-list at their heels.

But a very few months ago, the Mahomets of the new big six looked with holy horror upon the heresy of federation, and anathematized it as a species of socialist insect eternally abhorrent to their delicate senses of sect and caste; but now behold the heresy of orthodoxy itself!

An organette, which has christened itself Ye Railroad Men, informs you that, should you content yourself with the acquisition of the unorganized seventy-five per centum, these classes already organized "are abundantly able to take care of themselves."

Concerning your destructive propensities, moreover, I desire to remind you that our most cherished idol, which one iconoclast shall "tear down," or "destroy, or mutilate, or deface, or defame," is the personified motto of our creed, which hangs over the throne of our tutelary deity in the temple of Baal.

It was once the universal motto of man—barbaric man—the motto of Constantine and the motto of the Inquisition. It has made more history than religion, and more chains and dungeons than ten dynasties of czars.

When the history of the civilization of this commercial era shall be clearly and impartially written, the magnanimity of labor will stand out in pronounced relief upon a background of sordid brown.

In no way can we see the freedom and glory, unless it be that where the railway clerk has worked a lawful and honest day's work, and when about to seek the few hours allotted to him in renewing his acquaintance with his family and the necessary rest which nature requires, he is stopped on his way and told a night order has been issued requiring him to work through two, three or four hours longer, for which he receives no remuneration whatever.

It has remained for labor today to teach the world a lesson in sympathetic generosity. While many are discussing with pencil and lip the imminent problem—what to do with the unemployed—labor has striven in a practical and direct way to lighten the burdens of the needy and to help the suffering.

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these conditions— are such as to beget a sense of uncertainty and fear. These are elements that check and retard production. No man is as active and venturesome when he is distressed and cramped, as when he is buoyant and hopeful.

ALL ALONG THE LINE.

Pass the word along, boys, all along the line. Are you with us or agin us? is the telling counter-sign.

THE WHITE SLAVE.

Away back in the early '60s, our earth nois and rumblings were heard, as if an earthquake or other natural calamity was about to convulse, not only the American continent, but Europe.

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

LABOR MAGNANIMITY.

When the history of the civilization of this commercial era shall be clearly and impartially written, the magnanimity of labor will stand out in pronounced relief upon a background of sordid brown.

DANIEL ANSWERED.

Dan Voorhees, Chairman of the Senate Finance Committee, is indicting labor organizations with a series of conundrums on the "tariff" and other spectacular campaign properties.

1. To what particular trade or industry does your society belong?

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

3. Have the wages, hours of employment, and production been curtailed within the last twelve months? If so, what are the causes?

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

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

6. Please give a comparative statement of wages for the past five years, and number of hours per week employed.

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

8. Give your views, generally, as to the best methods of placing the industries in which you are engaged upon a prosperous basis.

9. To what extent has immigration affected the condition of the workingmen in this country?

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

11. It may be well for you and many others to understand that the working people of this western country expect nothing in the way of beneficial legislation from you or your colleagues in Congress.

12. Our union embraces general railway service.

13. Wages have been curtailed about five per cent. Cause was financial depression.

14. Yes. Free coinage of silver 16 to 1.

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

16. Disastrous.

17. Government ownership of transportation and telegraph lines.

18. It has reduced American labor to the condition of pauperism.

19. Abolishment of the national banking system, the government to issue money direct to the people, the same to be payable for all debts both public and private without native or foreign influence.

20. The establishment of government savings banks.

21. The abolishment of class legislation, equity of laws, equal rights to all, special privileges to none.

NO. 60 ANSWERS.

PUEBLO, Colo., March 14, 1894. Hon. D. W. Voorhees, Chairman Finance Committee:

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

1st. Our union embraces general railway service.

2d. Wages have been curtailed about five per cent. Cause was financial depression.

3d. Yes. Free coinage of silver 16 to 1.

4th. The price of groceries remain at the same price as they were at this time last year, but as about ten per cent of the men have been laid off, those men must curtail expenses.

5th. Disastrous.

6th. Government ownership of transportation and telegraph lines.

7th. It has reduced American labor to the condition of pauperism.

8th. Abolishment of the national banking system, the government to issue money direct to the people, the same to be payable for all debts both public and private without native or foreign influence.

9th. The establishment of government savings banks.

10th. The abolishment of class legislation, equity of laws, equal rights to all, special privileges to none.

We recommend that the American people turn the British Tories out and replace them with true Americans in the future.

R. S. McALPIN, President. I. F. CHOPPER, Secretary. DAVID DICKEY, JOHN MONROE, FRANK MAXHIME, Committee.

BACK TO THE LAND.

BY F. W. MONAHAN.

What is the position of the labor press and leaders in their writing and actions concerning the subject of our social and industrial condition of the present time when they are occupied in denouncing and "roasting" employers who appear to them to be exercising unusual cruelty toward their employees?

1. They remind one of those well-meaning misguided people who on the question of slavery when it occupied the minds of men in discussion had not a word to say in favor of abolishing the institution itself, but roundly abused the individuals for their cruel treatment of their property.

2. If they would do any good, then what must they do? Why simply cease abusing the masters and face around and teach the slaves how to become free.

3. But granting for the sake of argument that our leaders and teachers succeed in securing for us a modification of treatment by our masters, would we not still be deprived of our natural rights as men and be subject to their will just the same, and remain under the necessity of whining under their lash like so many whipped curs or starving coyotes?

4. I do not say sententiously that men have a right to be free, I only ask why they are not so?

5. If any proof of this statement is required I have only to point to the industrial and social situation of the present moment, and ask, Could free men ever be reduced to such a condition? The answer is self-evident; they could not.

6. What is the cause of the present terrible state of things today? Hundreds of thousands of men, and themselves and families—if they are unfortunate enough to have one—suffering for want of things that their labor would procure if only allowed to apply it to the natural resources of the earth from which comes all that man can get of anything.

7. Private ownership in land is the underlying cause of all our suffering and must be wiped out before it will cease.

8. Give your views, generally, as to the best methods of placing the industries in which you are engaged upon a prosperous basis.

9. To what extent has immigration affected the condition of the workingmen in this country?

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

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21. The abolishment of class legislation, equity of laws, equal rights to all, special privileges to none.

leaving all other land totally free from rent, or extremely low, when not free; all because of little or no competition for such land.

Another wild assertion is often made by the two sets of gentlemen in question. It is as follows: "Take the farmer or city worker who paid \$1,000 for his farm, plot or city lot.

Something else would be really dreadful. It is as follows: Our big capitalists hold today vacant land which they would not sell for any fifteen billions of dollars.

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

LOOK a "leete oud" for Grand Rapids Michigan.

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

No. 168, Youngstown, Ohio, came in, in a cyclone of enthusiasm with a membership of 50 as a starter. Got the town in prospect.

THE meeting bringing in No. 170, Baltimore, was a hummer. Brother Howard officiated as organizer.

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

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

BROTHER HOGAN started St. Paul, No. 180, with about a hundred.

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

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

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

EUGENE V. DEBS, president of the American Railway Union, claims to possess proof that the A. P. A. was organized with money of railroad magnates and other large employers to disrupt the labor movement in this country.

SAYS the Sunday Times, Memphis: Local Union No. 38, American Railway Union, meets the first and third Fridays of each month at their hall, 209 Main street.

There never has been any organization put forth for the purpose of promoting, protecting and elevating the condition of the employees comprising the railway labor world that has met with anything like the wonderful success of this young giant among organizations.

Next meeting is Friday, March 16, and all members are very earnestly invited to attend.

"NEARER, my God, to thee," sang the Great Northern A. R. U. boys when they heard that threatened cut was not to go into effect. The boys on other roads where it did, and who are not together in the A. R. U. did not express themselves religiously.

REJECT advice that looks to anything but universal union. Get together and win; you know that divided in the past, you lost.

NEWS NOTES.

If you want to accomplish anything together.

ALTOGETHER, no lines of division between you, no caste to work your undoing, and are invincible.

THE International Association of Machinists, brought the Armour Packing Company Kansas City to time. The boycott did it.

THE Prince Edward Island government declared for the adoption of single tax reforms, including reduction of official salaries, go with it.

GREAT interest exhibited just now in "stopping labor." The candidates for office are slopping over. The stereotyped bait is usual, hook the unevolved sucker.

If the coming nation makes as good of its progress as the Coming Nation of Gurg, Indiana, has in circulation, the of us will live to make a part of it.

KANSAS CITY has in the field for its principal election and independent labor. The platform is all right, but their rose by other name would smell somewhat sweet.

THE striking brewers at Wainright British syndicate brewery, at St. Louis, has been out five months. Meantime the is making it unpleasant for our English.

THE climax of hypocrisy is reached. Union League of Chicago—collecting pluto, shoddy and would-be crats of all—will expel Willie Breckinridge for naughtiness.

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

PLUTOCRAT sheets are cackling over supposed revival of labor, the starting of etc. A fact which they state in connection with this joyful intelligence is not mentioned, which is that reduced wages are paid.

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

FOR the future let our intelligence do what our stupidity in the past has done for usurer, the exploiter, the plutocrat. Gather in our own interest, break rank, the apathy and indifference which in the we have borne for our danghlin-brother.

It is all owing to those oxen in the plutocratic Chicago Tribune factory, the ing up of piers owned by individual dynamite, and the tearing up of the railroads in preference to going into But it is death on dynamite and so otherwise.

It might be forgiven, even a canting scribe, if he had ruined so insignificant a creature as a saddler's orphan, in the day such are regarded the legitimate prey of blue bloods; the poor Breckinridge in present unpleasant dilemma might be pitied, but what shall we say of the coward who would endeavor to cast responsibility by blackening the character of his victim?

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

THE gentleman who used the palm-leaf as a substitute for raiment over the extremity of his stomach behind and filling aching stomachic void with politician lunch during the campaign of 1892, has recovered from the awful fright of the unended deluge of free silver and money could not spend in a top.

FRANCE has now twenty-nine labor changes. The trades union movement country comprises about 4,450, with a membership of 900,000. Last year 600 unions were organized, with about 100 members. Of the 607 strikes in France, 112 were successful, 194 were missed and 223 failed.

THREE of the most important railroads Russia were taken by the government last month, to be operated henceforth as properties. These were to have been in 1900, but for some reason not made the government decided not to wait for time. The roads are the St. Petersburg-Moscow-Nijni-Novgorod and St. Petersburg-Warsaw.

THE newspapers are at one promoting Coxey, and the next calling on him to put him down. This show of If his raid amounts to nothing, it is made up of degraded tramps and of them armed, why so much of it is all right and will come out with though defeated.

THE Railway Age laments the legislation, lowering prices of (where?) and unrestricted driving many of the railroads.

Poor things, the government this burden from their shoulders people can better afford it than the orphan stockholders. Turn United States.

American Railway Union

421 ASHLAND BLOCK, CHICAGO.

OFFICERS:

President: W. DEBS, Vice-President: W. HOWARD, Secretary: W. KELHER

LOCAL UNIONS.

- List of local unions across various states including Chicago, Ill., Grand Junction, Colo., Washington, Ind., Louisville, Ky., etc.

- Continuation of local unions list from state 73 to 149, including locations like Williams, Arizona, Carlin, Nevada, etc.

- List of members with names and addresses, starting with 150. Dev's Lake, N. D., 151. Grand Forks, N. D., etc.

WANTED—Address of John Vuagalaus, formerly switchman on Santa Fe at Pueblo, Colorado.

THE republican party has outlived its usefulness. The democratic party never had any.

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

At a recent meeting of railroad laborers at Grand Rapids, Michigan, the spirit of caste heretofore so dominant in the railroad brotherhoods, was commented on, and in this day, when the slogan is "get together," deprecated.

HEROES OF PEACE

They are Greater than the Heroes of War and Deserve Praise. How the Devoted Lives of Railroad Engineers are Beset on Every Side and How to Escape Some of the Worst Dangers.

It is a mistake to suppose that heroes only die upon the battlefield. The daily battle of life sees more heroes, is full of more pathos, has things more terrible than the greatest struggle between the hosts of war.

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.

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.

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."

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."

Marks' Artificial Limbs

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.

Can be made working for \$12 to \$35 per week. Parties preferred who can give their whole time to the business.

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

"Lemme offer you this seat, marm." "Oh, no! no! no!" she protested. "But I'd like to, marm. You seem to be a real decent person, and it's too bad to make you stand up."

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

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