

## TO ALL R. R. EMPLOYEES

ADDRESS OF IMPORTANCE FROM  
AMERICAN RAILWAY UNION.

Good Work Begun by the American  
Railway Union to Go Forward  
With Increased Energy.

To the Railway Employes of America:

GREETING: The late Pullman strike, in which the American Railway Union was put to the supreme test, demonstrated the power of united effort in a way to silence all reasonable objections to a universal organization of railway employes. Notwithstanding all the forces of capitalism were arrayed against the union, as well as the forces of the old brotherhoods in so far as they could be controlled by their grand officers, an exhibition of power was developed that surprised not only the railway corporations but all other combinations of capital that have hitherto found it an easy task, when occasion required it, to crush labor organizations. It is not our purpose at this time to go into the merits of the strike. It has passed into history. Its lessons are manifold. Students of industrial development do not hesitate to declare that it has pushed forward the labor movement in America half a century. The fruits will compensate a thousandfold for the sacrifices that were made.

The country is familiar with the main features of the great upheaval—with the interposition of the courts, the military and all the powers of government, without which the American Railway Union would have won the most notable victory over a grinding, plundering corporation known to the annals of labor. The story of the trials need not be repeated here. Suffice it to say that all through the ordeal the officers of the union, having faith in their organization and the justice of their cause, remained undaunted, and now that they are again at liberty to resume their work, the union will be made to prosper as never before. Many of our unions suffered a severe shock in the strike. With but few exceptions they are again beginning to look up. All the officers and directors are again in the field and the work of organization will be pushed with renewed energy.

Local unions that are weak and desire a union meeting or the presence of a general officer, will please advise us at once. No time should be lost in reorganizing and equipping the union for the great work of the future.

### To Extend the Order.

It is our purpose to extend the American Railway Union throughout the American continent. Persons desiring to organize will at once correspond with the General Union to the address found below. Every railway employe of good character is eligible. Blank forms, constitutions, etc., will be furnished on application.

### Local Unions.

Immediate steps should be taken by local unions to increase their membership, and to put themselves in the best possible working order. To this end the General Union stands ready to render any aid in its power. Open meetings should be called, and if sufficient notice is given an officer of the General Union will be present to address them. Now is the time for active work, and every true member will busy himself in making his union a model of enterprise and prosperity.

### Joining in Secret.

In some sections employes are given to understand by their employers that the American Railway Union is not in favor, and that membership in said organization will not be tolerated. This is one of the results of a strike, and the American Railway Union is no exception to the rule. On such roads employes can join the order in secret. They can send their applications to the General Union and receive their cards of membership without anyone being any the wiser. In this way a system can be thoroughly organized, and once organized the fact of membership need no longer be concealed, for the order will then have strength enough to protect its members against persecution and other forms of corporate tyranny.

### Protection.

We do not hesitate to declare that there can be no protection except through thorough and comprehensive organization, embracing every class of railway employes, and all working together for the common good. Class organizations in the railway service cannot protect their members. The proposition is so self-evident that no proof is required to support it. It is worthy of note that while sweeping reductions in the wages of railway employes were of almost weekly occurrence previous to the great strike, not one has occurred since. The plan of organization of the American Railway Union embodies

every feature of efficiency that experience can suggest. It recognizes the force of the maxim, "In Union is Strength." It is the one organization in which all railway employes can unite and stand together in one solid phalanx against corporate imposition. The railway managers do not care for a repetition of the late strike. The experience cost them dearly, and the next time they will be less anxious "to crush the American Railway Union," and more disposed to make a peaceable settlement.

"Railway Times."

This paper, published by the American Railway Union, should be read by every railway employe in the land. It is published semi-monthly, and is filled with live matter on a variety of leading current topics. Subscription price: one year, \$1.00; 6 months, 50 cents. Give us a trial subscription.

### Finally.

We are determined to push the American Railway Union to the front. It is opposed by railroad corporations while all other organizations are endorsed and encouraged by them. The reasons for this suggest themselves. We are not organized to tear down any other organization, but we are organized to give real protection to our members and not promise merely which can't be fulfilled. We are prepared to defend our order, its plans, its purposes and principles against all assailants. All we ask of our opponents is that they meet us on the platform in full and free discussion where both sides may have an opportunity to be heard. If we cannot successfully maintain our position we will retire from the field.

And now, brothers, courage and good cheer! Our work is but just begun. All along the advancing columns the American Railway Union is proudly in evidence. Its name is inseparably interwoven with the cause of industrial emancipation. Close up the ranks, organize and reorganize, get the men into line everywhere, and in a few months not only all lost ground will have been recovered, but tens of thousands of new supporters will have rallied to our standard.

What have you to offer for the good of the cause? We await your reply. Address all correspondence to  
AMERICAN RAILWAY UNION,  
601 Ashland Block,  
Chicago, Ill.

### The Fallen Hero.

[Written for THE RAILWAY TIMES.]  
BY MILES MENANDER DAWSON.

We mourn thee, David Swing!  
Not for that thou hast died. All flesh must perish.

Not for so slight a thing  
Are we afflicted who thy memory cherish  
For what thou wert and didst to free mankind  
Ere age and failure came  
And with mad fears and weakness of the mind  
Brought thy grey hairs to shame.

We mourn thee, David Swing!  
We have occasion; immortality  
'Twas thy delight to sing.  
We find the weightiest argument to be  
Against thy doctrine: Men like thee grow old,  
Conservative and weak  
In spirit as in flesh, draw back and scold,  
No longer bravely speak.

We mourn thee, David Swing!  
We who are young and urge the world ahead  
Even as thou didst fling  
With stern defiance thy devoted head  
Against embattled bigotry. We stand  
Where thou, thyself, hadst stood,  
Wert thou now young again, intrepid, grand  
And full of generous blood.

Hence mourn we, David Swing!  
Beecher we mourned before and Tennyson.  
Alas, that age should bring  
Beside a notice that one's task is done,  
Decrepitude which makes the man to shrink  
Into a piling child,  
The radical to a defender sink  
Of wealth, by wealth defiled!

We mourn thee, David Swing!  
We who when thou art dead, begin to live,  
We who begin to sing  
When thou art silenced, we, the young, forgive!  
In thy youth's prime thou shouldst have gone  
away!  
Death's summons came too late.  
We recognize the power of age and pray:  
Preserve us from like fate!

### More Accurate Than the Compass.

The compass may yet disappear from the sea. The little needle, by the aid of which intrepid mariners have for centuries charted the vast ocean, developed a sudden fickleness to the pole as soon as the compass was placed aboard the iron and steel ships of this age. So erratic have been the needle's deviations that, without frequent comparisons with some known standard, the helmsman would have been afraid to trust the instrument as a nautical guide over the trackless waters. For the first time in the history of navigation an appliance has been invented which seems to be absolutely accurate and trustworthy in the determination of the course of ships at sea. Lieut. W. H. Beecher, of the United States navy, appears to have achieved this triumph in his delicate and beautiful solarometer, the telescope of which is so floated upon successive layers of quicksilver, in a vessel hung upon gimbals, that the heaviest sea will evidently be unable to disturb its dead level.

## EASTMAN LICENSE BILL

LEGISLATION IN THE INTEREST OF  
RAILWAY CORPORATIONS.

A Measure to be Submitted to Next  
Congress Providing for Licensing  
Certain Railway Employes.

An act to amend an act entitled "an act to regulate commerce," approved Feb. 4, 1887.

SECTION 1. Be it enacted by the senate and house of representatives of the United States of America in congress assembled that the act entitled "an act to regulate commerce," approved Feb. 4, 1887, be and the same is hereby amended as follows, to wit: By adding thereto the following sections:

SEC. 2. No common carrier who is subject to the provisions of the aforesaid act shall hereafter employ any engineer, fireman, conductor, brakeman, switchman or telegraph operator who shall not have been first licensed to engage in such employment under the provisions of this act.

SEC. 3. No such common carrier shall hereafter hire any such engineer, fireman, conductor, brakeman, switchman or telegraph operator for a period of service of less than one month's duration, and shall not discharge without good cause or vary the nature of the employment to the disadvantage of the employe or lower the wages of such employe without giving him or her a written notice thereof at least thirty days in advance. The good cause for discharge without notice being the inability of the employe to continue to do the work for which the employment was made or the refusal of such employe to obey the reasonable orders of the employer, or neglect of the duties of his employment.

Where a diminution of business renders the services of an employe unnecessary the common carrier may in such instance discharge such employe on giving a five days' notice. The employment, however, of another person in lieu of such discharged employe within twenty-five days of the discharge without giving him or her an opportunity for re-employment shall be considered a violation of this section.

### Employes Must Give Notice.

SEC. 4. No such employe shall quit the said employment, or refuse to work or perform his or her duties in a proper or reasonable manner, without giving the employer a written notice at least thirty days in advance of such intention.

Sickness or physical disability of the employe, or sickness or death of a near relative which may require the attendance of the employe so as to interfere with the duties of the employment, or such other reasonable excuses as the rules of the inter-state commerce commissioners, who are hereby empowered to make such rules, may provide, shall alone excuse the giving of such notice by the employe.

SEC. 5. Every said common carrier who shall violate section 2 of this amendment shall be subject to a penalty of \$500 for every month or part of a month in which it may employ an unlicensed person in any of said positions and for each and every unlicensed person so employed.

SEC. 6. Every said common carrier who shall violate section 3 of this amendment by employing any such person for a less period than one month shall be subject to the same penalty named in the preceding section.

SEC. 7. Every such common carrier who may violate the provisions of said section 3, prohibiting the discharge of such employe or varying the terms of the employment without giving notice, shall forfeit to the discharged employe an amount equal to two months of his or her wages.

SEC. 8. Every such licensed employe who shall violate the provisions of section 4 shall be liable to pay his or her employer an amount not to exceed two months' wages or shall be liable to the revocation of his or her license or the suspension thereof for a limited period; a license may be suspended until payment is made of such money penalty.

SEC. 9. It shall be the duty of the board of inter-state commerce commissioners to appoint for each judicial district of the United States at least one examiner, and, if they deem the public interest requires, they may appoint more than that number in one or more districts, such examiner to be charged with the duty of issuing licenses specified in section 2.

SEC. 10. They shall likewise appoint one chief examiner, who shall be in immediate charge and control of the said examiners under the direction of the said board.

### Salaries of Examiners.

SEC. 11. Every examiner shall be paid a salary of \$2,000 per annum and the chief examiner shall be paid a salary of \$6,000 per annum. They shall be paid

their necessary traveling and such other expenses as the board shall see fit and the chief examiner shall be furnished with an office and such clerks and assistants as the board may think desirable.

SEC. 12. In making the appointment of examiner and chief examiner the board shall pay no regard to the political views of the appointee, but shall carry out, so far as practicable, the system of civil service rules in force under the law, and the candidates for such positions, excepting the chief examiner, shall be examined touching their qualifications by the board or under its direction. They shall be appointed to serve until they are removed by the board.

SEC. 13. No examiner shall be an employe of any common carrier nor be engaged in any business which shall conflict with the duties of his office, nor shall he receive any pay, present, compensation, pass or favor from any common carrier. The chief examiner shall devote his entire time to the duties of his office.

SEC. 14. It shall be the duty of the board to establish and promulgate rules and regulations touching the examination of the candidates for licenses to engage in any of the positions enumerated in section 2, and may also make provision for the suspension or revocation of such licenses for causes enumerated in this amendment or for other causes the board may deem appropriate, and the examiners shall issue licenses under the seal of the board on blanks approved by the board, authorizing the licensee to pursue the avocation designated therein. Licenses shall be issued for such period as the board may therein provide.

Satisfactory evidence that a candidate has been heretofore engaged in the business for which he seeks to be licensed for a period of twelve months shall be deemed a sufficient qualification for a license, provided he is of good character and not disqualified by reason of physical infirmities. Every applicant shall pay a fee of \$1 to the examiner before examination.

SEC. 15. Full records shall be kept by such examiner of all examinations made, licenses issued, fees collected and all business transacted by them, which shall be copied and furnished to the chief examiner as they may be directed.

SEC. 16. Each examiner, under rules to be formed by the board, shall in his district hear under oath complaints as to violations by common carriers, or by said employes concerning violations of the provisions of this act, and shall promptly determine and adjudicate the same and assess the penalty. He shall have the power to summon and examine witnesses. He shall make minutes of such proceedings, and shall keep a transcript or a fair synopsis of the evidence and promptly report the same with his conclusions to the chief examiner. If either party feels aggrieved at the decision of the examiner, he shall signify his or its protest and demand an appeal to the board of commissioners, which protest and appeal shall be noted by the examiner at the end of his report, which report shall in that event include either the original memorandum of the evidence or a copy thereof.

The penalties enumerated in sections 5 and 6 may be enforced by a complaint being made under oath of any party who may be informed of the violations of the provisions for which said penalties are provided to the examiner, which shall be entered in the name of the inter-state commerce commissioners ex relatione of the party complaining, who shall notify the common carrier thereof, fixing a period for answering the same, as the rules of the board may provide, and he shall hear and determine the matter and under the rule of the board assess the penalty if the complaint be sustained.

The sum of \$5 shall be advanced for costs with every such complaint, which shall be added to the assessment of penalty and shall be repaid to the complainant, if the cause is determined against the defendant, when collected. Such relator shall likewise be entitled to one-third the penalty assessed, which shall be paid him when collected of the defendant. The balance of such penalty shall be paid over to the board of commissioners.

On every appeal the board of commissioners shall revise the proceedings of the examiner, and shall receive any briefs that may be submitted and decide the same.

The board of commissioners shall make such rules of procedure for the hearing and appealing of the proceedings under this act as they may deem fit. If the complaint be of an employe and it be decided in his or her favor, then \$20 shall be added to the judgment for attorney fees. If the case be carried by appeal to the board of commissioners and be affirmed, then an additional \$20 for each appeal shall be added for attorney fees.

The fee for hearing a complaint by an examiner shall be \$5, and for appeal to the board of commissioners \$5 additional, all of which shall be paid in advance, and shall be assessed against the

party defeated. In appeals the appellant shall advance the cost of the appeal.

### Provisions for Appeals.

SEC. 20. Appeals may be taken from any such decision of the board of commissioners by praying the same within ten days from the rendition thereof to the circuit court of the United States for the district in which the matter was first heard by the examiner. A copy of the proceedings and the decision of the board shall suffice for the pleadings, together with copy of notice, which may be served on the appellee of the taking of such appeal. The chancellor shall examine and determine the same on oral or written arguments as he may prefer, and his decision shall be final and entered as a decree in equity. If the chancellor shall conclude there is a question of law which it would be desirable to be presented to the appellate court of the United States for that district, and shall so certify in his decree, an appeal may then be taken to such appellate court. The appellant in every case shall furnish a bond with sureties in at least twice the amount involved.

SEC. 21. In all cases where the decree orders or confirms a revocation or suspension of a license the clerk of the court shall so certify to the chief examiner. In cases where it orders the enforcement of a judgment for money then the clerk of the court shall add 10 per cent to the amount so adjudged for damages, together with his costs, and shall issue an execution thereon. If any party against whom a decision is rendered by an examiner shall not appeal therefrom and shall not pay the amount assessed within ten days thereafter, or having appealed to the board of commissioners, shall not appeal further, but neglect to pay the amount so assessed within ten days, the chief examiner shall, on request of the successful party, forward a copy of the decision to the clerk of the circuit court of the United States for the district where the proceedings were initiated, with a statement from the examiner that the same has not been paid, whereupon the clerk shall issue an execution thereon against such party and the same shall be collected by the marshal with his usual fee and costs. The clerk shall add to the amount of the assessment so furnished him 10 per centum thereon as damages for the creditor, and shall also add the costs of the circuit court. The clerk's cost in the circuit court are not to exceed \$5, excepting his usual fees for making and certifying copies of records and documents when so required.

### Transcript of Proceedings.

SEC. 22. In the event of an appeal being allowed to the appellate court the clerk of the circuit court shall forward the original transcript of the proceedings before him, together with a copy of the proceedings in the circuit court, to the clerk of the appellate court, which shall constitute the record in the case. The clerk of the appellate court shall charge a fee of \$10, to be advanced by the appellant and an attorney's fee of \$20 for services in the appellate court assessed against the defeated party shall constitute the entire costs of the clerk of the appellate court. Proof of notice of such appeal to the appellee ten days before the first day of the term shall accompany the transcript.

SEC. 23. The provisions of this amendment shall not apply to the employment of apprentices or those being instructed under competent persons in the duties of said positions.

SEC. 24. All moneys collected by the examiner shall be immediately forwarded to the chief examiner. Moneys coming to the hands of the chief examiner may be applied by the commissioners for defraying the expenses of this amendment. The balance, if any, shall be forwarded every three months to the secretary of the treasury. When the expenses of the commission exceed the receipts the deficiency shall be paid in the same manner as provided by section 13 of the original act for the expenses of the commission.

SEC. 25. Every person who procures or attempts to procure a license under an assumed or fictitious name, or who shall willfully make false statements to an examiner while undergoing examination for a license, or who shall forge or alter any license, or who shall use or attempt to use or aid or assist another in using or attempting to use a license issued to another person, or who shall use or attempt to use a license which has been revoked or is under suspension, shall be subject to a fine not exceeding \$1,000, or to imprisonment not to exceed one year or both. Circuit courts of the United States are empowered to enforce these penalties.

SEC. 26. This act shall be in force from the time of its passage. The prohibition for the employment of unlicensed persons shall not, however, be operative till six months thereafter.

THE RAILWAY TIMES will send you the best reform literature for a little work and no money

## FILLMORE'S BLACKLIST

CZARISM RAMPANT ON SOUTHERN  
PACIFIC RAILROAD.

Strikers to be Starved to Gratify the  
Desire of Supt. Fillmore of  
the Southern Pacific.

Superintendent Fillmore of the Southern Pacific is true to his statement made at the close of the strike, that he would not employ men who dared to fight the railroad company, and would use every effort to drive them out of the state should they find other means of gaining a livelihood.

Not a brakeman, a fireman or a switchman applies for work who is not questioned closely with regard to his attitude during the strike. Of such vital importance is the requirement that an applicant for work be not an ex-striker that this question is the first to be asked. Even the clerk who stands guard over the superintendent's office asks the question. If an affirmative answer be received the application goes no further, and the applicant is waived out of the reception room without having entered the actual presence of the superintendent.

To show how closely Mr. Fillmore is adhering to his former statement an interview with him, which appears in the Examiner on August 10, is given below.

If men come to this company from any other road, said he, it is the rule not to give them anything to do unless they can show good papers from their former employers. I suppose the Santa Fe company is doing the same with men who try to go to them from our road. All railroad companies do that. We have no use for men who were in the late strike and will not encourage them in any way.

But suppose these strikers should succeed in getting situations at any other kind of employment, would your company go out of its way to have them discharged? was asked.

Yes, answered Mr. Fillmore. I know that a man was not true to his company, and if I find out that he got a job elsewhere, I will pursue and use my best efforts to get him discharged. Those fellows who killed engines, destroyed our cars and murdered our employes shall not earn bread and butter in California can help it. I will certainly do all I can to keep them from getting work, as they do secure positions I will have put out as soon as I can. There were great many, of course, who were coerced into the strike by being overawed or ing coerced. Against such men who not proved to have taken an active part in the strike, I have nothing in particular to say. I have no bitter feelings against them, and when we need help we will hire them again, for we do not consider they were altogether to blame; but for those who led the others we have no such consideration. We have no use for fellows of that kind so long as they are within my reach.

How successful Mr. Fillmore has been in driving men out of who had obtained positions elsewhere not known, but he is firm in his position that no one who took part in the strike ever work for the Southern Pacific again.—San Francisco Examiner

### Traffic by the Suez Canal.

The statistics of traffic via the Suez canal in 1893 shows the passage of 3,300 ships, with a tonnage (net) of 7,659,000 as against 8,557 ships, of 7,712,028 tons in 1892, and 4,207 ships, of 8,698,777 tons in 1891. The following table shows the distribution of shipping by nationalities in 1893:

Nationality	Ships	Net tonnage
English	2,405	5,781,000
German	372	500,000
French	190	400,000
Dutch	178	300,000
Austrian	71	180,000
Italian	67	110,000
Norwegian	40	50,000
Spanish	29	70,000
Russian	24	30,000
Turkish	34	40,000
Portuguese	10	11,000
Egyptian	4	4,400
American	3	5,300
Belgian	1	1,700
Japanese	1	1,300
Brazilian	1	600

There has been a large gain in the tonnage of France, Austria and Russia, a slight loss in that of England, Italy, Norway and Turkey, and a great loss in that of Portugal. Germany shows a slight gain. England carried 75.1 per cent, Germany 7.26, France 6.02, Holland 4.27, Austria 2.18, Italy 1.58, Norway 1.16 and Spain .92 of the gross traffic. The number of passengers passing via the canal decreased from 193,909 in 1892 to 180,482 in 1893. Of the passengers 71,880 were soldiers.

Now is the time to subscribe for THE RAILWAY TIMES.

THE RAILWAY TIMES

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CHICAGO, NOVEMBER 1, 1894.

AUSTRIA manufactured 132 locomotives during the year 1893.

FLORIDA will not have a railroad commission. The pass is too demoralizing.

THE eight hour day has been established in the shops of the Pennsylvania railroad.

RUSSIA is constantly increasing her ownership of railroads. In case of war, czar wants to be general manager self.

LAWYER got \$1,000 for an opinion on the "Fork Fishing Club," whose caused the Johnstown horror, was responsible for damages.

Now is the time to work for the American Railway Union. Let the word be "up and at 'em." What wanted now to give the order power prestige is a strong pull, a long and a pull altogether.

REMEMBER there are at least 900,000 railway employes in the country, who ought to be members of the American Railway Union, and they will be enrolled thousands upon our lodge books if our members will engage zealously the work.

The Railway Age is performing the remarkable feat of being at the same time the official organ of the railway corporations and of the old orders of railway employes, having about equal quantities of slobber for each. Since old orders can no longer protect members when the corporations attack them, the railway age of boodle bunco would seem to have dawned. Found the corporation and the old otherhoods of railway employes looked one long and loving embrace: the and the asses eating straw together both of them had been evolved the same pollinoz.

The receivers of the Philadelphia and Reading railroad are opposed to men joining to organizations of railway employes. The Brotherhood of Trainmen at loggerheads with the receivers are trying, through the courts, to obtain recognition. So far the Brotherhood has made no headway, and it is that one lodge of Trainmen ordered its charter to be in line with the receivers. When Grand Marshal Wilkinson wanted to appear in case, United States Judge Dallas said that he had no standing in court. Leading receivers utterly refuse to enter into a conspiracy. How different Chicago & Northwestern, when hundred switchmen were to be defiled.

The panic of 1893, the cashier of the bank which had to shut down the situation to the public by the following notice on the door bank:

Assets of this bank are \$37,000. Liabilities of this bank are \$57,000. Public owes this bank \$57,000. Bank owes the public \$37,000. The public will pay this bank will wish to make the distinct announcement that this bank is not busted; the published.

In this case the public got ahead of the bank, but usually the bank is ahead of public.

This is a serious matter when the public the banks are busted.

Mr. Horace White, editor of the New York Evening Post, is a thorough believer in bankers to shape the financial policy of the government. "The masses of the country," says Mr. White, "do not understand the financial question. They are no more fit to settle this question by voting on it than the passengers on an ocean steamship would be capable of managing the management out of the hands of the officers. The bankers can carry through the needed legislation. They know what they want. The fools going in for flat money don't know what they want. They are for one thing one day and for another next day. Their wishes have no effect. But it is within the power of the bankers of the country to settle what the financial system shall be. If they decide with practical unanimity in favor of a plan, they can put it through congress, and that in a short time."

The masses have permitted the bankers to "carry through" what they called "needed legislation" to establish "financial systems," and now the people have determined that the banker's system is a bunco system. The national banking system is one in which the government backs the bankers, and gives them special privileges to plunder the public, a system which embodies more legalized

fraud than any that was ever devised, and the masses in due time will see to it that the financial system of the government is so improved that in dividing the profits the bankers do not every time take the turkey and the masses the buzzard.

Raising Funds.

The American Railway Union needs money. As the membership is fully advised, the order has three, and only three methods by which its money needs can be supplied.

First, new members, or the initiation fee. This source of supply ought to be large. The old orders of railway employes include possibly 100,000 men; when they want money they assess their members. The American Railway Union does not assess its members.

There are at least 900,000 railroad employes who cannot get into the old orders of railway employes because they are not engineers, switchmen, firemen, trainmen, nor telegraphers, and if they were, the exorbitant demands of these orders effectually bar them out. Hence, their interests are with the American Railway Union, which includes all railway employes.

These 900,000 railway employes should be in the American Railway Union, because it is the one and the only order that champions their interests.

Second, THE RAILWAY TIMES, the organ of the American Railway Union, is the only publication in the United States that champions the cause of the rank and file of railway employes.

It voices the convictions, the principles and the policy of the American Railway Union. To subscribe for THE RAILWAY TIMES contributes to the mind power of the order—its intellectual power to shape the destiny of railway employes. The subscription price of the TIMES barely suffices to place it in the hands of subscribers. To them it is worth ten times its price. It is a live, aggressive organ of an order that will survive the "Pullman strike," and flourish in spite of its enemies, and members, in subscribing for the TIMES demonstrate their fealty to the order and their courage to stand by it and sustain it in a time of need.

Third, an important source of revenue is the "legal defense fund." The chief officers of the order are in the grasp of the courts, and the government is pursuing them relentlessly. Indictment follows indictment, and to maintain the unequal battle funds must be had. The tolls demanded by these legal mills are enormous, and the demand for money ceaseless. It goes by the thousand. The American Railway Union officials in these legal onsets are fighting with indomitable courage the battles of organized labor of the country. Defeat will be the death knell of organized labor in all matters pertaining to protection. The government has millions where the American Railway Union officers have pennies, and if the government were lacking in funds railroad corporations have billions at their command to be had for the asking, to crush the American Railway Union. Hence, we ask our members and those of other labor organizations who realize the critical condition in which organized labor has been placed by the indictment of the officers of the American Railway Union to contribute liberally to the legal defense fund. With money to meet the exacting demand of the trials now close at hand, there need be no fears of the outcome. All that is required is to get the cases fairly before an honest jury, to expose legal chicanery and see that the law and the facts have a fair chance. To do this money must be had, and we appeal with confidence to all men who love fair play to rally to our legal defense fund and make it powerful in vindicating innocence and in securing a notable triumph for organized labor over those who are working to crucify it in United States courts.

Fillmore on the War Path. No Apache savage was ever more relentless when on the war path and thirsting for blood than is Superintendent Fillmore of the Southern Pacific. His anger is fed by his hate. Men struck, as they believed for cause. They had a legal right to strike, so say the courts. They were defeated, and now Superintendent Fillmore, fierce as a mountain lion, pursues them to the death. He follows them, and the moment he finds a striker employed he determines to get him discharged. A footpad meets a man upon the highway and robs him, but he does not follow him to prevent him from earning money to keep from starvation, but that is just what Superintendent Fillmore is guilty of. A train robber holds up a train, robs it, possibly kills some one, but the moment the authorities are advised of the crime, they start out to arrest and punish the robbers. Superintendent Fillmore, not content with denying a striker employment on the Southern Pacific, says he will pursue such a man, and if he finds him employed, will "use his best efforts to get him discharged." It amounts to this, practically, the man discharged is robbed, and if Superintendent Fillmore gets him discharged, then he is a robber and should be arrested, tried and punished. We invite attention to an article taken from the San Francisco Examiner setting forth Mr. Fillmore's policy.

Has your local union appointed an agent for THE RAILWAY TIMES? Don't neglect this important matter.

The A. R. U.

If, as it is said, "the battle makes the soldier," then the members of the American Railway Union ought to be the best labor soldiers on the continent, since, all things considered, the members of no other labor organizations were ever tried in so fierce a battle as has fallen to their lot. In the brief period of less than a year it accomplished more for organized labor than appears to the credit of any other organization of railroad employes on this or any other continent. Why was this? Simply because the American Railway Union voiced the principles and sentiments which ought to distinguish all orders of railway employes, "the good of all" was and is the shibboleth of the American Railway Union, and it is the battle cry of no other organization of railway employes.

In the great struggle on the Great Northern the American Railway Union won a victory of such splendid proportions as to give it national renown. It championed for the first time in the history of railroad employes the rights of all regardless of class—and the victory that was won proclaimed that the principles and policy of the American Railway Union were absolutely right. It was this battle for the right, fought and won under the banners of the American Railway Union, which aroused the latent jealousy of the old orders of railway employes. In alliance with the railroad officials, they put forth such energy as they could command. Turkey cocks never strutted more defiantly nor gobbled more vociferously, but it was of no avail. The men on the Great Northern saw that the American Railway Union was right; they recognized that a new force had been evoked; that new principles had been proclaimed and stood firm and won a victory that cheered the hearts of nine hundred thousand railroad employes who had from the first been neglected by the various railroad employe organizations.

But in championing the rights of ten thousand Pullman employes who had been systematically plundered by as Christless a whelp as ever cracked a safe, the American Railway Union was confronted by the money power of Pullman, represented by many millions and the combined billions of railroad corporations, aided by United States courts and the standing armies of the nation and of states. Never before in the history of labor was there such a combination of forces arrayed against it, to say nothing of the poor old infirm and garrulous orders of railway employes, whose grand officers did what they could to aid Pullman to starve his plundered men, women and children, whose righteous cause the American Railway Union espoused with all the ardor which distinguishes civilization from savagery.

The American Railway Union was defeated in its holy crusade against piracy and plutocracy, but no principle was sacrificed nor were its banners defiled by ignoble surrender. The American Railway Union vindicated its honor, principles and integrity before the world and we say to the members of the American Railway Union that their grand organization will live and flourish, because it is based upon principles of eternal truth and eternal justice. All that is now required is to stand firm. The cyclone of combined power is expending its force—the skies are brightening. We say to the membership, rally to the rescue; fall into line and stand firm. You have made sacrifices and have been tortured by as damnable an inquisition as ever excited the abhorrence of men or angels, but a day of deliverance is at hand. Men, good and true, are out rebuilding lodges and a grand army of defiant men will soon be in line again and the winter of our discontent will disappear and a glorious summer of prosperity will dawn. It is the storm that makes the sailor and by all the gods of storms, our experience has made us the best labor sailors that ever sailed the boisterous seas of labor.

Switchmen, Trainmen and A. R. U.

In the Trainmen's Journal for October, we notice an editorial article, captioned "Switchmen to Reorganize." The Journal bemoans the financial calamities that have overtaken the Switchmen's Association, and sheds tears in true crocodile style, in fact, it plays the role of grand chief mourner, draped all over with crape and sobs like a water plug. It tells the switchmen that the "defalcation of Sinsrott," amounting to \$32,000, "becoming known, they lost heart, and the organization went down quietly and quickly." That is one statement. Then the Journal tells the switchmen that they had "internal dissensions" which "hastened the end." "But the most powerful factor in the disruption" of the association," says the Journal, "was the influence of the American Railway Union." First the loss of \$32,000 killed the association quickly and quietly; then the internal dissensions aided the quiet and quick demise of the association and then, after it was dead and was cold and stiff in its winding sheet, the American Railway Union killed it—all of which constitutes an exceedingly laughable coroner's verdict. After a lengthy rignarols about cause and effect—in which the corpse is mutilated with complimentary savagery intimating that the association was an aggregation of porcupines—hopes are expressed that in its resurrection it will have every element of manhood eliminated, and will nestle with such humility

under the wings of the Trainmen's order that in the future a conspiracy on the part of the grand officers of the Trainmen's order, with the offices of the Chicago & Northwestern railroad, or any other railroad, to guillotine four hundred innocent switchmen, will be accepted without a kick. This Trainmen's order, unabashed by its record of treason to the Switchmen's Association, and as ready now, as ever, to play the role of Judas, would, for a contemptible consideration, betray the reorganized Switchmen's Association as "quietly and quickly" as it did the old association, and the Trainmen's order, with a brass band, playing "Hail to the Grand Chief," would follow the "red wagon," red with the life-blood of four hundred beheaded switchmen, to some dumping ground, provided for the victims of its perfidy. Not only on the Northwestern but in Colorado the Trainmen's order played traitor to the Switchmen's Association, and having done more to kill the old association than Sinsrott, "internal dissensions" or all other things combined, the Trainmen's order is now moaning like a dervish, and wants the old association resurrected, that it may kiss its putrifying lips, bind up broken skulls and pour balm into the wounds made by its traitorous butcher knives. Switchmen know the Trainmen's order, as old Jole knew Satan, and its strychnine and prussic acid sympathy, and conspiracy lozengers, are not the kind of remedies that switchmen want for such organization jills as have befallen them. Thousands of switchmen, good and true, are members of the American Railway Union—the principles of which they admire—principles which at no distant day are certain to triumph.

Licensing Certain R. R. Employees.

Elsewhere in the TIMES we print a bill drawn by Mr. Sidney C. Eastman, a lawyer of Chicago, to be submitted to congress providing for licensing certain railway employes named in section 2 of the bill. Mr. Eastman's bill, it is stated, has been prepared as an amendment to the inter-state commerce law, now in force, and confers extraordinary powers upon the inter-state commerce commission.

Mr. Eastman was not required to state that he is not familiar with railroading; the fact appears in every section of his bill, which has little, if indeed it has anything at all, to commend it to either employer or employe, though it is easy to read between the lines that the employer might be induced to accept it, provided the employes were loaded down with a few more legal obligations. The employes named are engineers, firemen, conductors, brakemen, switchmen and telegraph operators, who cannot be employed for "less than one month's duration." The license, if it could be made to mean anything, would be a certificate of competency. Yet the bill gives the employer the right to discharge without notice an employe for inability, hence, all the guarantees which the bill seemingly provides against discharge goes for little or nothing, and furthermore, the employe can be discharged when the employers say there is "diminution of business," which can always be easily arranged. The bill provides that no employe shall "quit" work or refuse to work without giving thirty days' notice, while the employer may discharge an employe peremptorily, in one case, with a five days' notice and in another with no notice at all. Nor can the employe quit without special excuse, which to be valid, must be in accordance with rules concocted and promulgated by the inter-state commerce commissioners, but no provision is made for the commissioners to determine what excuses shall be valid where an employer wants to discharge an employe. The rule don't work both ways.

The provisions of the bill relating to examiners and examinations, constitute a remarkable feature: There is to be one chief examiner at \$6,000 a year in the United States, whose business is to play chief, have an office and clerks, and draw his salary, \$20.00 a day. The real examiners are to have \$2,000 a year and there is to be one examiner for each judicial district, say, sixty in all, and this one man is to examine engineers, firemen, conductors, brakemen, switchmen and telegraphers. Civil service rules are to be introduced and examinations will doubtless be in response to written questions. Just here the scheme tumbles down flat. There is nothing practical in it. It won't work. There are some things in this world that should be exempt from legal complications. Mr. Eastman's bill will never become a law.

High military officials are of the opinion that the standing army of the United States is far too small. As matters now stand, labor pays about \$25,000,000 a year for epauletted luxury which has had no business whatever for a year or more but to terrorize workmen at the request of corporations.

Beethoven Organs.

Our readers attention is called to the new advertisement appearing in this issue of the Beethoven Organ Co. They make a fair and safe offer, and as the house is old and reliable, we think their proposition worthy of consideration.

We want a hundred thousand subscribers for THE RAILWAY TIMES, and now is the time to subscribe for the TIMES, a paper that has the courage of conviction upon all subjects.

Government Ownership of Railroads.

A Washington dispatch says that in compliance with a resolution of the senate, introduced by Senator Pettigrew, the inter-state commerce commission has compiled some data regarding the ownership of railroads by foreign governments. This is summarized as follows: It appears that ten countries do not own or operate railways, viz.: Colombia, Great Britain and Ireland; Mexico, Paraguay, Peru, Spain, Switzerland, Turkey, United States and Uruguay. The following governments own and operate some of their railways: Argentine, Australasia, Austria-Hungary, Belgium, Brazil, Canada, Cape of Good Hope, Chili, Denmark, France, Germany, Guatemala, India, Japan, Norway, Portugal, Russia and Sweden. The following governments own part of their railways, but do not operate any, leasing all the present mileage to private companies, viz.: Greece, Holland and Italy.

It is believed that the foregoing summary represents an approximate statement of the relation of the various governments to the railways of the world. The relative rates charged for freight and passenger service of the government-owned railroads and the other facts cited in connection with such roads are calculated to afford little encouragement to the advocates of government ownership. A comparison of passenger charges per mile shows an average in Great Britain of 4.42c for first-class; 3.20c for second-class, and 1.94c for third-class. In France the average is 3.86c for first-class, 3.08c for second-class, and 2.08c for third-class. In Germany the rate is 3.10c for first-class, 2.32c for second-class and 1.54c for third-class. In the United States the average charge is 2.12c.

The averages per ton per mile are as follows: Great Britain, 2.80c; France, 2.20c; Germany, 1.64c, and in the United States 1c. The interest on capital invested in the several countries is as follows: United Kingdom, 4.1 per cent; France, 3.8 per cent; Germany, 5.1 per cent; Russia, 5.3 per cent; Austria, 3.1 per cent; Belgium, 4.6 per cent; United States, 3.1 per cent. The average for the world is 3.2 per cent.

The system of operation of the railroads in different countries is indicated: In Austria about four per cent of the railway mileage is owned and about 73 per cent is operated by the state. Upon the expiration of charters, not exceeding ninety years, the lines, lands and buildings of the companies pass to the government, but the equipment remains the property of the private owners. Before a railway is opened it must be approved by the minister of commerce. The tariffs on state roads are fixed by the government; those of the companies are subject to revision by the government every three years, and the government has power to reduce rates, if the net earnings exceed 15 per cent on capital.

In Canada about one-tenth of the mileage of about 15,000 miles is owned and controlled and operated by the government. For the year of 1892 the operation of the government lines resulted in a loss of over \$600,000. At the present date by far the larger portion (about five-sixths) of the French railway system is operated by private companies, each company serving a definite territory and being comparatively free from the competition of other lines. But the railroad properties are ultimately to become the property of the government. This system is a mixed one of state and private ownership.

In Germany nearly 90 per cent of the railway mileage is owned by the government. Under the law the government is required to manage the railways in the interest of general traffic on a single system. It may cause the construction and equipment of road to enforce uniform traffic and police regulations.

In Great Britain and Ireland the government does not own the railways. There are stringent regulations provided by law and administered by the railway commission and board of trade. Italy has both state and private railroads, and has come to the conclusion that it is not advantageous to own and operate the railways. The result was a reorganization of the whole railway system. Under the present system private companies operate the state roads under contract with the government.

In Russia the government is stated to own and operate about 40 per cent of the railway mileage. Nearly all of the railways owned by private companies have received subsidies from the government. It is stated that in the United States several of the states have tried ownership in a limited way. Illinois constructed a road at a cost of \$1,000,000, but disposed of it for \$100,000. Indiana had a similar experience. Georgia owns a railroad but found it expedient to lease it to a private company. Pennsylvania constructed a railroad from Philadelphia to Columbia, but subsequently sold it. Massachusetts, Michigan and several other states tried the experiment without success.

The inter-state commerce commission disclaimed any original investigation on this subject, the report being compiled from existing sources of information. Anyone wishing THE RAILWAY TIMES, and not 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.

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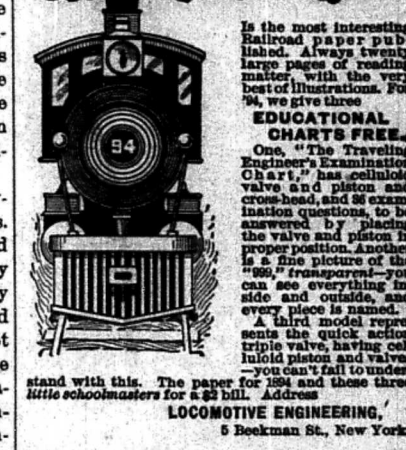


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TYRANNY OF COURTS

JUSTICE HARLAN OF U.S. SUPREME COURT MODIFIES JENKINS.

But There Are Great Principles of Right and Justice Yet To Be Determined.

A correspondent of the Phoenix says: Justice Harlan of United States supreme court smashed into smithereens the usurpations of the federal courts in granting injunctions against railway hands, compelling them to remain in a state of servitude and refrain from leaving the service of railway corporations. The case decided was that in which Judge Jenkins issued the injunction on December 13, 1893, preventing a strike. Two days later he amended the injunction, making it more stringent, and the judiciary committee of the house denounced his acts as void and illegal usurpations. Judge Harlan, as might have been expected from him, says: "But the vital question remains whether a court of equity may under any circumstances, by injunction, prevent one individual from quitting the service of another."

"An affirmative answer to this question is not, we think, justified by any authority to which our attention has been called or of which we are aware. It would be an invasion of one's natural liberty to compel him to work for or remain in the personal service of another. One who is placed in such restraint is in a condition of involuntary servitude—a condition which the supreme court laws of the land declare shall not exist anywhere within the jurisdiction of the United States. The general inhibition upon combinations and conspiracies formed with the object and intent of crippling the property and embarrassing the operation of the railroad, must be construed as referred only to acts of violence and intimidation and wrong." Justice Harlan declares that the act of July 2, 1890, had no bearing on the question before the court. Jenkins was the man alluded to by Olney as perverting that law. When the strike began in June the federal court here undertook to map out law on a different line from that which Judge Jenkins had attempted, in compelling employes to remain in service of receivers appointed by him, under threat of contempt of court and punishment therefor.

The act of July 2, 1890, was thus taken up, though at that time the United States circuit court and the United States circuit court of appeals had in April, 1894, decided adversely to the act; and that it could not be enforced against the great trusts, for controlling which that act had been unanimously passed. But Mr. Hunsaker, the attorney of the Southern California railroad said that was the route to take—the superior court to the contrary notwithstanding; and so the court undertook to enjoin the men, notwithstanding Mr. Olney in his report of December, 1893, had declared the act void, and that it was "strikingly illustrating the perversion of a law from the real purpose of its authors, that in one case the combination of laborers known as a 'strike' was held to be within the prohibition of the statute; and that in another rule 12 of the Brotherhood of Locomotive Engineers was declared to be in violation thereof." This latter case is the one in which Justice Harlan has just reversed the orders of Jenkins.

And yet the court here proceeded (and doubtless other courts elsewhere did the same) to order:

"And each of you and each of your agents, servants and assistants, while remaining in the employment of the Southern California Railway company are hereby enjoined and restrained for refusing to switch, handle, etc.," and the men were informed also what would happen if they were brought before the court under subsequent contempt proceedings; "which injunction, it may be as well to state, will be strictly and rigidly enforced." Conductor Heartt was prosecuted by Mr. Hunsaker and the sundry district attorneys for all there was in it; but the evidence saved him, just as all the other men were saved by taking my advice and formally resigning. Justice Harlan's decision has ripped up all those orders, and the whole subject of the act of July 2, 1890, is set for hearing next week in the supreme court of the United States on the circuit decisions that the act is void. Perhaps there was more terror cast amidst the men here by the use of Latin words 'ubi juri remedium,' which they, not conversant with dead languages, did not know was section 3523 of the code—in simple English, 'for every wrong there is a remedy.' But unfortunately the wrong was against the working classes, and the remedy was for the great corporations in this emergency, and the federal courts elsewhere took up this California pattern and plastered it on the shoulders of the strikers alone with the whole power of the United States to back them, executive, army and navy included.

To show how absurd has been the attempt to use that law, Senator Morgan transferred almost the identical words, and penalties and powers into the Gorman-Brice tariff bill, as a method of punishing combinations and conspiracies for

fraudulent importations of goods—not a line of sentence therein to punish strikers, as has been sought under the law of July, 1890. There is just as much authority to arrest the employes under the tariff laws under that of 1890—both in such a case representing 00.

If this is the case one may ask in regard to the many sufferers, who are languishing in prisons under such 'wrong,' where will the remedy come in, as promised by the California statute? It is certain that the people are roused up in regard to the usurpations of federal courts, and that congress will assuredly take up the resolution passed by the late democratic convention in regard to the unlimited power assumed without statute law, and limit all federal judges in many matters, in which they have assumed power without authority of law. The next congress will have the time, and the people will demand in thunder tones the abdication or impeachment of numerous officials. It was once thought in England and in this country that the man was only fit for high position who knew how to temper justice with mercy. The ruling in England, from which our supreme court is governed by the high court of chancery is that no proceedings in chancery can enforce penal statutes; and that no man can be punished for contempt who refuses to obey orders without jurisdiction. It is a long road, but there will be a turn after awhile. BLANTON DUNCAN.

Abraham Lincoln as a Populist. The following weighty words spoken by Abraham Lincoln will be found in appendix, Congressional Globe, Thirty-seventh Congress, second session, page four:

"Monarchy itself is sometimes hinted at as a possible refuge from the power of the people. In my present position I could scarcely be justified were I to omit raising a warning voice against this approach of returning despotism. It is not needed nor fitting here that a general argument should be made in favor of popular institutions; but there is one point with its connections not so hackneyed as most others, to which I ask a brief attention. It is the effort to place capital on an equal footing with, if not above labor, in the structure of government. It is assumed that labor is available only in connection with capital, that nobody labors unless somebody else owning capital somehow by the use of it induces him to labor. \* \* \* Labor is prior to and independent of capital. Capital is only the fruit of labor, and could never have existed if labor had not first existed. Labor is the superior of capital, and deserves much the highest consideration. \* \* \* No men living are more worthy to be trusted than those who toil up from poverty; none less inclined to take or touch ought which they have not honestly earned. Let them beware of surrendering a political power which they already possess, and which, if surrendered, will surely be used to close the door of advancement against such as they, and to fix new disabilities and burdens upon them till all of liberty shall be lost."

The Populist party has, from the first, been guided in its policy by the letter and spirit of the "warning words" spoken by Abraham Lincoln. The "effort" to which the martyred president alludes, "to place capital on an equal footing with, if not above labor, in the structure of government," has been successful, and its baneful effects are seen on every hand. Capital, with rare exceptions dominates legislation in congress and in state legislatures, and without an exception, when a measure is proposed which capitalists desire to become a law or to be defeated. There is not a dollar of capital in the world that labor has not created, but labor has not secured an "equal footing," therefore, in the "structure of government," nor will it secure such a "footing" by voting with either of the old parties.

Observations. BY ONLOOKER.

In conversation with a democratic congressman a few days ago, a congressman who was elected on a free silver platform two years ago, and who fell in line with the administration forces after his election and assisted in the repeal of the Sherman law—by the way, he's a free silver man again, for the purpose of the present campaign, although he is not running for congress—in conversation with this man on the issues of the day, he characterized the Populist demand for the government ownership of railroads as wild, visionary, entirely impracticable; "why, it would bankrupt the government," said he, "to buy the railroads, to say nothing of anything further." "Look at the immense increase in the bonded debt of the government which would be necessary!" "The people could never stand that."

This is one of the favorite arguments of those who oppose government ownership; and it is the silliest of all the silly arguments which the advocates of government ownership are called upon to answer. As I said to this congressman, it will cost the government nothing to buy the railroads. Not a dollar of tax need be levied for that purpose. Who furnishes the revenue to pay interest and dividends on present railway capital? Is it not the people, the railway users? Certainly it is. And could the railway users not furnish revenue to pay interest on government bonds as well as on private railway bonds? Of course they could, unless they should suddenly stop using the railroads altogether. All that would be necessary would be to issue bonds and give them to the present owners of railway capital in exchange for their private railway securities, run the roads for the public, and let the railroad receipts that now go to pay interest

and dividends on railway capital be devoted to paying the interest and principal of the bonds. In twenty years the roads would pay for themselves, because by greater economy in operation and a stop being put to further increase in capitalization there would be sufficient excess revenue created, after paying the interest on the bonds, to establish a sinking fund sufficient to meet the principal of the bonds when they become due. That is the way the city of Wheeling got her public gas works, and now she has the plant clear, a handsome profit each year, better gas at less than one-half the old rates under private ownership, and not a dollar of taxation anywhere in the process.

The railway users of this country furnished the railroads with more than one billion dollars of revenue last year, which was a sum sufficient to pay over 4 per cent interest on about eleven billions of capitalization after paying all expenses of operation. Taking the railway business on even its present basis, it would not make a particle of difference to the people whether they furnished that amount of revenue to the government or whether they furnished it to private parties; there is not a cent's worth of difference to the railway users. Would it be any harder for the people to furnish revenue sufficient to pay 4 per cent interest on eleven billions of government securities than it is to furnish revenue to pay that sum on eleven billions of private railway securities? Certainly not. Not a single extra dollar need the people be taxed for the purpose of buying the railroads. Government bonds don't draw any harder than private railway bonds.

Some people are very solicitous to see that the bonded indebtedness of the people be not increased. That is one of the things that is not to be endured. This solicitude for the welfare of the people would be highly commendable if it only extended to the taking notice of those instances in which the people are bonded for the purpose of carrying on unproductive non-revenue-producing businesses; if it only took notice of those cases where the people's debt is increased by bonding while their power of paying the debt is not increased to correspond, or even diminished. To bond the people for the purpose of buying a useless hoard of gold to store in the treasury, and thus furnish a basis for the collection of revenue from the people for a wholly non-productive purpose, to bond the people locally for the purpose of erecting public buildings or creating other public works that are essentially non-revenue-producing, entirely a dead charge upon the people—that is all right. But when it is proposed to bond the people for the purpose of gaining possession of an essentially public, productive, revenue-producing business, a business, which from its very nature is capable of paying for itself—that is all wrong. Under such circumstances and for such purposes there is at once developed a whole lot of anxiety lest the people be loaded with a burden of debt which will be too much for them to carry. Such solicitude for the welfare of the dear people is extremely touching. Those who are so terribly anxious to see that the load of public bonded indebtedness be not increased should learn to classify their ideas; that is, if they have any ideas worth speaking of to classify.

Evolution Into Deformities. BY JOSE GROS.

No nation ever started with one tenth the elements and advantages of ours, as soon as the last revolutionary battle had asserted the supremacy of the union, and let us remember that that union was the child of a revolution of sentiment.

We all know that the word revolution is always connected with violence in the minds of those timid chaps who are always afraid of truth, let them and their wealth or unhealthy aspirations go to the dogs. For them truth is the enemy of humanity, because for them the comfort of the few is incompatible with that of the many. What miserable, fetid conceptions of life. Are not the many the very ones who create all wealth and make comfort possible, wherever it may be.

Take for instance the recent verdict of one of our railroad potentates, expressing that of most men better off than the rest. That verdict is that civilization would perish without the initial genius of the capitalist who sets men to work and gives them a chance to live like animals. And all such trash has been incorporated with all our lovely modern political systems, sugar coated if you like. It is the very tune sung by all tyrannies, open or masked, to let the few be enriched, that they may take care of the multitudes, through whose toil alone all wealth comes. That has been the spirit of all legislation, and shall be as long as that gigantic crime of land monopoly remains the rock, or rather the bank of sand, on which all human enactments are conditioned.

Land monopoly was already officially declared a giant evil in the very legislative halls where our constitution was being fixed up, over one hundred years ago. Means were even suggested to check that evil when our eminently rotten and vile methods of taxation were proposed; but truth received then the cold shoulder, as ever before and ever since, by all legislative bodies under the canopy of heaven.

The best political system shall go to pieces or evolve itself into deformities if it rests on land monopoly as the corner stone of the industrial fabric, because we then play and trifle with the most fundamental laws of God, with the most basic rights of men, as if humanity was never to be anything better than a pack of monkeys with a sprinkling of kid glove anarchists, preaching the order of iniquity and sin and not the order of universal manhood. We then imagine that civilization must be left to the whims and criminal selfishness of the few! Just as if civilization was not the result of forces outside of men, and by the side of which all men's powers are pigmy, inefficient, unless it is for evil. Just as if humanity was but a group of conscious atoms in a chaotic condition, and hence bound to eternal blunders because divorced from that uncreated, universal consciousness that must reside somewhere in the mind of God or in the depth of the infinite! Let each one make his choice.

As a matter of course it is in the political arena of nations that all wrong economic conditions are fixed up. Under a correct civilization every citizen would be a politician and hence understand the precise laws to be enacted for the good of all. And the laws in question are mighty few and extremely simple, without the need of any judges for their interpretation. We now do need laws

in the carload because they all deny the simple laws of God and nature in their fundamental essence, because they all are bent on privileges, intent on letting Peter rob John in such a way as John may not notice it. And Peter is generally a combination of the politician and the monopolist, or intends to be.

Let us all go into politics, because it is there that the conditions are fixed on which we all shall travel from the cradle to the grave.

Yes, let us dig a ditch deep enough for us to bury every political party, and anything else that may interfere with that happiness and manhood to which we all are entitled by the order of the universe. We can do that, and can do it mighty quick. Let us remember that the farmers and wage earners constitute 85 per cent of the voters of the nation. Even if the plutocrats could buy 15 per cent of them, and the middle classes insisted on playing second fiddle around the monopolists, even then we would be seventy to thirty, enough to rapidly rectify civilization from the bottom, despite the hate and shrewd cowardice of those to whom we have always given the power of converting this beautiful planet of ours into a fragment of the infernal regions, today more than ever with our evolution into deformities of all kinds! In a few years we may even see a curtailment of the ballot franchise, if we sleep a little longer.

Money Contraction. BY E. B. MAYO.

Mr. James Connelly, factory inspector of New York, in his eighth annual report to the general assembly for year ending January 31, 1894, says in a letter to the legislature by way of introduction:

"The depressed condition prevailing in manufacturing industries, during the greater part of the year just past, necessarily affected the work of the officers of the factory inspection department, and perhaps comparison of the results of our labors with the work of other years may not be so satisfactory as formerly from a statistical standpoint.

A great many establishments were closed down entirely during the last half of the year. Some ran with materially reduced forces, others kept the major portion of their employes on the pay roll working half time each day or dividing them into two shifts and working them on alternate days.

Perhaps it is not out of place here to mention that, from the reports received by the factory inspection department from the deputies thereof, whose information was derived directly and personally from the employers of labor in the varied industries of the state, the business outlook never seemed brighter than just previous to the beginning of the present depression. There was no sign of over-production, but on the contrary nearly all the mills and factories had orders ahead which would keep them running for a long time. Many had notified us of a purpose to run over-time in order to meet demands for their products.

The tightness of the money market gradually made itself felt everywhere, however, until now a vast army of our people are idle, thousands of work-shops and mills have now partially or wholly closed and destitution prevails in many places. There is but one reason given for all this—not the tariff question, for that is used secondarily and only by partisans—but the continued stringency of the money market. It seems unfortunate that when people are in need of manufactured products, and thousands are ready to make them, and when the mills are ready to turn them out, and the people are ready to buy them, that there should be idle and hungry men, idle and rusty machinery, an open and ready market for products, but "no money" to bring these wants into juxtaposition.

I have quoted very briefly from the transmittal of the inspector, who has been long a student of economics and in a position to learn much truth, and as one being able to tersely express facts. There is much truth in the quotations and the same condition practically exists in Minnesota as does in New York. The same causes which help the manufacturer, merchant and consumer indoors, also keep the miners of five states, viz., Colorado, Nevada, Idaho, Montana and Wyoming, and farmers of five other states, that is to say Minnesota, North and South Dakota, Iowa and Nebraska, apart. The farmer groaning under a load of debt and doubt, mourns for a musket and the miner goes forth to seek bread and to join the "Coxies," and we as a nation of people claiming to have hearts and brains far in advance of the other nations of the earth, build up not only between those nations and our own, but between ourselves an imaginary barrier that prohibits the energies of our people from being turned to account, and folding our hands sit idly by and wait for "better times."

Let the "stuffed prophet" of the White House read his message on the silver question to the special session of congress and then let him gather together the statistics of labor throughout the states and see if they did not all experience the same results as Mr. Connelly says of New York. "A great many establishments were closed down entirely during the last part of the year." Bear in mind this condition immediately followed the anti-silver legislation of the special session of the present congress. The gold-bug is in the saddle, the White House elephant is his pack horse and congress is bottle holder and stable boy. Silver must, and I believe will yet have a just and proper place among the money of all nations and until the people thereof establish that, it is useless to pray for better times. The gods are disgusted.

Epitaph For "Sir George."

Here lies a man, now free from earthly cares, Who bore, with grace divine, his philanthropic airs. When he was unexpectedly laid low, All nature seemed to writhe in pain of dire despair and woe. Phil. Armour's hogs e'en grunted in a doleful strain. Then pause, stranger, shed one glistening tear Upon the lonely grave thou seest here. And shouldst thou weep for him beneath this clay, Because of boons bestowed upon mankind? Nay, stranger, nay—weep that he left his fellow dukers behind!

—Journal of the Knights of Labor.

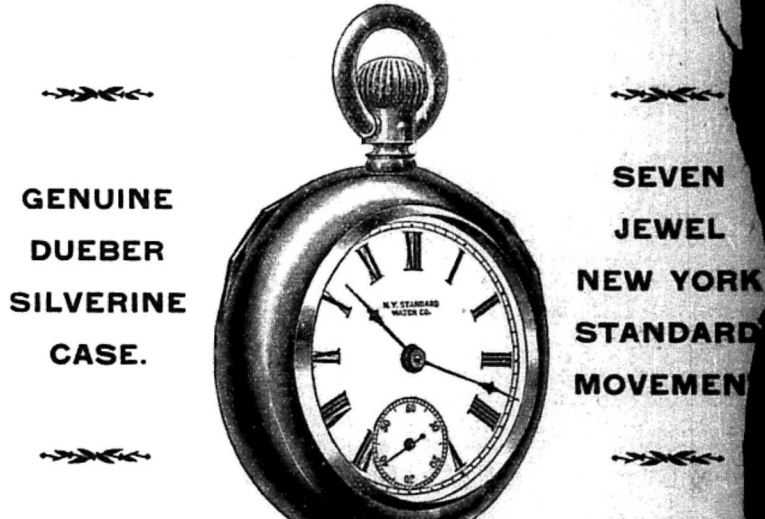
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