

## TOILERS ARE STARVING IN THE MIDST OF WEALTH THEY CREATED.

### Altgeld Found Pitiful Wage Slavery at Pullman—Worked Hard for Years but now Starving.

Last week the starving employes of Pullman, unable to longer exist upon the contributions of the public, appealed to Gov. Altgeld for help. It requires \$400 a day to buy the scantiest kind of sustenance for the thousands of people out of work. Altgeld made a personal examination of the condition of the people, and upon his return to Chicago said:

"The story of starvation at Pullman is as bad if not worse than it has been reported.

"Sixteen hundred families in Pullman and vicinity are starving. They are not only starving, but they are without fuel and in rags. Something must be done for them. They must not starve, and I will remain in Chicago until some means can be devised for their relief. I went to Pullman in response to an invitation by members of the strikers' committee, and I found matters even worse than represented. I visited their homes and went through every room and kitchen in a number of houses. Two representatives of the Pullman's Palace Car Company who accompanied me admitted that the houses I visited were a fair representation of every house occupied by the family of a striker.

"The situation, as I learned it, is briefly this: Within a few weeks after the strike, which involved 3,200 families, the strikers had exhausted their savings and credit and were supported by contributions. These contributions have almost entirely ceased and the relief committee is in receipt of only a few dollars a day, not enough to sustain a dozen families. There were today 2,250 men at work. Sixteen hundred of these are old men and about 650 new men. The 1,600 strikers who have returned to work are at least able to obtain something for their families to eat, but that is about all they can do with the pitiful wages they receive. They cannot get money enough besides to buy much-needed clothes and fuel. Their condition is pitiful, but they can avoid starvation. The remaining 1,600 strikers are in a sorrowful condition. They have families of from two to eight in number each, and I tell you they are slowly starving to death. Of these 1,600 half-naked, starving families, 600 reside in Pullman and 1,000 in Kensington and other suburbs adjoining Pullman. Their little ones are crying with hunger, and there is nothing in their houses to eat. Something must be done immediately for their relief. I shall remain here until some method of relief is devised. I shall confer tonight and tomorrow with local officials and others and arrive at some plan. I have thought of several measures, but as yet have arrived at no conclusion. This is a grave problem. These people may have to be cared for for several months, and it pays to go a little slow when one is wading in deep water. I suppose I shall be abused whatever steps I take, but I don't care. These poor people shall not starve if I can prevent it, and I shall see that I do prevent it."

When the governor reached Pullman, two miles from the city, on an early afternoon train, he was met by a committee of the employes. They went at once to the tenements on Fulton street, where much misery was said to exist, and this misery was found in plenty. The first stop was made at No. 124, where Mrs. O'Halloran, a blind widow, was found, occupying four small rooms on the first floor. She told the governor she had two sons, aged 19 and 14 years respectively, and a daughter, aged 20. All three had worked for Pullman, but were now idle. They had all applied for work, but were told that there was no work for them. One of the boys had been a brass polisher and the younger son and the daughter had worked in the laundry. They had lived in the town seven years.

They had no coal in the house, very little food, which the relief people had given them, and they could not support themselves. The blind woman said there was no one to look after their condition.

"Have the Pullman people sent anyone to see you?" asked the governor.

"They have not, sir," replied the blind woman.

She said they paid \$12.60 per month for the four rooms and another family lived in apartments above. One of her sons had drawn \$1.60 per day and the other \$6 cents.

"Good luck to you, sir," she said, as the governor left the place with his teeth shut firmly together.

Block B, across the way on Fulton street, was next visited. Gov. Altgeld's manner was kindly, and he introduced himself in a pleasant way, asking questions in a manner calculated to inspire confidence. There were six families in block B. Some of the men had gone back to work. A poor woman in No. 3 said her husband was not working. He had been in Pullman six years and had asked to return to work, but was told there was no work for him—the shops were full. She had three children, but little to eat—only a bit of flour, coffee and tea from the relief store left. The wife of John O'Connor said her

husband was out of a job and could not find one.

In block S, room 7, was John Carlson, a cabinet-maker who had worked seven years for Pullman and could not get back. He had nothing in the house to eat. "Have you eaten today?" asked the governor.

"I had some bread and coffee from a neighbor," said the man; "My wife is sick and I divided it with her. We haven't a thing in the house now."

Theodore Erickson of 301 Fulton street had six in the family. He said he could not get work and the money he had saved before the strike is all gone. The relief association had given him a little food.

"How many in Pullman are in the same fix whom you know of?" inquired the governor.

"Lots of 'em, sir," said the man. "I know of half a dozen in my neighborhood."

Olaf Olson, who had worked in the street-car shops and was now idle, has six children and his wife to care for. They have nothing to eat. He could get nothing from the relief people, as their supplies were exhausted.

Otto Wulf of room 22, block F, had a wife and six children. He said that all he had in the house to eat was two pounds of oatmeal from the relief store. As he told his story tears rolled down the cheeks of the big, bearded fellow, and the governor was visibly affected. His wife was sick in bed. The man said his wages had been \$1.30 per day and his rent \$9.00 per month for four small rooms.

Peter Anderson of Kensington said he had worked in the repair shop, but could not get work, as the shop was full now, he was told when he applied. He had five children and not enough to eat. He had borrowed a dollar and bought a sack of flour. That was all they had. W. Venderweil of 638 Fulton street had a wife and four children and could not get a job. He had no money and only two pounds of oatmeal, two pounds of cornmeal and a little flour left.

Mrs. M. Booth said she had six children, all barefooted, the oldest 11 years and the youngest 6 months. They had been two years in Pullman, and her husband had earned \$1.30 per day. He had no work now and only the food given them by the Methodist preacher's wife.

Andrew Schley said he had worked for Pullman twelve years in the repair shops, first for \$1.90, then for \$2.25, and then for \$1.90. Now he could get no work and his family had nothing to eat. He had borrowed a pair of shoes in which to seek work.

A. Bergstrom, seven years in Pullman, said he could not get his job back. He had five children, the oldest 10 and the youngest 5, and they had no money, no food and no trust.

Frank Mass of room 8, block F, had been three years at Pullman, was out of work, had three children, and nothing to eat.

The wife of Pat Mullen of block E, room 1, appeared with a child in arms and a toddler at her skirts. They had been in Pullman twelve years, and had four other children. Her husband could not get work because he had been on the strike committee. She did not know where their next meal was to come from.

Though wretchedly poor, these people are clean and neat, and their shabby quarters are as bright as soap and water can make them. They are all of the better class of laboring people. In one place there was no fire in the rickety cook stove. Gov. Altgeld lifted the lid to see. John Cederland, a sick and broken man, sat at a table and stared stolidly at the visitors. His wife, with a baby at her breast and two at her heels, stood by. A neighbor who had given to them of her own scant store said the man was sick and the family destitute. Sunday she had given them a piece of meat and wood to cook it.

One woman said her youngest son had been crippled in the works. He had the attendance of the Pullman company's doctor for seven months, but as he did not improve she sent him to St. Luke's hospital, paying \$7 per week. Since he came out he had worked some in the scrap heap for 75 cents per day. They had nothing to eat or cook with. For two weeks the neighbors had helped them.

At one place they called it was the birthday of one of the little ones, and all they had for the feast was dry bread and raw onions. The collectors chipped in for a few birthday luxuries. Mrs. Peter Camp of 202 Fulton street appeared with two children and reported five more. And there were scores of just such cases, all destitute and absolutely without food. The governor went in everywhere.

At Charles Langston's there was a sick wife dying of consumption. Since her husband had been out of work she had earned \$1 per day herself until stricken down. The doctors said she had been crushed by insufficient nourishment.

And so the inspection went on. It was a sad picture of human suffering. Surrounded by the great wealth they had created, these people were literally starving to death.

## AN APPEAL TO LABOR.

**MEN AND BROTHERS:**—The Pullman strike, under the auspices of the American Railway Union, has created an issue which, while it has resulted in the arrest and indictment of the officers of the American Railway Union, places on trial, as never before, organized labor of the country. In other words, the trial of the officers of the American Railway Union is as absolutely the trial of organized labor.

### The Necessity for Funds.

In the coming trial every thoughtful member of labor organizations will appreciate the fact that labor will be confronted by organized railroad capital, representing billions.

Against this formidable array of money, and the power of money, stands organized labor on trial, because the organization known as the American Railway Union unfurled and flung to the breeze the banner of resistance to wrongs, which, the more they are contemplated, the more monstrous they appear.

The defense of the American Railway Union officials, which is but another way of stating the fact that organized labor is to be defended, requires money and a large amount of money to enable organized labor to grapple with organized capital and maintain successfully its standing before the tribunals, where, by the fiat of the court, it is to plead.

### The Amount Which Should Be Raised.

In making this appeal to organized labor, and the friends of organized labor throughout the land, I do not hesitate to aver my belief that ONE HUNDRED THOUSAND DOLLARS should be contributed. The amount, at the first glance, may seem large, but it dwindles to insignificance when the magnitude of the issues involved are considered.

### What Are the Issues?

I answer. The eternal right of workmen to organize; to demand their rights; to resist oppression; to confer together in all matters relating to their welfare, and finally, as the last resort, to strike. These unalienable rights are in peril. The American Railway Union voiced them and championed them, and when they were attacked, corporations cheered and sustained by the money power, the American Railway Union protested, proposed peaceable adjustments, and, failing in all propositions, finally gave its indorsement of the strike, which is impressing upon the national mind the fact that wrongs must be redressed if peace and prosperity are to succeed the storm.

For this defiant and patriotic attitude of the American Railway Union, in the interest of organized labor and the welfare of the country, its officers have been indicted, and with them there will be a trial of organized labor. In the contemplation of ultimate verdicts, the few men who have been indicted, as compared with the thousands whose interests are involved, are of comparatively little consequence. If the verdict of the jury stays the hand of vengeance, if corporate power is humbled by the fiat of justice, if the indicted defenders of workmen's rights go forth free to proclaim that law and liberty are still in alliance, then in that case organized labor will take on new strength and courage, drooping hopes will revive, and faith in the perpetuity of free institutions will stretch forth its hands to grasp the fruits of labor redeemed by the genius of justice.

If, however, the money power of corporations shall be able to debauch jurors, if the verdict dooms the men to prison who dared, when labor plead for the reinstatement of its rights, to stand forth, regardless of consequences, in the van of the conflict, then in that case the doom of organized labor is sealed.

### The Battle is On.

The corporate enemies of organized labor, with all the appliances and equipments of war, are scheming for strategic advantages, and the preliminaries of the battle are seen in every direction. To meet them and thwart their schemes money is required. In making this appeal for contributions to the defense fund I am not playing the role of mendicant. I simply say that, in the persons of the indicted officials of the American Railway Union, the rights of organized labor are indissolubly linked. No power can disunite their destiny. Hence, such contributions as may be made are for the emancipation of organized labor from aristocratic, plutocratic and corporate thraldoms, the contemplation of which fills the mind with alarm.

Only those who are deeply imbued with the conviction that the rights of organized labor are in peril are asked to contribute, and if these give a fraction, even a tenth of one day's income, I do not doubt we shall be able to send out, all over the width of the land, Perry's immortal dispatch, "We met the enemy, and they are ours."

EUGENE V. DESS,  
Pres't American Railway Union.  
[Friendly papers please copy.]

## NOBLESSE OBLIGE.

[Written for the Railway Times.]

Are you the stronger? Think you, therefore, we who are the weaker, ought your serfs to be? What means it to be strong if not that one gives evidence by something he has done, that he can do things better than another? Ought you, then, to compel your weaker brother who cannot do so well as you, to bear not only his own burden, but your share? Dare you acknowledge that is your idea of what is contemplated in to be a Leader of men?

If you are stronger, thence an obligation lies on you to lift those of lower station, to supplement the weaker's shortcomings, teach the struggling and the lost a helping hand and aid the faint and feeble ones to stand. Your strength implies responsibility and men are judged by their ability. Are you, then, stronger? Show to each beholder by benefactions that you are an older Brother of men.

Else you appropriate and nothing give And others fare the harder that you live: Without you, it was only to subsist By their own labors; with you to assist To shield the strong from the alternative Of laboring or starving. You receive Who should be almoner; you idle at your ease: For your sole pleasure do you thousands fleece; You, who might serve us over all the rest; If not a pestilence, you are, at best, Useless to men.

But better slothful, idling at your ease, Than greedily industrious to seize The fruits of others' toil! For ever thus The stronger man to his weaker brother does The greater wrong. Oh, be no "self-made man." If what you "make" is merely what you can, By greater strength or shrewdness take from others!

Is it not better that men should be brothers Than that their lives should be perpetual war? Try yours to prove yourself a foeman or Lover of men.

MILES MENANDER DAWSON.

## DEFENSE FUND.

A. P. Nelson, Local Union 388	\$ 2.86
R. J. Hill, Local Union 365	2.30
Cigar Makers Union 9, Troy, N. Y.	25.00
J. R. Sovereign, Local Union 388	100.00
G. H. Werder, K. of L. 3218, Denver	10.00
H. G. Ford, Wilshire, England	100.00
W. J. Cardes, Cigar Makers Union 134	2.00
Henry Welz, Local Union 22	5.00
Joe H. Snyder, Local Union 219	10.00
John P. Bork, Albany, N. Y.	5.00
Employes Joe Izendrath Tan's Co.	4.00
F. Emely, Ocheltree, Kan., 276	1.00
McE. Crutchfield, Florence, Kan., 276	5.00
Joseph Wecel, Cig. Mkr. Union 141, N.Y.	5.00
F. W. Hulott, Cig. Mkr. Union 67, Omaha	2.00
J. Macready, Hardware Co. Tacoma	1.00
Mundaw, North Dakota	68.00
F. E. Dupelle, Terre Haute, Ind.	1.00
W. N. Gates, Cleveland, O.	25.00
W. C. Woods, Nat. Military Home, Ind.	1.00
Single Taxers, Minneapolis, Minn.	40.00
J. W. Rosier, Local Union 249	1.00
Laboring Men, Sultan City, Wash.	130.50
Henry Vincent, Editor Search Light	4.00
F. E. Waite, Local Union 99	7.10
Cigar Makers Union, 168, Oshkosh, Wis.	5.00
Cigar Mkr. Union 243, Chicago Hgts., Ill.	5.00
W. J. Hannon, Local Union 267	6.00
W. J. Cannon, Cleveland, Ohio	5.00
M. Sampson, Local Union 181	6.00
F. Solomon, Auburn, N. Y.	2.00
W. P. Borland, Bay City, Mich.	5.00
R. L. DeAekers, New York City	15.00
O. T. Erickson, Local Union 99	10.25
S. A. Stockwell, Minneapolis, Minn.	2.00
F. Williams, Local Union 391	2.50
F. Weigel, C.M.U. 2, Buffalo, N. Y.	5.00
M. Mahoney, Local Union 121	2.50
Jno. Weis, C.M.U. 26, Piqua, Ohio	1.00
P. Snyder, K. of L. 2423, Manistee, Mich.	5.00
C. A. Smith, Local Union 123	20.00
C. H. Wheeler, Frankford, N. Y.	2.00
M. A. Sedner, K. of L. 305, Troy, S. D.	10.00
E. E. Richards, Typo. Union 121	5.00
J. LaPoint, C.M.U. 221, South Bend, Ind.	6.00
C. Hoffman, C.M.U. 34 (Chippewa Falls, Wis.)	3.75
M. D. Noteware, Carson City, Nev.	20.00
H. D. Lloyd, Chicago	100.00
J. N. Sedlock, Local Union 497	3.00
J. H. Herrold, Local Union 331	1.40
American Federation of Labor	500.00
American Federation of Labor	170.10
	\$1,494.06

## He Knows His Business.

When Horatio Seymour was governor of New York state a strike occurred on the New York Central railway. The road was tied up and business was suffering. Seymour was equal to the emergency. He sent for the officials of the road and said to them: "Gentlemen, this road was chartered to do business of a common carrier for the benefit of the people of the state. I will give you just twenty hours to settle this strike and resume business, or I will seize the road and operate it in the state." In less than the stated time the officials had made terms with the strikers and business was resumed.—*Spirit of Reform.*

## The Government "Slot."

How does money get into the public treasury?

Through taxation.  
Who pays it in?

The producers of wealth—farmers, mechanics and laborers generally.

How does it go out?

In payment of salaries to congressmen and senators who do nothing for the people, and get well paid for doing it. In what other ways does it go out? In many ways that do the people who produce it no good. For example, over \$100,000 a year goes to the support of a president who does not take his financial views from the people who pay his salary, but from the "promoters" and wreckers of Wall street. Then in what is called the system of collecting revenues—\$831 goes to an officeholder at Great Egg Harbor, N. J., for collecting \$17,9684 to another officeholder at Sag Harbor, who collects nothing—nothing to do—just twice the pay of an average American workman for loafing around;

another loafer at St. Augustine, Fla., got \$1,800 for taking in 15 cents.

Can the people who pay the money into the treasury get any out?

O, no! They can't even get it as a loan, but the fellows who paid none of it in can get it out as a free gift.

How's that?  
Why Cleveland let certain national bankers have \$60,000,000 of it without interest, and then took his instructions on the management of the public finances from the same fellows.

What did Democrats say about that?

O, most of 'em said Cleveland was a great "statesman" and one of the "ablest" and "purest" men that ever lived! The people drop their money in the government "slot" and the great "statesmen" and politicians with bumps on their craniums do the rest.—*Free-land.*

## How They Did It.

Chairman St. John, of the Railway Managers' Association, is one of those who "spurned with scorn" the overture of the strikers to return to work. "The railroads have fought the fight to a finish," he said, "and will make their own terms."

This is the sort of top-lofty arrogance and assumption that is the cause of much of the opposition to the use of federal power even to enforce the law and protect commerce and the mails.

So far from "fighting," the railroad officials simply laid down and cried for government protection. They made no honest attempt to man a train, to protect one or to run one. They simply bunched a few mail bags and a Pullman car on every passenger train and called upon the federal government to do the rest. Such another exhibition of cowardice, cupidity and incapacity was never seen in any great strike before.

And now that the power of the nation and the public sentiment against lawlessness and disorder have cowed the strikers and dispersed the hoodlums the railway managers come out of confabs which may yet be found to have been conspiracies and say: "We have fought this fight to a finish," and scorn all overtures for a peaceful and pacifying settlement.

And yet the agents and beneficiaries of corporations pretend to wonder at the non-resistance of the strikers—up against them.—*New York World.*

## Labor in Politics.

A very vigorous movement is on foot to thrust various labor unions into politics. The probabilities are that the movement will be a failure in regard to the best organized, most intelligent and conservative unions. It is equally probable that for any union to join a political party will be the first step toward disruption.—*Chicago Herald.*

If not political action, what? Are unions to confine their functions to conducting strikes? Nineteen out of twenty strikes fail. As for the "best organized, most intelligent and conservative unions," they have gone into political agitation for keeps. The trouble with the *Herald* is that it always condemns any labor movement except a movement indicative of abject submission to the power of money.

The *Times* regards the entrance of organized labor upon the political field as a most hopeful phenomenon. It indicates that labor has discovered that under existing conditions it is outclassed in any struggle with organized monopoly. From the strike, which too often fails as a weapon, it might turn in one of two directions. Either it must oppose resistance to the government, whose intervention has so often defeated it in industrial wars, or it must by the civilized and truly American device of political agitation and the ballot gain control of that government and make the conditions of industrial competition more equitable.

Labor has chosen the wiser course.—*Chicago Times.*

## Government Scoundrelism.

It was stated last week that certain of the mints were coining silver, but if reports are true it is done to have an effect on the Alabama election. The politicians are unscrupulous enough to do a thing of that kind. Oates, democratic candidate for governor of Alabama, showed a silver dollar of the mintage of 1894 in his speeches as proof of the fact that the government was coining silver. The telegraph carried the statement to Washington, and Hon. Lafe Pence interrogated the director of the mint, who informed him that 406 silver dollars had been coined at the Philadelphia mint during the first six months of this year—all proof pieces.

These humbugging tricksters, it is hoped, will receive the reward their scoundrelism deserves. By such men and means is the country governed.—*The Helena News.*

"Willie Washington looks awfully weary and fagged."

"Deah boy, he's been on a terrible stwain."

"What doing?"

"His man was away, and he had to decide for himself what tie to wear."—*Ex.*

## THE FACTS UNMASKED.

### PULLMAN'S VILE SCHEMES OF ROBBERY LAID BARE.

### Government Commission Investigation—Employes Give Facts and Figures—Fainting at Work.

The strike commission has been in session more than two weeks, and a full report is far beyond the capacity of this paper. Nothing more than a few extracts from interesting portions of the testimony can be presented.

The testimony given at the first session was of a decidedly sensational character, and commenting upon it a city paper says it was almost tragic in its pathos. As Miss Jennie Curtiss how her father, after thirteen years' service for the Pullman company, last September leaving \$60 unpaid which the company immediately ceased to take out of her wages as seamstress at the rate of \$3 a week there were tears in the eyes of more than one person in the court-room. Lumps, too, rose in more than one throat when Thomas Heathcote described how he had seen men crying at the payment of their window when they received pay checks for only a few cents, their reward for two weeks' labor, after their rent had been deducted.

He told of men falling down from the faintness of hunger by the side of the cars on which they were at work. He himself, in the days just preceding the strike, when wages had been cut more than 50 per cent, was obliged occasionally to rest in the middle of the forenoon, because he was insufficiently nourished to sustain the extreme exertions he made to earn, at the reduced wages, enough to keep his family in bread. Hundreds of others, to his own personal knowledge, suffered the same privations in the vain struggle to fill up by increased endeavor the gap that falling wages made in the comfort of their families.

In contrast with this was the never-reduced rent exacted by the company—rent, for instance, of \$17 a month for a house that could be built for \$600. Of several witnesses that the company recouped itself for all the losses occasioned by experiments and bad judgment out of the unrequited toil of employees.

Foreman Thomas Heathcote was the first witness sworn. A few of the questions and answers were as follows:

Before the strike I was what is known as a gang foreman. Nearly all work there was piece work, and each job was given out to a gang of four or five men of whom one was in charge and responsible for it, and the pay was divided among them in proportion to the work they did. I have here my time book showing the actual amount of pay I got for each two weeks. The last two weeks in June, 1893, my pay was \$43.50. The first two weeks in July it was \$34.65. The difference is due to the fact that in July I was not engaged on as fine a class of work as in June. You know a good workman can make better wages on fine work than on inferior work. The last two weeks in July my pay was \$30.20. In the first two weeks of August there was a reduction in the piece price of 25 per cent. The last two weeks in August I got \$37.35, but I worked a good overtime. The day's work rate at that time was rather better than the rate, but the day's work was only given to the favorites of the bosses.

The first two weeks in September my pay was \$32.70. In the last two weeks was laid off from the 22d of the month and my pay was \$12.25. In October I had no work at all. The first two weeks in November my pay was \$8.05 and the last two weeks \$20.10. In November there were two cuts in two weeks. The rate in force in June, 1893, I would have made \$14 instead of \$8.05 for the first two weeks and \$27 instead of \$20 for the last two weeks. The first two weeks in December I worked full time and got \$22.70. At the June rate I would have got \$48. The last two weeks of December I worked full time except seven hours. I got \$21.15. The first two weeks of January, 1894, I worked full time except five hours and got \$20.85. At the June rate I would have got \$48. For February my pay was \$23.10 and \$14.75. For March it was \$24.75 and \$26.50. At the June rate the last two weeks would have been \$45. For April my pay was \$16.25 and \$20.40. I worked until May 4. During that time the day's work rate was reduced from 28 and 29 cents an hour in June, 1893, to 18, 17, 15 and 14 cents an hour in April, May 5, 1894, I went as a member of a committee to see Mr. Wickes. We told him we could not live on what we were getting. Another spokesman said:

[Continued on second page.]

THE RAILWAY TIMES

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CHICAGO, SEPTEMBER 1, 1894.

WATCH IT. The date on the address label shows the time to which subscription is paid. See to renewal before it expires.

CONGRESSMAN Pence, of the People's party addressed a large and very enthusiastic meeting in this city last week, and doubtless made many votes for that ticket. There has never been a time so propitious for making populist votes.

"A Suggestive Gathering," on another will be found a vivid word picture reading. Such meetings are proof the mutterings of discontent are increasing in volume and breaking out with volcanic force at the points of concentration.

GLANCE at the directory of local unions, on the fourth page, will show the growth of the American Railway Union has not been stopped by the strike. The closer capital turns down the thumb-nails the more pressing becomes the need of organization.

ELSEWHERE will be found the appeal by President Debs for a defense fund. The contributions received to date for this purpose will also be found acknowledged in this number. All remittances should be made to S. Keliher, secretary American Railway Union, 601 Ashland Block, Chicago.

It will be interesting to the starving Pullman employes to learn that Miss Florence Pullman is to marry an Austrian prince. This matrimonial alliance between the descendants of two great rascals would be impossible but for the fact that Mr. Pullman has taken advantage of our infamous industrial system to rob labor of a fortune so large that it excited the cupidity of the royal imbecile.

IMAGINE the character of a hyena assailed by the hiss of a rattlesnake! That moral leper from Kentucky There may be striking contrasts in the gutter, and those noticeable a glance in this case give the dejected Breckinridge the momentary appearance of being a gentleman. Nothing has ever too black to look pale in the journal's embrace.

A LARGE part of the space in the August number of the Railroad Trainmen's Journal is taken up with explanations of why Grand Master Wilkinson crowned upon the late strike, and crowned by law, at that. Unnecessary waste of time and paper. Since the northwestern scab act, when Wilkinson and his chief assistants furnished that company their members by the car load scab willfully and deliberately, the labor world knew where to find them in a great strike.

GOING TO TRIAL. Next Wednesday the general officers of the American Railway Union will go to court for the crime of having resisted the tyranny of the combined railway corporations, and for having continued to strike after being ordered by a United States court to submit. That is the case stated in simple words. The defendants are not found guilty not because the prosecution is based on any legal outrage, but because the ominous murmur from the people bodes no good to those who are depending upon human rights. But under the verdict be for or against the Union, it will be received with philosophical composure. The defendants persevere in the course which resulted in the arrest, and order that either the right of the Union to strike should be established or that if we have reached the point where men can be imprisoned simply because they are men, the sooner we positively know it the better.

DOWN GO WAGES. The manufacturing employers of Pennsylvania announce that the new tariff will compel them to reduce wages still further, and with this information comes the assertion that the political effect will be to make thousands of votes for the republican party. It was to be expected that the employers would seize upon the new tariff, and use it as a pretext for reductions. Not the slightest opportunity is ever neglected. But we guess that this will make republican votes correct it shows very little intelligence on the part of the laboring men of that section. That any laborer should vote with either the Republican or Democratic party with the utter indifference to his condition when the party is in the field is evidence of insanity difficult to explain.

Now Is the Time to Stand By the American Railway Union.

To fulfill a great purpose, the American Railway Union was organized. The theory which prompted the action of its founders was that a pressing necessity existed for the organization of a new order of railway employes. In this no mistake was made. Every movement in the line of organization and development demonstrated with mathematical emphasis that the welfare of railway employes demanded the organization of the American Railway Union—and while nothing has occurred since the inception of the purpose, to create a doubt of its wisdom, a thousand incidents have been recorded which bear convincing proof that during its brief career it has accomplished more in the line of valuable work than has fallen to the lot of any other organization of railway employes.

The American Railway Union is not an ancient order—scarce a twelve-month has passed since its first lodge-fire was lighted—and before its first convention assembled, it had won national renown by the wisdom of its councils and the courage of its members. Before it was fairly organized, in its infancy, with the courage of a veteran and the strength of a giant, it confronted a great, rich and powerful corporation, and taught corporate power a lesson of the invincibility of unified effort on the part of labor, never to be forgotten. In the far west it gave its protecting influence to men whose wrongs excited neither the compassion nor consideration of the old orders, and had their wages reinstated. Then came the Pullman strike. Was it a failure? The answer may be yes, or no, with equal propriety. Was the battle of Bunker Hill a failure? History answers yes and no. The British, with superior numbers and equipments, carried the redoubts of the continentals, and drove them from the field, and yet, from Concord to the Cowpens, no battle was fought more fruitful of glory to the cause of liberty and independence than that of Bunker Hill. It taught the colonists that united they could conquer the most powerful nation of the earth, and it taught the arrogant enemy the importance of prudence when fighting men contending for liberty, which, from Bunker Hill to Yorktown, it never forgot.

Was the Pullman strike a failure? We answer yes, if only immediate results are considered. Just as the battle of Bunker Hill was a failure to the colonial forces, if only the victory gained by the British forces is considered. The Bunker Hill battle, though apparently lost, aroused a patriotic enthusiasm in the colonies, from Massachusetts to the Carolinas, that never abated under the most adverse conditions. Half naked, half starved, fighting almost as naked as they were born, the patriot armies that secured the rights that Americans now enjoy, fought on undismayed and won. The battle was for freedom, and it may be studied with profit by the American Railway Union.

In this spirit we appeal to the members of the American Railway Union to stand by the flag. The present is the time for the display of fealty and courage. Injunctions, marshals and deputy marshals, and all the engineering of war, have been brought to bear upon our young and stalwart order, and changed a splendid victory for labor, gloriously won, into defeat. But the enemies of labor did not capture our good name. Our banner was not stained with dishonor. It was not lowered by any traitorous hand, and still floats as defiantly and as proudly as when it waived triumphantly from St. Paul to the Rockies on the Great Northern.

The American Railway Union has demonstrated its right to live—and live it will—developing strength as the months go by, if its present hundred thousand members, true to their allegiance, shall go forth animated by a determination to make their sacrifices battle cries for recruits. The American Railway Union espoused the cause of men, women and children who were being ground to death between the upper and nether stone of the Pullman mills. With knightly valor we took the chances of war, and the six thousand starving men, women and children at Pullman, for whom Gov. Altgeld pleads, attest before the world that we were animated by purposes as generous, as noble, as unselfish as ever prompted men to champion the cause of justice.

In the fierce furnace of persecution and prosecution, the sacrifices we have made and others we may be called upon to make, like the scars upon face and breast veterans have won in the cause of liberty, become our passports, which workingmen will recognize and honor while a spark of American resistance to degradation remains. The American Railway Union makes no apologies; no blush of shame mantles its cheek, with a record of which every line bears the emblazonry of dauntless courage, of fealty to justice and devotion to the cause of the oppressed. The American Railway Union holds up its head and presents a defiant front to wrong regardless of the standing and titles of those who perpetrate the wrong. To stand by the order now is the supreme demand. Demoralization is death, while firmness will, in the near future, win for labor victories which, while

worthy of monumental marble, shall be perpetuated by the gratitude of the workingmen of America, which, defying the ravages of time, shall grow in grandeur as the years continue their flight.

THE CHICAGO TIMES.

The fact that the Chicago Daily Times was sharply criticised just after the failure of the first attempt at a county populist convention, has given rise to much discussion in labor circles. It was said by some of the leaders in the People's party that the Times had given the most unfavorable account of the attempted convention of all the city papers, and that even the republican press had done better.

Without stopping to enter into a detailed discussion of the complaint, which was not entirely without foundation, THE RAILWAY TIMES wishes to call attention to the fact that the splendid work of the Chicago Times during the recent strike has led many enthusiastic people to forget that the Times is a democratic organ, with democratic environments, and democratic party obligations.

It is all very well to give generous praise where it is so well deserved, but it would be a serious blunder to presume that the course of the Chicago Times during the strike is a guarantee that in political affairs it is not to be conducted in the interests of the old party—at least not until the standard of populism is actually hoisted by it.

The danger of placing undue reliance upon any paper owned and controlled by others than those actually of and from the masses of the people, is that thousands of voters may be misled on the very eve of election. The Chicago Herald was once enthusiastically with the people, and supported the telegraphers' strike of 1883. There is no guarantee that any newspaper may not change hands and reverse its policy in a day. The only safe course is to give full and fair praise to all friendly papers, of whatever political party, while their course merits commendation, but to regard the most suspicious act as a declaration of a change of policy.

GEN. MILES DENIES IT.

The reference by Debs when on the stand in the strike investigation to the generally accepted statement that Gen. Miles was in consultation with the general managers during the strike has brought out a public denial from that gentleman. In the deliberation of quiet times the general feels anxious to cover up what his natural impulse led him to say during the stirring days of the strike. By order of the general the following card was published in the city press:

"The statement as reported in the city papers and in the Labor Commission that General Miles arrived in Chicago July 2, and that he repaired to the headquarters of the General Managers' Association, and had a consultation with the general managers, is wholly untrue. General Miles was in Washington July 2; left that city July 3; arrived in Chicago July 4 at noon, and went immediately to his own headquarters, where he remained attending to his official affairs. He did not at any time or on any day go to the headquarters of the general managers, and does not know where such association was located. He had no occasion to consult any one as to his official duty. The general managers, by letter or by personal request, appealed to General Miles for protection, as did many other people when the strikers and mobs were looting and burning their property, assaulting and murdering their employes, and on such appeals protection was afforded."

This childish denial simply serves to conclusively establish the truth of the charge. The assertion that he "does not know where such association was located" sounds like the solemn protest of a boy about to be punished, that "so help him God he never saw that melon patch." Having entered this emphatic denial of the whereabouts of the managers headquarters, Gen. Miles observes that "by letter and personal request" he was in touch with the general managers.

By what code of etiquette does it come about that the commanding general of an invading army is guided by the "personal requests" of private citizens? If any of the strikers had approached the dignified general via "personal request" they would have learned without delay that "appeals for protection" could reach the army only through the proper civil authorities. But there was no formality about the general and the managers getting together, and it is wholly immaterial whether it occurred at the offices of the association or elsewhere. "Two souls with but a single thought" can understand each other anywhere.

THE political position for every member of the American Railway Union to occupy is in the ranks of the People's party; not merely because the American Railway Union convention indorses it, nor because the majority is drifting that way, but because common sense requires it. To vote there is to help yourself. To vote elsewhere is to help plutocracy rivet the chains upon you.

Any person wishing THE RAILWAY TIMES, and desiring to subscribe in the regular way, can secure it by getting a club of three names. Send the money for the three names for any length of time and the paper will be sent to your address free during the term of their subscription.

THE RAILWAY TIMES wants a live agent in every town. Write.

The Railways Are the Government.

If anybody who longs for purity in state affairs still has a lingering illusion that this nation is a government of the people, the events of the late strike ought to set them right. The railways became the government and remained the government throughout the strike. It was not a case of complete pooling of interests, but of actual usurpation of the functions of government by the corporations.

United States marshals are officers of the government, appointed by and responsible to the administration under which they serve. They are a part of the great machine that governs the country, and in such an emergency a very important part. But when the strike came on men were hired by the thousands by the railroads, to become deputy United States marshals. They were secured by advertisement, picked up from the alleys and byways, lured from the dens and slums of a great city, and their names listed by the corporations. They were bundled like cattle into the federal building and there vested with all the authority and dignity of officers of the law.

In short these fellows secured and hired by the railroads, became a part of the government of the United States. Each wore a star showing that the authority of the United States was behind him. He was armed with a club and a pistol. He had a commission that made his judgment infallible and was invested with the power to take human life. And he was responsible to nobody but the railroads.

But these were not the only men who worked for the companies and wore the stars of absolute authority. Determined to leave open no possible door through which the strikers could escape the brutal clubs of irresponsible power, the corporations had their old men who became scabs made into United States marshals. These vicious fellows were, and had been for years in the service of the companies. They were of the sort to do the companies' bidding. If told to kill they took pleasure in killing. They bore the same relation to them that the vassal bore his liege lord in the palmy days of the robber barons. These men, who were the actual employees of the corporations, were made a part of the United States government. And they were responsible to nobody but the railroads. So the railroads did not influence or control the government—they were the government. The government is the power that controls, and the railroads wielded that power. They hired the men and directed them after they were hired. Their employes were a part of the government by regular commission and legal instalment, and were responsible only to the railway corporations—the acting government of the United States.

Thrilling Words.

United States judges are appointed by the president, and never elected by the people. We are justified in believing that corporations have a powerful, if not a controlling influence in their selection. At any rate they show hot zeal in their service. When law has fallen short of serving a purpose, those judges have been known to supply the omission. When distasteful to them it has been declared unconstitutional. Where, then, is the mocking reminder that the people can remedy their grievances at the ballot box? Laws passed by the representatives of the people are coolly swept aside by life-term judges at the behest of coddled corporations whose only God is money, and the enslavement of the people their only religion. Yet we are daily assured by a debauched press that quiet submission to this new judicial oligarchy is the price we must pay for freedom. As well compel the slave to kiss his shackles as emblems of liberty if he would save his already scarred back from the lash.

While we are yet partially free, let us be guided by Lincoln's warning or confess ourselves unworthy to longer venerate his name.—Voice of Labor.

Expediency.

Expediency is the ruling vice of the age. It has permeated the minds of all men, intoxicating the brain with its promises of success and preferment. Expediency is a compromise between truth and dishonesty. A man who governs his conduct in accordance with its dictates is a moral coward and not to be trusted.

Expediency is a petted, favorite sin, marching under the banner of hypocrisy to its natural goal, fraud. Dallied with, it so speedily deteriorates the moral nature that man unconsciously prides himself upon his corruption, not perceiving that he has choked the fount of pure ambition in his breast and dulled the keen edge of his intellect.—Medical Brief.

If American citizens were kidnapped by a foreign nation or people, the United States government would wave the starry banner, issue a call to arms, cause cannons and guns to roar for vengeance, or to see that justice was done. And those people, if innocent of crime, would be given their liberty. But she allows a lot of whisky-soaked tin-horns and pimps to kidnap and hold prisoners, subject to orders of corporation managers, law-abiding citizens. In our own land is our flag not a flaunting lie?—Freeman's Labor Journal.

THE FACTS UNMASKED.

(Continued from first page.)

was made with him, and May 9 a committee of three from each department waited on him. We made the same request. He replied that nothing could be done, as the company was losing money on its contracts. I asked him how it was that for those repairs which the railroads made to the Pullman cars under its contracts with them they were paying to the railroads \$2.50 to \$2.70 while they were only paying us about \$1.90. I knew what I was talking about because I had got the prices they were paying from the shop foremen of one or two roads. Mr. Wickes couldn't give me any reason or didn't. He said he didn't know anything about it. This work is done in the railroad repair shops by day's work. At Pullman it is done by piece work, and about four times as much work is done for the same money at the Pullman shops as by day's work elsewhere.

\$17 a Month for a \$600 House.

Mr. Wright—You have spoken of asking the company for a reduction in rents. What rent do you pay and what do you get for it?

Mr. Heathcote—Up to the beginning of the strike I paid \$17 a month rent and 71 cents a month for water. Gas I did not use. I could not afford it. The company charges \$2.25 per 1,000 feet for gas. My house has five rooms, a cellar and a back yard.

Mr. Wright—What would similar houses elsewhere rent for, say in Kensington or Hyde Park?

Mr. Heathcote—I know of eight and nine-room cottages, with front and back yard, in every way more desirable than the one I live in, which can be rented for \$8 or \$9 a month.

Mr. Worthington—What, in your opinion, would it cost to build houses such as you live in?

Mr. Heathcote—I should like to take the contract for building them for \$600 apiece.

Mr. Kernan—What other accommodations do you get for the rent you pay—say in paved streets?

Mr. Heathcote—There is a cheap wooden sidewalk in front of it, and the company keeps a force of men at work picking up paper on the streets and hauling away garbage; that's all I know of.

Mr. Wright—Have you applied for work from the Pullman company since the strike?

Mr. Heathcote—No, sir; I understand that I am blacklisted. They have a blacklist, you know. I have one in my pocket now.

Mr. Wright—Will you let us see it?

Mr. Heathcote—Yes, sir; here it is. [Mr. Heathcote handed up a paper consisting of two sheets in typewriting, containing the names of certain persons who are not to be employed by the Pullman company.]

Mr. Wright—Have you any objection to telling to us where you got this?

Mr. Heathcote—Yes, sir, I have. I got it from a friend of one of the clerks in the Pullman office, but I should not like to tell the name of either, as it would cost the clerk his position.

Mr. Wright—Have you any other evidence of the existence of a blacklist?

Mr. Heathcote—Yes, sir. One of the men applied to Mr. Childs at the Rock Island shops for a job. He was asked his name. Then they got out a paper, found his name on it, and told him he was a Pullman striker and they could not give him a job. I understand that the Pullman company's blacklist was sent to all the railroads, and that I and others can never get a job in any railroad shop again.

Forced to Rent of Pullman.

Mr. Worthington—Are the Pullman employes required to live in Pullman?

Mr. Heathcote—Yes, sir; as long as there are any houses in Pullman vacant the men must live in Pullman unless they own a house somewhere else or are favorites of some of the shop bosses. In fact, during last winter, I knew of people who owned houses in Roseland leaving them unrented and moving to Pullman so they could get work. When you apply for a job you are required to make application for a house if you are a man of family.

Mr. Worthington—Are there any lots in Pullman bought and sold so that you could form a judgment from that of the value of the lot on which the house you live in, for instance, stands?

Mr. Heathcote—No, sir; no lots are sold. But I know of a house and lot over in Roseland, on the boulevard, near One Hundred and Eleventh street, which was bought two years ago for \$2,500, which can be rented for \$12 a month. The house is better than the one I live in. The lot is bigger and is on the boulevard, while mine is on a back street. I would not pay more than \$1,000 for my house and lot.

Worked for Four Cents an Hour.

Mr. Wright—Tell us if you know what the cuts in wages were in other departments than your own.

Mr. Heathcote—The freight-car builders suffered more than any one else. But the commission can find out best by having some one from each department come before it.

Mr. Kernan—Don't the people of Pullman understand that we want to hear everyone who can throw any light on this subject?

Mr. Heathcote—Yes sir, they understood it, but there are lots of them who have not money enough to get down here. They haven't the ten cents to get here on the street cars.

Mr. Wright—Tell us, if you can, what was the average pay of an average employe say in April last.

Mr. Heathcote—On a lot of elevated cars on which I worked I made 16 cents an hour on one car and 15 cents on another. But there were men working right along side of me who only made 4 or 5 cents an hour. I should say that in January, February and March the average pay for mechanics was \$1.50 a day, and for laborers \$1.30. Sometimes the laborers' pay checks were bigger than the mechanics'.

Mr. Wright—Have you any suggestion of a remedy for labor troubles?

Mr. Heathcote—Yes, sir; the ownership of the railroads and the banks by the government would do it. I think I never heard of a strike in the post-office department or the navy-yard.

Made Her Pay a Dead Man's Rent.

Miss Jennie Curtis next took the stand. She said she had been a seamstress in the repair shops of the Pullman company, lived at Pullman, and was president of the girls' union of the American Railway Union at Pullman. Beginning her testimony she said:

In June, 1893, the wages in my department were 22½ cents an hour, or \$2.25 a day. In April, 1894, they were from 70 cents to 80 cents a day. This was day's wages. There were two cuts in one week in November, and another again in January. In April the best wages any of us could average was 80 cents a day, while some could not make more than 40 or 50 cents. These could last June have made at least \$1.50 a day.

Mr. Wright—Do you pay rent?

Miss Curtis—Not now. My father worked for the Pullman company for thirteen years. During all that time he paid rent. He died last September, and as there were some expenses connected with his sickness he owed \$60 back rent. Then I went to work in the repair shop and boarded. The company made me pay \$3 a week out of my wages on this back rent. I still owed \$15 on the day of the strike and owe it yet. Some weeks I didn't earn enough to pay my board and the rent too and then I didn't pay the \$3 or only a part of it.

Mr. Wright—Were you on any of the committees that waited on Mr. Wickes and Mr. Curtis?

Miss Curtis—Yes sir, I represented the girls on that committee. We wanted our wages raised as the men wanted theirs. Mr. Wickes said it was impossible to raise wages as they were losing money on their contracts, and it was utterly impossible to reduce rents. An appointment was made to see Mr. Pullman another day. We saw him, but he said the same thing.

Mr. Kernan—What work was done in your department?

Miss Curtis—We made the silt, satin, and velvet drappings, the carpets, tapestries and mattresses for the sleeping coaches, the linen for the dining cars, sewed the fringes on the cushions and all that sort of thing.

Experimented at Cost of Employes.

Theodore Rhode was the next witness. He has worked as a painter at Pullman for twelve years. He gave the following testimony thus:

Four years ago I had a good job. Then they wanted me to do a kind of work that no one else could make a living at. Four or five of us were to work together. I was to have charge of the work and we were to divide whatever we made. I said I would try it, but I didn't like it I wanted my old job back. They promised me I should. But when I found I couldn't make much at the new job and asked for my old place they wouldn't give it to me, but told me if I didn't like what I was doing I could quit working for the company. After a while we got so we could make from \$2.60 to \$2.85 for ten and three-fourths hours' work. Then the cuts came, and work for which we used to get \$9 we got \$4.25. We couldn't make \$1.25 a day. The foreman told us if we didn't like it we could quit. I paid \$15 a month rent and 71 cents a month for water. I had five rooms, part of a cellar and part of a back yard. I lived in a flat. You could get as good a house in Roseland or Kensington for \$7 a month. I owed \$2.50 rent at the time of the strike. I haven't paid any since. The collector has been around two or three times lately.

But the low wages and high rent are not all the trouble. It's the abuse you get. They talk to you like dogs. Then they are always experimenting with new material that they don't know how will turn out. If it don't prove successful we don't get no pay for our work. Take English varnish, for instance. At Pullman the atmosphere must be just right or it won't do. They have us use it anyway, and if there is any dampness in the air it has to be done over, sometimes two or three times. We get no pay for this extra work. My wages in April were \$12 to \$15 each two weeks. I understand they are paying the new men who took our places \$2.50 to \$3 and \$3 to \$5 a day.

Short contributions to THE RAILWAY TIMES are acceptable. They should be upon the live questions of the day, and their length should never exceed a column and a half. Those less than a column preferred.

NO KINGS WANTED.

Go where I will, I hear a sound Like millen thunder shake the ground And, as I listen half in fear, The sounds swell louder and more near— A sound of protest from the throngs...

AS OTHERS SEE IT.

It seems to me that an open falsehood boldly advocated cannot be more dangerous than a half truth. The truth, the whole truth, and nothing but the truth is the safest plan.

"Referring to a published assertion that the strike cost Chicago more than \$2,000,000 daily, he said that Debs was directly responsible for this loss. He closed his sermon by earnestly exhorting his hearers to avoid expressing any sympathy with the strike."

"In the face of repeated protests upon the part of Mr. Debs against violence to person or property this language sounds strange. It is another comparison that does not compare. As between Debs and the railroads, so far as the Pullman part of it is involved, it is just as correct to place at Pullman's door all this hurt to life and property as at the feet of Debs."

Debs is not fighting the government and wishes no clash between his aim in this thing and the national authority, but he would develop the American and Christian principle that humanity and its rights are above that of the oppressive magnates of corporate wealth.

Some persons and things may be the occasion of certain outbreaks—like the rebellion and strike referred to by Dr. C. But an innocent occasion of an unpleasant affair ought not to be held responsible as the guilty cause of it.

The negro has been the occasion of American slavery, and American slavery the occasion of rebellion; therefore the guilty party is the negro—oust him out of the country! If bosh! was ever sufficient reply to such bunglesome logic, it certainly is in this case.

We spoke of competition between criminal and law-abiding toilers—putting prison contract labor in competition with honest toil. One asks, "What will you do with the men crowding our penitentiaries—let them rot in imposed idleness?"

If between the two, the criminal toiler inside of prison and the honest toiler outside, one is to rot in imposed idleness, in God's name, and in the name of Christ and humanity, save the toilers outside of our prison walls, among whom we reckon many of our worthiest citizens. Do not let the criminal classes in prison walls be the fruitful cause of the ruin and impoverishment of our toiling thousands.

But there is yet another answer. Let the state cease making criminals. Eighty-seven per cent of the criminals in our penitentiaries today are there through strong drink. Let the state and nation go out of the business of making criminals by closing every saloon, brewery and distillery, and eighty-seven per cent of this problem will be solved.

Laboring men, strike the saloon. Don't only give it a black eye, which it has given your cause, but down it by your ballot, and gladness will come to you for your bravest stand against it.

Lastly, though a toiler, "a man's a man for a that."

If a man, then should his humanity be respected. Someone has said, "Lager beer may be good for a German stomach, but it is awful hard on a human stomach."

Corporate greed and grasping monopoly, as they sit in their cooling shades quaffing their cooling drinks, may think pleasantly of the conditions that feed and fatten them, but if these conditions are hard on humanity, let it be known that the love of God predominates, not for the stomach of greed but humanity's weal.

I confess to a feeling that something is radically wrong in the constitution of things.

I am confident that if the christian principle is applied, the sermon on the mount observed and the golden rule dominate, all will be well.

I am quite certain that if the Almighty has not given us the solution of all problems that afflict humanity there is poor show for humanity, and we might as well take to the woods.

Labor has cause for organization. The manufacturer gets protection for his industry, and prices bound upward accordingly. Wages tuable, rents remain the same, all expenses the same.

Without organized labor those who toil are sold to the shambles of corporate greed.

Union and non-union labor have nothing in common. Every toiler should be a union man. Abstractly the non-union man has a right to work. Let him work. Put thousands like him in the shop.

There is a feeling among some members of organized labor that their ranks should only be recruited from the class that wears overalls. Stick to that opinion and labor will never succeed.

Investigate this question of the clerks a little more, and you will find probably that man behind the counter, well dressed, is the one who some years ago in another city was the leader in unionism in your own trade, possibly the much-hated walking delegate, who was blacklisted from ocean to ocean, and had to enter a new and unknown field.

The clerk can advise the merchant when building or repairing to employ union labor, as his trade is composed mostly of the working people, and it will be to his benefit. The clerk who ships or receives the goods can use his own judgment as to what road they shall

come or go by. The clerk who sells the goods can push those that are right and hold back on the shelves those that are blacklisted, and so it could be proved easily that there is no class of labor that clerks cannot help. Yes, we must get the clerks to organize.

The trouble with the clerks is they cannot organize themselves. They need your help. The ordinary clerk is in the store anywhere from 5 to 7 a. m. until 8 to 10 p. m., and in the majority of stores at least a half day Sunday. No eight hours about this. Now to help the cause you need not go out of your way at all.

The open-air meeting called by the Socialist Labor party and other trade societies to protest against the conduct of the government in siding with the railroad managers against the strikers, and using military force to down the demands of labor was held on the night of July 14, in Union Square, New York.

The moving throng resembled more a spontaneous popular turnout than an organized demonstration. It reminded me of the crowd which followed after the cortege of the Reform League in London, and filled Oxford street to its utmost capacity, on the memorable day of July 23, 1866, where about twelve hundred yards of railing were thrown down at Hyde Park by the indignant people, whom the authorities attempted to keep out of their meeting place.

The sound of the tramping last night carried my mind back to the far-off day when the English masses rose in stern protest against the classes, and to my gaze the eager, resolute faces of those American sons of toil were the reproduction of those I saw in London twenty-eight years ago.

Why the delegations of last night dispensed with music I am unable to say. It may be that the police prohibited that display. If such is the case, I am not sorry for it. The protests of enslaved labor have nothing merry about them; they are sad, mournful exhibitions of grief.

On reaching Union Square the delegation disengaged themselves from the crowd, and marched round the big plaza, filing through solid rows of enthusiastic spectators, and passed in front of the pavilion platform, waving their flags in recognition of their tribunes and their orators.

There were many transparencies, one bore these words: "The last drops of our blood are sucked out by contract labor."

As the delegations filed round the plaza the singing of the "Marseillaise" and the cheering became tremendous. Then about 15,000 persons were in front of the pavilion. Three large trucks were drawn up: one to the east of the plaza, another on the west, and another between these two, which rapidly filled with speakers eager to express their pent-up feelings of indignation at the conduct of the plutocratic government.

Hardly had the orators begun their addresses when a shower of rain, accompanied by thunder and lightning, came down with such force that in a few minutes the streets were a flowing stream. All the torches went out and the transparencies became indecipherable.

The earnestness of the crowd may be imagined when I say that fully five thousand people stood the beating rain and kept on cheering the American Railway Union, President Debs, the strike, and furiously groaning whenever the names of Cleveland, Olney, Depew, Dana, of the New York Sun, were mentioned.

A very pleasing feature of the meeting was an address by Mrs. Imogene C. Fales, editor of the Brooklyn New Commonwealth. Her address was received with great cheers, and her attitude in speaking in an open-air meeting very highly commended.

The president, Mr. Sanial, made an appeal in favor of redressing economic wrongs by means of the ballot, and all the speakers followed in the same line of argument.

H. B. Salisbury, a young lawyer, and a fervent advocate of labor's rights, made the clearest and most substantial speech of the evening. He belongs to that class so characteristic which every twenty-five years appears on the scene where tyranny is rampant and resolutely grapples with the evil; men like Barbarous of the great French revolution, Garibaldi in Italy, Kossuth in Hungary, Manin in Venice, Marcus O'Connor in England, Robert Emmett in Ireland, John Brown in America. Every twenty-five years or about, when the new generation becomes turbulent, European powers find it convenient to have a quarrel with some neighbor, and a war is set going to mow down the rousing spirit of liberty-loving youth. In spite of the rain which fell mercilessly on the assemblage at Union Square, the meeting was a great success and a powerful indorsement of the movements of the American Railway Union.

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