OLEDO IN LINE.

A GOOD UNION FORMED THERE.

e-President Howard Talks to Eager Listeners - Aims and Objects of the A. R. U. Explained -Officers Elected.

e railroad men attended a meeting last in Clark's Hall, says the Toledo Bee, for the purpose of hearing general offiof the American Railway Union explain ects and aims, with a view to starting a organization here. The general presi-Eugene V. Debs, of Terre Haute, na, was unable to come, owing to sicks in his family, but Vice-President George card, of Chicago, was on hand and considerable length, being introduced Mr. J. L. Dumar.

Mr. Howard, after paying a tribute to the nciple of brotherhood, declared that railmen have not thought enough in the past, allowed themselves to be led by the nose, allowing some one to think for them. The of the new organization was on educaal lines, and to make leaders of the rank file. Each being a part of the great ustrial system, should do his share. A ding challenge to any opponent of this anization to meet us has never yet been acted. As a railroad man for more than irty years, from handling the pick and shovel general superintendent, he could say some ng of the old organizations. While he had thing but a spirit of kindness for them, as a nber of the O. R. C. he could say there too much mutual animosity in them.

In the United States, Canada and Mexico e were nearly a million railroad employes little more than 102,000 organized. n-tenths of the general managers were r best friends, but (scarcely more than oloyes) had no protection from them against orders of the board of directors. If a eral manager remonstrated against a prod reduction, he would be fired. The only to protect him was for all the men to get er. In the C. B. & Q. strike the eners, firemen and switchmen's organizawere beaten.

e latest Interstate Commerce reports ed that 176 railroad companies had been ed up by other corporations, while the fought among themselves. The Vander ad taken the Lackawanna, and were to get their hooks on the Ann Arbor Over me country.

A man must have run an engine a year to into the B. L. E. Promotions were stly from the firemen, and new engineers e kept out of the B. L. E. for a year. om this and other causes a great many did t go in at all. In the B. L. F. today were than 10,000 engineers, and there was onism between the two organizations e gave instances, and declared that the raild officials knew the circumstances. The antagonism existed between the conduc-

He next explained the absurdity of the dar Rapids plan of federation, and declared the best possible thing for the officials, then wed some of the absurdities in the brother ds of making the insurance feature the at thing. Instancing the case of a fireman o had been for years prominent in the therhood at Denver, forced to tramp, he interrupted by a gentleman in the hall, no declared the organization was in duty d to keep up every member. Mr. How d then declared he was ready to give the es of members of twenty-six lodges sus ided for non-payment of dues on October and that they were being expelled right er's office. From thirteen to fifteen a onth never went back. There must be ething wrong when only 102,000 were anized out of a million. The A. R. U. not ask railroad men to leave their old anizations. He did not blame men for ig to stop the holes in an old ship, but it foolishness to choose to go down in her. ney had been following the elephant, and stting the skunk they should have kept r eyes upon. He instanced the way in things were run in brotherhood convenat the wish of the grand chief, and the ng of the insurance feature, for which bers paid, to the exclusion of pro o anybody. In the new organization would elect all of their own com

> lines must be followed, but wer at the physical. With both all tified. It was necessary and measures, no matter o it was first necessary to get ne what was best for their every man, from the track and engineers, each branch technical matters, but to one the concern of all. his proper place on pro-

much a railroader must save every day of his average life to keep him in the critical stage and showed the folly of depending on going into some other business. Last year 2,600 railroad men were killed and 22,000 wounded. In twenty-five years the brakemen, from being less thought of than the beasts killed on the track, were now recognized by the general managers through organization. The trackmen and wipers could do the same.

The new organization would be conglomerate only as in the past, in mass meeting, and where one branch prayed the others to come to its help, only that now there would be no begging. The framers of the plan had been more than two years working on it, in the light of experience, and had eliminated all possibility of contention. Each branch could get a separate charter, but all worked under one general head. Federation to be effective must be established on every road in the country.

The union did not believe in strikes; yet the only power labor had was in strikes and boycotts. No strike had ever occurred unless the officials of the road knew they could whip the men. The only way to meet organized capital was by organized labor, and if organized labor was formidable enough there never would be a strike, and everything would be arbitrated. The army and navy were not kept up to fight, but to command the respect of ther nations. In all the railway strikes of thirty years, down to that on the Ann Arbor road the men had been licked. The decisions of Judges Ricks and Taft could be repeated all over the country. Yet railroad corporations had been boycotting each other right along, and all the southwestern lines threatened to boycott the M. K. & T. for proposing a farmers' rate. The same law applied, but laws could not be enforced against communi ies. So it was in the Paris burning and the Decatur lynching. These great corporations would only laugh at an injunction. The employes wanted to get in the same position to subserve their interests. So soon as they did no more injunctions would be served, as the court would never compromise its dignity.

Reference was made to the Lehigh strike incidentally to the troubles at Buffalo, and to the action of chief officers of the brotherhoods in other troubles. Then Mr. Howard told his hearers that it cost \$1 for each man to join the union, that being for the charter, memberbership card and all expenses to the end of the fiscal year, as far as the grand lodge was concerned. The expenses of the local railroad employe and ex-railroad employ seligible. He collected no money, that being sent by the local officers when elected. The local lodge would send a delegate to the next convention at Chicago in June. After speaking in favor of the eight-hour system he invited all who wished to enroll their names, urging all to do so in self-defense.

About forty signed the application blanks and were organized into a local lodge of the American Railway Union.

The following officers were elected to serve

President - E. J. Jarrett, 808 Stickney avenue.

till April:

Vice-President - F. E. Wires, 806 Buckeye

street. Secretary and Treasurer - C. W. Otis, 805 Cherry street.

The choice of a representative, assistant

officers and board of mediation was left until the Toledo Union gets into working order.

Mr. Howard used to live in Toledo. He was then chief of the B. R. C., and conducted the Railway Service Gazette. In a talk with a Bee reporter he stated that the A. R. U. was organized first in Chicago on June 20 last, but 15, at Fort Madison, Iowa. The first general circular issued showed 34 unions on September 5; the second 47, on October 15; the third 87, on November 15, and the December circular will show a proportionate increase there being four organizers in the field. The general offices are at 421 Ashland Block Chicago, Illinois, but no local has been organized there yet, though there are 1,200 men waiting, as the desire is to organize by systems, and it is necessary to have separate meetings for each road. There are three unions in St. Louis one exclusively of engineers. Forty-two places await an organizer. An immense mass meeting is called at Indianapolis on the 15th, to organize there. The unions nearest to Toledo are at Cleveland and Fort Wayne and Evansville, Indiana.

DROPPING OUT.

Railway associations have been great sufferers from the hard times, and if reports are true their membership has dropped off to a remarkable extent. In this city the loss of embership has not been so great as in some ther cities, but it has been too large for comfort. In some localities the membership has dropped off fully one-half, the Brotherhood of Railway Trainmen probably suffering the most. This is of course largely attributed to the depressed condition of the times. Train nen have been out of work and could not pa beir dues, and accordingly have been droppe from the rolls.—Columber Dispatch. we been out of work and could not pay

AWFUL HUNGER.

A MAD RUSH TO OBTAIN WORK.

The Mere Chance of Getting It Causes a Panic - Doors Swept Down by the Starving Mob - Arrested for Stealing Bread.

The press dispatches from Pittsburg, telling of the frantic rush to get work at 10 cents an hour, describe scenes that speak more eloquently than words can of the terrible destitution abroad in the land. It had been announced in the daily papers of that city that all who applied for work at the city hall would be furnished employment in the parks. Over 2,000 had responded before the city was fairly astir for the morning. At daybreak, says the report, they began to gather. At 6 o'clock 700 men had taken possession of the building, and an hour later the crowd was estimated at 2,000. The police inspector, taking compassion on the shivering men, ordered the police to open the doors and let them inside, where they could keep warm.

The moment the doors were opened there was a rush for the hallway. In the scramble the big storm doors were broken from their hinges. A few who were near the doors. fearing the glass would break and injure them in falling, tried to edge away, but the crowd in the rear pushed them into the building. The first man who got through the door ran to the broad stairway leading to the second story, and, jumping two or three steps at a time, led the pace to Superintendent Paisley's office. In few minutes the stairway was jammed. On the fourth floor the men were packed in so closely that those nearest the iron railing were crushed against it until they cried out with pain. Two men fainted. The crowd pressed them against the railing so tightly it was feared the iron guard would give way and they would be forced over it to the stone floor of the rotunda, sixty feet below.

The strong-limbed men in front fought their way into Superintendent Paisley's office and confronted that official. The room soon became suffocating, and many tried to get out, but could not, owing to the crowd pushing in. The police inspector told the men arrangements had been made to receive their applications for work at the police stations. Then another wild rush ensued to get out. The mass of humanity in Superintendent Paisley's office was so wedged in that several men were hurt reaching the doors. The police inspector Office Diagnosts store to quiet el. from the top of the elevator. As the men passed the two city officials they made frantic appeals for work, some presenting army discharges, some naturalization papers, others letters of introduction, indorsements from aldermen, constables, business men, etc.; in fact, everything imaginable was done to influence the officials in question to favor them. But all were told to go to the police stations for their orders.

At the meeting of the Citizens' Relief Committee today the Employment Committee reported 800 men at work in the parks at 10 cents an hour. By tomorrow night 2,000 will be working. Six thousand families need help. Today's contributions footed up \$4,340. Nearly \$20,000 has been contributed so far. Andrew Carnegie is said to have made himself responsible for the payment of the men in the parks if the relief fund does not cover it.

Richard Jones, machinist, and Daniel Davis, plumber, both of Chicago, were arrested last night while trying to enter Race & Porchman's grocery at Alleghany to steal something to eat. They said they had left Chicago thinking they could get work here. Magistrate McKelvy will hear their cases tomorrow

This appalling state of affairs is not peculiar to Pittsburg. That city has simply given an opportunity for a demonstration of the facts which exist everywhere. In New York, in Chicago, in San Francisco, from the Atlantic to the Pacific, it is the same. This awful suffering, this abject misery is silently borne everywhere. It does not parade the streets. It is not natural for mankind to make public its misfortunes. It is prosperity that seeks display. Fine raiment courts attention, but the starving ragamuffin hides in the cellars and garrets and it is only when something like the Pittsburg demonstration occurs that the pubic obtains a fair idea of the awful destitution that everywhere abounds.

GREAT ECONOMIC WORK.

A book which is expected to reach 100,000 readers in the labor and reform world, has been issued by Charles H. Kerr & Co., of Chicago. It bears the title of" Money Found," and is from the pen of Thomas E. Hill, author of the Hill Banking System.

Few people understand the m as they should, and this work should popular. Besides the body of the book, the work contains a "Glossary of Financial Terms," "Banks and Causes of Failure," Weights of Coins," " Money of All Nations," Financial History of the United States, Money Borrowed by the United States.

THE SUNSET CLUB.

One of Chicago's most interesting institu tions is the Sunset Club. Among its members re millionaires and workingmen. It repre sents every imaginable occupation and profession. Some of its members earn a living in dingy shops and others are "gentlemen of leisure." They are all studying social and economic questions together and everyone has his say. The sessions are generally lively and very instructive. THE RAILWAY TIMES will keep its readers posted about what this remarkable club is doing. Of its latest meeting a local paper says:

The Sunset Club never had a livelier meet ng than that of last night. It was ladies' night and 350 women, with that number more members, crowded the big dining-room of he Grand Pacific, and the overflow of tables ended into the adjacent corridor. After dinner Secretary Underwood introduced Arthur T. Eddy as chairman of the evening, who announced the topic: "What Shall We Do With Our Unemployed?" He said the problem was impossible of solution until society has reached that condition where it can answer the question of what to do for its unemployed. At the present time giving them work was a temporary solution.

Prof. Charles R. Henderson advocated a civic federation as the complete method of dealing with the subject.

Editor W. T. Stead described Chicago as having the features of an old man on the body of a child. Many of its evils Europe was unacquainted with, a sentiment that was rebaked by a chorus of "nos."

"I am glad you have so good an opinion of yourself," retorted Mr. Stead. "I ask you to point to a European city that was ever numiliated and degraded by being compelled to turn its city hall into a common lodginghouse." He answered the question of the evening by saying "give them work." "You need a new postoffice and police stations, and clubhouses in every ward where your people can go without being sent into the 7,000 saloons in the city. Here was work for the unemployed." He declared that hungry men would commit crime, for it was natural for them to do so, and he hoped that Chicago would be spared the torch and the assassin's bullet for such acts would destroy its credit and groud standing in the commerce of the world.

Harry Skull excitedly rose to his feet and insisted that Mr. Stead sit down. Chairman Eddy declared that the speaker must be treated with tolerance and ordered Mr. Skull to take his seat, which he did amid a sterm of disapproving hisses. Someone then moved to extend Mr. Stead's time, but he replied that he would comply with the rules when his ime was up and thus set the example of law and order. His concluding words brought strong and long continued applause: "If you were to put on the clothes of the poor of Chicago, go down into their tenement houses, live as they live during this Christmas time, feel the pangs of hunger as they feel them, and despairingly search the future for a single word of hope, you would raise all the money that is needed for the unemployed."

Chairman Eddy, in the name of the club, pologized to Mr. Stead for the intolerance exhibited by some of its members.

Joseph E. David declared there was no one who would give employment to a discharged criminal. Half a dozen people shouted " No" to him, and Mr. David retorted by asking the address of anyone who would furnish such people with employment, and volunteered to send a half-dozen around to them in the

W. R. Sterling denounced the chattel mortgage sharks who were taking advantage of the with the funds of the relief committee.

Austin W. Wright said the unemployed did not want aid, but wanted society to take its hands off them. Repeal the legal fetters that limited the individual and everybody would ecome self-supporting.

Mrs. J. C. Sterling discouraged insulting the needy with cold charity, and insisted that sympathy and love with personal contact vould solve the problem.

Florence Kelly, factory inspector, said: "I would only say to you what some tried to say, but you wouldn't hear them, because you don't want to hear the plain truths about these things." In response to continued applause, she responded by giving a portrayal of the weat-shops.

Dr. Sarah Hackett Stevenson spoke of the work that women were doing in helping the anemployed of their own sex, and made plea to women present to give their personal forts to the alleviation of the suffering in heir own vicinity.

Miss Jane Addams, of Hull House, was the st speaker. She reviewed the work being one by that institution, and in describing the andition of the poor, said that the most aching thing was the mental suffering of e honest men and women who were com lled to enforced idleness and to receive the arity of the public. She, too, emph necessity of distributing the relief funds putting the men to work on public im

ok bad, Iim. Been u

DEBS ON THE ORGANIZATION. Chat With a Reporter - Rapid Work in the Field - Getting the West Solidly Organized -Clerks Joining.

In a December copy of the Terre Haut Express we find the following interview with the President of the American Railway Union, ouching on some interesting points:

ABOUT THE UNION.

Mr. Eugene Debs, President of the Ameri an Railway Union, has returned home from an extended tour of the western country where, in company with Mr. Howard of the new union, he has been organizing lodges in the principal western cities. Mr. Debs is in excellent health, notwithstanding his hard work in the interests of railway employes during the past few months, and his keen, flashng eye and pleasant smile were evidence that he is in excellent spirits, too.

Though always busy, he found time to say few words concerning his work during his absence from home, and the success with which he had met in launching the gigantic movement to consolidate under one banner all branches of railway service. "The sentiment in favor of the new order," said Mr. Debs, "is widespread, growing so rapidly we cannot attend to the work of organization as promptly as we would like. Since I have been away from home it has been a constant jumping from one city to another, organizing odges, two nights seldom finding us in the same city. The West is by no means yet organized, but sufficient work has been done o assure an exceedingly rapid growth. The success with which the American Railway Union has thus far met is very gratifying, and many months will not pass by before the country west of the Mississippi will be thoroughly rganized.

"For some two or three years I have foreeen that nothing short of a federation, in which all branches of the service were consolidated, could eventually expect to retain a firm footing, that which would insure it a continuous existence. Conditions in the railway world have changed wonderfully within the past few years, changed to such magnitude that organized railway labor must necessarily change to be in a position to meet this change. At the present time," continued Mr. Debs, the big railroads of the country number only about twenty, that is, of course, the big sysems and other roads controlled by the Organized railway labor in its present condition has shown that it is unable to cope successfully with such large organizations.

Mr. Debs referred to the number of men nnually being dropped from the various lodges of the old orders for non-payment of dues. "There is no such thing as suspension or expulsion for this cause in the new union. When men are suspended or expelled for nonpayment of dues, when possibly they cannot pay, it engenders an ill-feeling, and when strikes are declared these men quite naturally are the ones to take the places of the strikers. Such conditions will not exist in the American Railway Union, for no member can be expelled on account of not paying dues."

One branch of the railway service never before organized and one which Mr. Debs believes will add great strength to the new order is the clerks. Here a rather laughable incident was referred to. "It was while I was out West that an employe of the auditing department asked to have the auditing clerks of the system organized. A number of the clerks said that the company had informed them that in case an organization was atresent time, and advocated street cleaning tempted they would be discharged. There is single se a switchman, but a party of these switchmen simply walked in and said to the clerks to organize and that should the axe fall the neadsman would be invited to come on to the switchyards and finish up the job." The clerks, as a general rule, are about the poorest paid class of employes on a railroad, and at the same time about as important, and their coming into the new organization will, Mr. Debs says, add strength to the order.

HOGAN AT ST. PAUL.

There was a good attendance of railway employes at Labor Hall last night; says the Minneapolis Tribune, to hear an address made by James Hogan, one of the five general organizers of the American Railway union. Mr. Hogan lives at Ogden, Utah, and travel in the interest of organizing all classes of railway men into one organization, to be known as the American Railway Union. It is the purpose to organize the million of emp of the railroads under one general union Hogan spoke for an hour and a half last night explaining the purposes and advantages number of railroad men from the near-by

Mr. Hogan leaves the city today, but w

ecretary shows ncreasing at the rate of

week ago with eighter ing, and it is reported the increased to 145. It is oring in the condu men, as well as sh minor employes of the extent. The American

THE NEW MASTER

monthly paper, which will Chicago and be called the R

decided to begin on the T

Sovereign, the new m Knights of Labor, seems to forcible and progressive id terized his illustrious pr Here is a sample:

A great struggle is bei the two great forces struggling to make slaves organized labor struggling to slaves. Opulence is fast robbing industry, and destroy of the common people. With 6 influences and the mon bounties I appeal to you to rally inder the shield of our noble the money power in the midd with a demand for the fr coinage of gold and silver at to one, and such other addit of money as the exigency of b without the intervention of I tions. Elect all legislative iudiciary officers of the genera the direct vote of the peop veto power of the Pre avocation of corrupting lo and referendum. Thus w world an industrial syste tramp at one end and no

REV. DR. GRAY OF

ndowed with splendid o he exact truth disapproval of the much credit to the reachers who

He told the minds of the

Dr. Gray exclaimed: be fewer p things of Christ Church

each other's wants other, and a de opportunity. We release to the devil

of the community.

LWAY TIMES."

Minerva, leaping from the has come into existence fully battle in the cause of labor; the importance and power of shalled and put in operation has determined, in all things appreciation of requirements, to of the organized army of work, therefore, on the First Day of sends forth on its conquering ALLWAY TIMES.

n Pollway Union does not permission to exist. It had a divine ght to be born. It does not ask for room to ay its part in the struggle which workingen are making for emancipation from desing environments. Its battle-ground is the intinent and its shibboleth is Education, statice and Fair Play.

Truth asks no favors of error; and the
Railway Union will delve for facts,
AILWAY TIMES will verify them
forth on their redeeming, disemancipating mission; in a
ILWAY TIMES will be the voice

salutatory of THE RAILWAY
ould be a pardonable offense to
ressors by reciting the policy THE
will pursue, but it may be
a say the policy of the paper
by of the American Railway
advocate principles and
advocate with such energy
advocate with such energy

merican Railway Union enn educator. In saying this nade, no pretense of perfecnfillibility, but it does mean on of railway employes

tude of ills. employes in the cold condition of n. starts out hitherto abans will contribute in which THE engaged let it be g. however antibe attacked with to clear the track or emancipation for the the influences of ignoore closely the fetters of their mastered by intelligence d here it should be said that TIMES will seek, under the American Railway Union, to es between employer and emother than the strike, the boy devices, and that in doing sitate to volunteer hints to as well as to employes.

s era of light and knowledge, it will he purpose of THE RAILWAY TIMES the light, nor belittle the knowledge from education, holding that it is ent a strike, while it is the culmiousness to provoke a strike, withwho are the aggressors.

wenting nations from going to war ther. True, it is said, "In peace war," but may it not be said are propriety, "In peace prepare nuance of peace"? At any rate, been said in favor of war, have settled upon the THE RAILWAY TIMES

THE RAILWAY TIMES then a vital principle in wisunderstanding, the property, will not be

and affairs, of economics in all their relations to human welfare, and then, at a critical time, discarding all the knowledge gained and resorting to old-time methods when ignorance reigned supreme

To the American Railway Union the launching of a new paper upon the troubled seas of labor, whatever it may be to others, is a matter of large import to the order, and present utterances are designed to indicate the future line of march. For the present THE RAILWAY TIMES will be issued semi-monthly; on the first day of July, 1894, the publication will be issued weekly, and on the first day of January, 1895, THE RAILWAY TIMES expects to take its

place among the daily papers of the country.

Recognizing the great value of comradeship and fraternity, The Railway Times enters the journalistic field with sentiments of profound regard for the labor press of the country with which it hopes to work in the most harmonious relations, believing that with a long pull, a strong pull and a pull altogether, victory will at last perch upon the standards of organized labor.

THE LEHIGH VALLEY STRIKE.

Strikes may be classified as follows: the wise and the unwise, the successful and the unsuccessful; but in such a classification we encounter this difficulty—the successful strike is always declared wise, while the unsuccessful strike is as a general proposition accounted unwise, and sometimes a harsher term is applied.

What is to be said of wise and unwise strikes regardless of results? Much we think can be said in the line of prudence. Strikes by wage-earners should be engaged in only in defense of some vital principle, nor then hastily or under the influence of passion. A strike is a serious matter, far more weighty

strike is a serious matter, far more weighty and momentous than is generally conceded by those who engage in them, and the time has arrived when the more salient facts relating to strikes should be presented and considered.

It is not the purpose of this article to epitomize the history of strikes, nor to discuss the varying results that have followed in their wake. The Lehigh Valley strike, which began November 18 and ended December 7, is the subject under discussion. It is the latest strike of railroad employes, and all the incidents connected with it are fresh in the minds of those who take any interest in such matters.

It is not to be gainsaid that the members of the various organizations on the Lehigh Valley had just cause for striking. The officials of the road demonstrated by their acts and policy a purpose to degrade their employes because they were members of organizations, with the purpose in view of effectually striking down e organizations un the road as that been done on the Reading; and to add proof of their purpose, they arrogantly and insolently refused to recognize in any way the chief officials of the various organizations whose members were employed on their road, and it was this fact, as declared by these officials that occasioned the strike. It was this vital principle, the right of the chief executive officers of the organizations to represent their organizations and bring about amicable relations between employers and employes, when all other means had failed, which the officials of the Lehigh Valley railroad ignored. Against this eminently wise and just principle they set their faces like steel and were willing to accept a strike with all its consequences, rather than make any concession whatever. Here then we have the fact clearly stated and sharply defined that whatever may have been the grievances of the men for which they sought redress prior to November 18, the strike was declared because the Lehigh Valley officials refused to receive the chief executive officers of the various organizations of the employes, namely: the B. L. E., the B. L. F., the O. R. C., the B. R. T. and the O. R. T.

The strike was declared at an end Decen ber 7, and here the question arises, did the Lehigh Valley officials concede the demand of the strikers to recognize and treat with the grand officials upon any matter involved in the strike? The answer is, not at all, hence the question, was the strike a success or a failure? The answer is, it was as complete and as dismal a failure as ever overwhelmed men who fought for a principle. The grand officials, Messrs. Arthur, Sargent, Wilkinson, Clark and Thurston, received no recognition whatever, and such adjustment as was finally secured was brought about by the Boards of Arbitration of New York and New Jersey, and it is noticeable that in the settlement they evolved, not one word is said regarding the status of the grand officials of the order named -they were totally unknown. Their proposition to President Wilbur was as follows:

sition to President Wilbur was as follows;

DEAR SIR,—The State Boards of Arbitrafion of New York and New Jersey desire to
know whether, if the existing strike is declared off, the Lehigh Valley Railroad Company will agree to take back as many of their
old employes as they have places for without
any prejudice on account of the fact that they
struck or that they are members of any labor
organization; that in re-employing men formerly in its service, the available time shall be
so divided among the men so re-employed
that they may feel they are again in the service
of the company and self-supporting; that in
making promotions hereafter the company will
make no distinction between men now in its
employ and those so re-employed on account
of seniority in service or otherwise; that when
in the employ of the road, committees from
the various clauses of employes will be received
from the branch of service in which theaggrieved
party is employed and their grievances considered and justly treated; and that in employing men in the future the company will give the
professore to former mess employed when the
critic is declared of. We further think that
the seclared of. We further think that

suggestions are reasonable, and that if they are accepted by your company the present strike will at once be terminated.

As has been said, accepting the recognition of the representatives of organizations by rail-road officers as a vital and a fundamental principle, it is seen that the Arbitration Boards of New York and New Jersey treated it with the contempt of silence. It was the principle for the vindication of which the strike was declared, and since neither the Arbitration Boards nor the officials of the Lehigh Valley railroad *recognized it, but treated it with disdain, the verdict is that no railroad strike ever met with a more humiliating defeat.

In pursuing the subject, other questions arise; in fact they come in rapid succession. In selecting those of special importance the inquiry is forced upon the attention of railroad employes everywhere, what benefits accrued to the Lehigh Valley employes as a result of the strike? It is only necessary to read the settlement as prepared by the Boards of Arbitration to be convinced that vast injury and no benefit whatever came to the employes. The propositions of the Boards of Arbitration to President Wilbur were of the most abject character. Everything was asked and nothing ment, as proposed by the Boards, indicative of independence, self-respect, defiance or courage. President Wilbur is asked if he will do thus and so, provided the strike is declared off. Wilbur grants (?) the requests and the strike terminates. Are the men all taken back into the service of the road? By no means, and the estimate is that not less than seven hundred of them are out of a job. The mere statement of the fact demonstrates bow unutterably cruel was the settlement to the men who staked all and lost all. Was the strike dictated by either wisdom or

prudence? Was the time propitious for going to war with a powerful corporation? should have been the dispassionate advice of the officials of the various organizations? the first place, the season of the year and industrial surroundings should have suggested to the officials the mauspiciousness of the time until the Ice King had been driven away by the coming of the vernal season. They could have advocated delay until the industrie of the country revived and the unemployed had found work. But it does not appear that they thought of such things. They had been snubbed by the railroad officials and were ambitious of asserting their prerogatives; their pride got the better of their prudence, but unlike the unfortunate victims of the strike, they did not lose their jobs. Wilbur and Voorhees understood the situation-caue as man-eating tigers, they banked upon a zero temperature and a zero financial condition of hundreds of their employes, and Wilbur, when the strike was declared off, gave expression to his gratification, but declared in the future as in the past, he would tolerate no outside interference in the management" of his road, a notice to grand executive officials that in so far as the Lehigh Valley railroad was concerned their occupation was gone. Press dispatches have it that immediately Chief P. M. Arthur was seen at Bethlehem, Pennsylvania, "in a very pleasant frame of mind." In response to an inquiry, he is reported to have said. " Mediation is a great thing." When asked "if the terms of the settlement were entirely satisfactory," his reply, as reported in the Philadelphia Record, was, "That remains for the men to say: as for me, yes. If you can't get what you want you must take what you can get." Cruel-hearted as are Wilbur and Voorhees, careless as they are of the rights and interests of employes, they have said nothing f r publication so clearly indicative of indifference as are the words credited to P. M. Arthur. Being satisfied with the ter maintain his dignity as grand chief cloven

their manly devotion. The indications are that in railway affairs at least, the strikes of the future will be profoundly considered before they are declared. There may be, as in the Lehigh Valley strike, a vital principle at stake, but men will be apt to investigate with the utmost caution the resources at their command to vindicate a principle, however important, before they de clare war, remembering that delay is preferable to defeat, and that ample resources are prime essentials to success. And furthermore it is doubtful if the striking statutes of organ izations are permitted to remain as at present The strike of the future will not be for the vindication of wrongs in any sense visionarypetty infelicities expanded to balloon propo portions to collapse the moment they come in contact with common sense; and thus it likely to happen in the very near future, that men before they voluntarily stop their wages will inquire more seriously than has hitherte distinguished their deliberations as to the probability of results. Had this been done on the Lehigh Valley the disastrous strike would not have occurred, and men now out employment and not knowing when or wh they will find work, would be in a position face the problems that winter always impoinstead of being compelled to accept what the n. There are to be new strike p

down and exiled to idleness as a penalty for

worth several tons of cure"; in a sentence, common sense is to play a conspicuous part as a prevention and a panacea.

THE RAILWAY TIMES, unlike P. M. Arthur is not satisfied with the outcome of the Lehigh Valley strike. The TIMES deplores the result of a strike which subjects manly men to the acceptance of " what they can get," especially when they get only defeat and all the ills and sacrifices which defeat entails. For the men the TIMES has only words of profound sympa thy. They were deserving of a better fate The Lehigh Valley officials, as full of duplic ity as tarantulas are of venom, have begun cutting down the wages of those of their employes who struck, and the work of spoliation will doubtless continue until the employes have paid every farthing of the real or estimated cost of the strike to the Lehigh Valley Company. Thus ends a most disastrous strike to the employes who engaged in it, and those who were foremost in the strike, who had the courage of their convictions and were accounted leaders in a noble cause, are the men the company has selected to pay the severest penalties. Unlike P. M. Arthur, they are not n a smiling mood, nor are they satisfied with what they get, which is the undeserved penalty ployes on the Lehigh Valley, who dared to strike, its sympathies, and expresses the hope that for them the outlook may soon be brighter.

PENALTIES FOR PRINCIPLE.

The Railway Conductor for December, in imming up its review of the Lehigh Valley strike, concludes that the strike was settled in a manner that must be highly satisfactory to all true friends of organized labor." regret that the facts in the case, as they come under our observation, are such as to prompt us to dissent from the verdict of the Con-We have it upon the authority of the strikers themselves that at this writing about seven hundred, or more than one third of them, are out of a job, left out in the cold, and viewed in this light the strike can hardly be claimed as an overwhelming success. But this is not all, nor the worst of all. In taking back the old employes, the officials were care ful to see it that those who were active in the strike were not reemployed; they were told that their places were filled and thus the penalty of having the courage of their convictions was visited upon them with cruel sever-

ity Nor is this all. Soon after the strike was settled a sweeping reduction of wages was ordered to affect only the scabs and the striking employes—they were put upon the same level—those who remained at work, preferring the odium of scabbing to a manly defense of a principle, not being included in the reduction, the officials declaring that they must be rewarded for their fidelity to the company.

We profess to be "true friends of organized labor," but we cannot admit that such a settlement is "highly satisfactory" to us.

A dispatch from Wilkesbarre says that

imme liately after the strike was delared off, the strikers made a rush for Superintendent the strike was declared off, gave expression to his gratification, but declared in the future as in the past, he would tolerate no countries to grand executive officials that in so far as the Lehigh Valley railroad was concerned their occupation was gone. Press dispatches have it that immediately upon the termination of the strike, Grand Chief P. M. Arthur was seen at Bethlehem, Pennsylvania, "in a very pleasant frame of prind" for response to an inquiry he is reported." imme liately after the strike was delared off, imme liately after the strike was for superintendent leaves from the strikers made a rush for Superintendent leaves in the strikers made a rush for Superintendent leaves in the strikers made a rush for Superintendent leaves in the strikers made a rush for Superintendent leaves in the strikers made a rush for Superintendent leaves was declared off, imme liately after the strike made a rush for Superintendent leaves in Superintendent leaves was delated off. The strikers made a rush for Superintendent leaves softendent leav

At Jersey City the men, when they reported for duty, were told that when they were wanted they would be sent for.

In his first official circular to the Brother-hood of Locomotive Firemen, as it appeared in the Firemen's Magazine, Grand Master Sargent says the strike is one of life and death, that "we cannot afford to be beaten," that it means "the annihilation of organized labor" on the Lehigh Valley, that "everything depends on the result."

In his official circular declaring the strike off, Mr. Sargent said: "Each day demonstrated to the satisfaction of the grand officers that the company was gaining ground, more trains were being run, and the business handled to better advantage." * * * "Every train from the West brought in additional recruits for the company's service, and each day the number of trains sent over the divisions increased in like proportions, there being but one division where there seemed to be anything like victory for the strikers." * *

* "It was the unanimous expression of the general chairmen that the strike should be ended; that every day the company were gaining ground, more trains were being run and with better success, while they were constantly adding to the list of their employes." * * * "There is to be considered," the grand

* "There is to be considered," the grand master continues, "the conditions which may present themselves if the strike continues until the time comes when the places of all the old employes have been filled, and there is nothing left to be done but to declare the strike off and send out over the country the hundreds of men who have for years been employed by the Lehigh Valley Company."

Doubtless Grand Master Sargent and his colleagues did the very best that could be done under the circumstances, and that was to declare the strike off on the best terms the company was willing to offer, and get as many of the men back as there were still vacancies for.

As a matter of fact, the company was triumphant from the beginning, and protested against the intervention of the Boards of Arbitration of New York and New Jersey through whom the settlement was effected. The alleged concessions of the company armere shadows of the merest pretexts. The officials concession in effect, when in your property of August 2 should remain in effect, when in your property of the company and provided that the agreement of August 2 should remain in effect, when in your property of the company and the concession in effect, when it is not the company and the concession in effect, when it is not the company and the concession in effect, when it is not the company and the concession in effect, when it is not the company and the concession in effect, when it is not the company and the concession in the concession in the company and the company are concessions.

assurance that it would be lived up to any more in the future than it had been in the The officials also conceded that they would take back as many of the strikers a they had any use for, reserving and exercising the right to have no use for those who had been active, that is to say, for those of courage, manliness and self-sacrifice. Another concession was that the officials would permit grievances of employes to be presented in precisely the same manner as they were preented before the strike occurred. Nowhere is there the slightest reference to the recognition of organization or the representatives of organization, and as this was the vital principle upon which the "life and death" struggle was made, it is clear that the organizations were compelled to concede this principle, for the sake of which hundreds of manly men, supporters of organized labor, now find themselves out of a situation.

Oh, no, the settlement is not "highly satisfactory" to the "true friends of organized labor," nor indeed satisfactory at all to any friend of organized labor.

It was a fight between the Federation and the Lehigh Valley. The issue was squarely made. The Federation lost. Had the Federation won, the declaration would at once have gone forth that this contest demonstrated the invulnerability of the Federation, and triumphantly vindicated its unconquerable prowess.

Grand Chief Clark is credited with having said, "If we can only get the shop men out we can win," and with suggesting the expediency of making the effort. It would have been a fruitless undertaking. The shop men like the switchmen, were not pulling chestnuts out of the fire. Just at that particular juncture they wanted none of P. M. Arthur's "entangling alhances."

But the disaster will not be without its good results, notwithstanding the utter demoralization of the organizations on the Lehigh Valley system. Having faith in the future, we predict that the defeat of the men will yet be turned to victory for organized labor. The one lesson taught is Unification. As long as there is division there will be defeat and disaster. Unity alone insures success, and had such unity prevailed in the Lehigh Valley, not merely in the train service, but in the office, shop, yard and track service, all combined, from end to end and from center to circumference, the strike would have been won—better still, it would not have occurred.

WHY THE "WORTHY" FOOR?

If there is anything connected with these appfortunate times better calculated than all others to arouse a feeling of indignation, it is the talk about helping the "worthy poor." To read the newspaper accounts of charity balls and the formation of relief societies, one would think that there were two distinct classes in need; that one class is poor because they can't help it, and the other by choice.

to matter of course; there are a 16w profes, onal tramps in the country, but compared to the army of the idle they are an infinitesimal number. The percentage of the human family that will voluntarily live on the crusts begged from back doors, when work can be had, is so exceedingly small that it has no more to do with this question than a s' ower has with increasing the depth of the ocean. In times of commercial prosperity the tramp lives principally in the fertile brains of plutocratic editors who write excuses for their masters, and in the comic publications hard pushed for childish jokes.

Among those in destitute circumstances today there will be found a smaller percentage of impostors than in any other class of people. Why? Simply because rascals can easily take care of themselves and do not need to eat from the hand of charity. Scoundrels and impostors seek better quarters than the relief barracks. They infest every good and bad institution. You may find them in the very work of raising money for the poor. You may find them in the church or the gambling den. You may find them in political life by the thousands, using their places for personal gain, living at the public crib and prating about the "worthy poor."

There would be no poor, "worthy" or otherwise, if it were not for the unworthy

THE OBJECTORS.

There is a class of the human family that always objects to progress. It has enough of the parrot to talk and enough of the mule to kick. It makes no stir in the world except when some invention attracts public attention. It has never failed to ridicule the best ideas ever produced and never will. To its mosscovered eyes the greatest inventors and dis coverers appear to be clowns. It laughed at Harvey, it made merry at the expense of Watt, it roared over the "folly" of Fulton. It chuckled at the "insanity" of Franklin, poohpoohed the "nonsense" of Morse, talked of mobbing Whitney, treated Howe with contempt, said Field was a lunatic and grew hil arious over the work of Edison.

But the world moved right along. Steam lifted the burden from labor, lightning was harnessed, the cotton gin added untold wealth to the country, the sewing machine abolished household slavery, the continents were united with a chain of intelligence, the telephone added a thousand miles to the range of the human voice and the arc light turned night into day.

So while the objectors scoff, while the houghtless ridicule, the world moves. The old must forever give way to the new.

ONE of the amusing things to the Lehigh officials must have been the press dispussed ecently from two cities. They appear he same colours. Governor

WEAPON OF THE BALLO

Education is one of the watchwords of the inquirers ballot is the wear must be won, and thorough drilling in its can begin none too soon. So far, o tion of labor in the United States has little more than a disconcerted prote blind resistance of vaguely com evils. The pain of existing conditions is he and tangible enough, but on the questi the cause and remedy there is wide dil of opinion. This is because we look at problem from different levels of know regarding the intricate whole. When all countless groups of conflicting thinkers given the same time to investigation, they reach the same general conclusions; at hey will agree sufficiently to move

Education, then, is a prime object of or ization. As its light spreads, the power of ballot will be recognized and put to practi use. Those who believe in peaceful revo tion have nothing else to hang a hope upon

ogether along the line of com

OUR CONTRIBUTORS,

A glance it the opposite page gives an id of the excellent character of the contribution of the United States as in Eupoints out a truth of vital consequence. Seph R. Buchanan, the well-known labor tor of the American Press Association, a contributes a timely article on the situation of the popular writers Marie Louise and Jan Middleton talk entertainingly, and in the mounter others will be introduced.

IF labor had less charity and more justifewer people would be hungry.

Some people seem to think that dropping dollar in the charity fund covers a multitud of sins.

THE Lehigh men did some good strikin it was one of the finest armies ever left lead riess on the field.

THE AMERICAN RAILWAY UNION is found upon the principle that the man who oils axle is as good as the one who pulls a throt

THE average church attendance in Ch

has recently increased wonderfully—on count of the doors being thrown even to homeless at night.

NOBODY is starving because there has the

reason some of us are hungry is because of have more than they can eat.

In the shadow of the grandest pala found the most wretched hut. The the millionaire is productive of tramps. To reach the happy medium extremes must be abolished.

It is a significant fact that the grand chie who says the four-dollar-a-day man has n interests in common with the two-dollar-a-da man, never fails to shriek for two-dollar-a-da help when he gets into a strike.

It is not a strange coincidence that immediately after the close of the Lehigh Valle strike, there was a spontaneous demand for the American Railway Union. A federation, however perfect, if only a small percentage of the employees, will not answer the demand. The complete unification of the whole service is required—and is inevitable. The AMERICAN RAILWAY UNION is marching across the continent with majestic stride.

MR. JOHN C. NOLAN, who can write after his name "Chairman of the General Gries ance Committee of the Great Northern Rai way," has earned a little inexpensive notories by contributing a paragraph a column long the Minneapolis Tribune, in which he explains what a set of fools the projectors of the AMERICAN RAILWAY UNION are. He pronounces the declaration of principles "rot."

If you have the courage of your convictions Mr. John C. Nolan, you are cordially invited to meet one of these simpletons before an audience at any place of your own choosing and let the public be the judge of result. Minneapolis would be an excellent place to the debate.

WHEN the Lehigh Valley strike was about be ordered, Grand Chief Arthur, who w at Cleveland, quite near the scene of act headed for the West, and when the broke, was found at St. Louis, trying, so said, to settle some grievances for th neers employed by the St. Louis Bridge pany. He deputized an assistant to Lehigh Valley battle. What would have thought of the Duke of Welli military captain if on the eve of V nad commissioned a corporal British forces in the impending the hosts of Bonaparte while he miles to quell a riot in a kind comparison is not an unfair even the remotest tant Grand Chief You front to assume the res and receive the ce

Carlin, Nevada. IAL UNION, 421 ASHLAND BLOCK, CHICAGO Chas, B. Kappler 75. San Antonio, Texas. J. C. Dale, 216 Wille Wadsworth, Nevada. GEORGE V. DERS..... PRESIDENT
JEORGE W. HOWARD VICE-PRESIDENT
SYLVESTER KELIHER SECRETARY G. W. Lindsay 77. Yoakum, Texas. Jas. Findlay, Box 50. LOCAL UNIONS. 78. The Needles, California. George Lampson..... Chicago, III. S. Keliher, 421 Ashland 79. Ciudad Porfirio Diaz, Mexico. Thomas Lynch, Box 109, Eagle Pass Texas 80. Los Angeles, California. W. H. Ciune, 1844 Naud street 81. San Bernardino, California. 82 National City California 83. Laredo, Texas. Frank Bradshaw, M. N. R'y shop 84. San Diego, California. Ross A. Wood, 1200 Indi 85. Galveston, Texas.

GENE V. DEBS.

Grand Junction, Colo. E. A. Bliss

Washington, Ind.

Cleveland, Ohio M. R. Miller, 179 Da

Louisville, Ky. Juo. Caldwell, 1518 cil Bluffs, la. Edw. H. Ott, 543 Mill st Glenn's Ferry, Idaho. St. Louis, Mo. A. Smith, 1113 St. East St. Louis, III. T. A. Poueigh, 3° 15 R. M. Brown, 5 ad 86. Houston, Taves. St. Joseph, Mo. Bernard Mulvey, 1213 Hard 87. Palestine, Texas. Kansas City, Mo. R. S. Dickson. R. B. Jenkins, 431 88. Helena, Montana. Atchison, Kan T. J. Flynn, 1504 Chestn C. C. Rowe, 1321 Co 89. Great Falls, Montana. Omaha, Neb. J. Daly, Box 750 A. I. Noble, U. P. F 50. Springfield, Mo. C. L. Bell, Box 87, Station Agen 91. Fort Scott, Kansas. Ralph Phillips, cor. :: 92. Springfield, Mo. A. Arni, 715 W. Elm st

Columbas, Neb. Grand Island, Neb. W. R. Brown, 217 E. 8th s orth Platte, Neb. 93. Kalispel, Mont. Denver, Colo. Ino. McGroarty, 3333 Co 94. Spokane, Wash Sioux City, Iowa. W. Gompt, Temple Cour Fred Woodruff, 319 Lafa 95. St. Louis, Mo. Cheyenne, Wyoming T. D. Page, 3925 Blair ave 96. Cincinnati, Ohio. Laramie, Wyoming Ino A Sheehan & State av-P. J. McKay ... 97. Minneapolis, Minn. is, Wyo. las F. Lyons 625 7th ave No

98. Seattle, Washington. River, Wyo 99. Ellensburg, Washington. Henry C. Markel, Lock Box Limberg, 1130 100. Winnipeg, Canada. n, Wyo. A. H. Turvey, 572 Alexander st 101. Tyler, Texas. Lake City, Utah J. T. Peyton 102. Sprague, Washington H. W. Bosworth Wagner, 3153 Pacific 103. Tacoma, Washington. Pocatello, Idaho. F. A. Mills, 324 East abth st Frank A. Law, Box 104. Hope, Idaho.

105. Marshall, Texas.

111. Ciudad Porfirio Diaz, Mexico. Carlos D. Espinosa

Fort Wayne, Ind. A. L. Jacobs as. Curry, 75 Day 106. Minneapolis, Minn Madison, la. I. H. Blumenauer, 240 12th a 107. Missoula, Mont. 108. Gainesville, Texas W. A. Gilbert, 103 E. Broad 109. Denison, Texas. Jno. Devanly, 401 Gaudy st 110. Slater, Mo.

> 112. Texarkana, Texas. 113. Ennis, Texas. 114. Rock Springs, Wyo. 115. Toledo, Ohio. C. W. Otis, 805 Cherry

116. Pasco, Washington. Indianapolis, Indiana C. W. Shaw, 52 Harding 118. Vincennes, Indiana. Wm. McK. Faulk 119. Flora, Illinois. Oscar E. Dutton

Cleary, 1015 Nevada ave

as, Texas. orge G. Clough, 3

Worth, Texas

Emporia, Kansas. D. A. Matheny...

P. L. Estes, 904 Morga

don, Texas.

ta Falls, Texas.

120. Grand Rapids, Michigan Jno. H. Mooney, 440 S. Ionia 121. West Branch, Michigan. M. J. Mahoney ... 122. Staples, Minnesota. 123. Troy, Montana. S. J. Oglesby . .

J. C. Spence.

125. Chicago, Illinois. James O'Donnell, 1916 38th st.

SUBSCRIPTION BLANK.

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

UNION MEETINGS.

Union meetings of railroad employes will be held as follows: Speakers, E. V. Debs and G. W. Howard: Scranton, Pa., January 7

Milwaukee, Wis., January 14. Minneapolis, Minn., January 21. St. Paul, Minn., January 22. codhouse, Ill., January 29.

Effingham, Ill., February 7. Over a score of other points are ready sanize in this section, and dates will be fixe

She stood at the gate, quite free from sin, A blue eyed maiden, fair to see. Oh, good St. Peter, I want to come in, But I haven't a thing to wear, said she

So I observe, said the goodly saint, But never you mind one bit, my dear, You needn't blush or you needn't faint, The girls all dress alike in here.

But tell me, how came you in this sad plight?
The maiden sighed, and she hung her head,
While the pearly tears fast bedimmed her sigh
"I died in my bathing suit," she said.

Where It Was Needed.

Mistress-" My husband was out to a dinner last night, Bridget, and it won't be necessary you to sweep the hall this morning. Bridget-"Yis, mum. Is there anything else, mum?"

Mistress — "You might run the carpet sweeper over his dress suit a few times." York Herald.

Worse Than Railroading. This is the way the Kansas City Journa

objects to the boomer business:

the Doomer Dusiness:

I wouldn't be a boomer
And with the boomers stand
In line for sixty hours
And fill my lungs with sand,
While grimy perspiratiou
From every pore would drip,
For the choicest quarter section
In all the Injun strip.

Nothing to Brag About.

" Papa, did you ever see a king?

"Yes, my son."
"Oh, did you, honestly? A real king? Yes.'

"My, how did you feel when you saw him What did you do! Anything?" "I didn't do anything, my son man had aces."— Boston Globe.

Could Do It Himself.

A minister of a prominent New York church who was about to leave home for a few days was bidding goodby to his family, says the Boston Budget When he came to Bobby he took the little fellow in his arms and said : Well, young man, I want you to be a good

Bobby promised and the father departed, leaving him with a very large and full appre- knife of some schoolmate.

ciation of his new and weighty responsibility. When night came and he was called to say his prayers the young guardian expressed himself

"Oh Lord, please protect papa, and brother Dick, and sister Alice, and Aunt Mary, and all the little Jones boys, and Bobby. But you needn't trouble about mamma, for I'm going o look after her myself."

Wanted the Jury.

A man may be very stupid and yet say a good thing. The prisoner who, hearing the judge say, musingly, "I don't know whether to give you ten lays or ten dollars," promptly to give you ten lays or ten dollars," promptly replied that if it pleased the court he would take the ten dollars, was looking after his own interests no more closely than the hero of this anecdote by an exchange:

He was as green as a pumpkin, and it showed very plainly on him when he appeared before the court charged with stealing a mule.
"Have you an attorney?" asked the court.

'A lawyer?"
"I hain't," he said, simply.

Do you want one

"What's the use uv him?" "He will defend you."
"You mean he'll git me off?"

" He'll try to."

"But can't he?" 'That's for the jury to say."

"Kin the jury do it?"
"Yes; the case is left to them."

" And they kin git me off?

Well, then, ef it's jest the same to you I'll take a jury.

Rather Pessimistic.

We have all laughed about the farmer who in complaining about his bad luck, explained that the corn crop was a failure: "I didn't plant much," he said. "What I did plant didn't come up, an' what came up the crows took, an' what they didn't was killed by the drouth, an' when I picked it there wasn't none

This was a gloomy view of the situation, but an eastern paper quotes a schoolboy who

Any boy or girl who doesn't know what a pessimist is should be sure to read the following: Jeremiah, who is twelve years old, is already a confirmed pessimist. Among the things he continually grumbles about are his boy, and be sure and take good care of lead pencils, which never have points, and to sharpen which he always has to borrow a

In Answering Advertisements kindly mention The Railway Times.

THE BROTHERHOODS' JEWELER

MCGRANE'S "LOCOMOTIVE CLOCK."

THE only substantial, moderate price clock on the market. Movement has jeweled escapement. Case cast bronze; front screws on; side wind; six inch porcelain dial. Very elegant and accurate. The red hand shown at VI o'clock is on the inside of glass and is moved by a knurled nut on the outside. This is John Alexander's "Red Reminder." When it is moved out of its regular position (six o'clock) it is put at the time of the next meeting point, order station, or what not, and serves to remind you that you must make a meeting point, got orders to side track at that time. No extra charges for the "Reminder." Clocks furnished with or without it.

PRICE, . . \$12.00.

P. S .- PLEASE NOTE THE CHANGE OF ADDRESS FROM 48 MAIDEN LANE.

JOHN J. MCGRANE, WHOLESALE JEWELER

MEMBER DIVISION 105, B. L. E. 187 BROADWAY,

NEW YORK

USEFUL BOOKS.

START A LIBRARY NOW.

Locomotive Catechism," by ROBERT GRIMSHAW. Nearly 400 pages. Full of cuts and illustrations. Fresh from the press and fully up to the times. Price, \$2.00.

ocomotive," by M. N. FORNEY. More than 700 new catechism of ages and more than 500 engravings. Greatest book published. Price,

Compound Locomotives," by ARTHUR T. WOODS. The only book on the subject. Should be in the hands of every student of the locomotive. Price, \$2.00.

Air Brake Practice," by J. E. PHELAN, of the Northern Pacific R. R. An exhaustive treatise on the Air Brake; explains in simplest language how to operate it under all conditions. **Price**, \$1.00.

Progressive Examinations of Locomotive Engineers and Firemen," by JOHN A. HILL. A capital little book for new beginners. An excellent pocket companion. Price, 50 cents.

Alexander's Ready Reference," by S. A. ALEXANDER, for engineers and firemen. This book contains more valuable information in fewer words, and is easier understood by railroad men than any other book now in print. Price, \$1.50.

Twenty Years with the Indicator," by Thos. Pray, Jr., M. E. Copiously illustrated and containing many rules as to the best way to run any steam engine to get the best results. **Price**, \$2.50.

Simple Lessons in Drawing," by ORVILLE H. REYNOLDS (Chief Draftsman, Northern Pacific Railway). A splendid book. Every student of locomotive engineering and every explorer in the field of mechanics should have it. Price, 50 cents.

Roper's Hand Book of the Locomotive," by Stephen Roper. One of the most valuable treatises ever written on the subject. It is fully illustrated, and contains a description of the most approved locomotives in use Price, \$2.50.

Locomotive Running Repairs," by L. C. Hitchcock. A splendid little book for locomotive men. Price, 50 cents.

"Why don't you have a knife of your own, Jerry?" one of the boys asked.
"Got no pockets to keep it in," said Jerry.
"Then why don't you have a pocket?"
"If I had one I'd have a bole in it."

"Well, even then you wouldn't be any worse off than you are now."

"H'm! Yes, I should. If I had a pocket'n a hole in it I never'd have anything to lose through it."

Brotherhood Overalls.

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

H. S. PETERS BROTHERHOOD OVERALLS, B. L. F. No. 3. B. L. E. No. 419.

Hinsdale St., BROOKLYN, N. Y

WHAT THEY SAY ABOUT OUR

Eldon, Jowa, Dec. 18, '93. Dear Sirs': Please send me one of your seats for locomotive use. I find that they are the best sent for engine use that I have seen yet. I want it 24 inches long and so inches wide. Weight 170 pounds. Send it C.O. D. Yours respectfully, (Signed) W. T. BROWN. Engineer C.R.1.& P.R.R. Eldon, Iowa, Dec. 18,'93.

Sioux City, Iowa, Dec. 21, 1893.

Dec. 21, 1893.
Gentlemen: I see your Spring Seat advertised in the Journal. I used one of them last fall and like them ever so much. Please send me C. O. D. a seat 18 x 24. My weight is 183.

Yours truly.

Yours truly, Yours trui,, (Signed) C. G. CONVERSE, 415 Morgan St

of finest tempered steel spiral springs, heavy ban frame, and tempered woven wire fabric. Any size or shape size, 18 x 24. Price for seat not over 24 inches long, \$2.00. Ter cash with order. Please give your weight.

MANUFACTURED ONLY BY

You Ha

Make

Our book of dat States and Fore

so that you may

in You

MATIO

Coin a

832 (1) 5

If Yo

That are p

SMITH & HAGGARD CO., Dep Cor. Sacramento & Carroll Aves., CHICAGO,

We refer by permission to the following users: D. J. Crowley, & W. R'y, 16 Jones Street, Savannah, Ga.: Jno./Horton, Grand Junct., Colo.: Wm. Malloch, Engineer G. T. J. Belleville, Ont.

J. S. TOWNSEND, Railroad Jewe



400-page Catalogue

nailed you for 10 cts. Goods sent C. O. D.

to all points. Charges

paid.

1554 WABASH AVENUE, CHIC HEADQUARTERS FOR

Emblems of all kind

DIAMONDS. WATCHES. CLOCKS.

JEWELRY.

BISQUE BRONZES SILVERWARE,

We Manufacture, Repair, Design.

Gold and Silver made over.

Engrave,

THIS SHEET IS ************************************ FOR DOL

At the office of "Locomotive Engineering,

Listen! The are getting out three Educational Devices for the benefit of readers of

"Locomotive Engineering."

The first device described below will be ready for delivery with our Januar with the May issue. We will mail all three of them alone for \$1.00 to any

address in the United States (the models cannot be sent to tariff protected countries; the engine engraving can be).

Or, if you will fill out the order below and send to us with \$2.00, we will send you "Locomotive Engineering," the largest and best railroad paper printed, the regular subscription price of which is \$2.00 for 1894, and the "Three Little ters of the Locomotive" beside. Schoolmaster

beside.

**con't send any of these devices to any subscriber who is not paid to the end of 1894 on our list.

**won't send them to Canada or Mexico and insure delivery.

**don't sorre how you subscribe: in a club, through a newsdealer or by your lone self—if your name is on our list for 1894 you can have the models.

**own't supply these models to those who buy the paper on news stands. We will mail them in this case for \$1.00.

Any man or boy interested in locomotives or brakes in any way needs these devices. They are alone worth the price asked for them and the paper. You need these, and they don't cost you a

price asked for them and the paper. You need these, and they don't cost you a cent. If you never saw "Locomotive Engineering"—won't take our word for it—drop us a card and we will send you a sample free—let her talk for herself—we'll leave it to you.

Do you want something to make it easy for you to understand the sthings about your business; things that to know right at the right save your job or your neck? If you do, fill out this blank and send us we will see that you get the "Three Little Schoolmasters," and "Le Engineering" for a year.

SINCLAIR & HILL, 5 Beckman Street, New York.

Inclosed find \$ which pay my subscription to Engineering" until December, 1894. Please send me the three Educates fast as they are issued.

Address, Street or Box No

FAITH

invitation kind

with labor, con

ld say to then aula is as true is her department of suspicion, which sossible, by that mesty and true-wman, you are

This may be n professing to sed their posi labor in th

uce, when the crisi it, leaders of capacity and moral worthy the trust, the loyalty and the comrades. hid treasure, and having found hein as your people trusted Lin-ant in the great days of the slave

keep them there, you may as well at billiards as talk about doing labor by labor associations. Charsupreme quality, the possession of Without it

the duty of the newspaper to lead, and to guide. In the discharge of and to guide. In the discharge on you deserve the good wishes desire the welfare of their fel In all your labor publications and as never forget the two great watchthe missionary Carey: "Attempt gs for God! Expect great things W. T. STEAD.

R'S ADVANCE.

BY MARIE LOUISE.

rbances in the realm of pro ical and social economists, saladjustment of the relation nd labor. The desirability these two industrial fac

History tells us of these dreadful encounters and the rejeated routing of labor's forces. In 1358, the insurrection of the Jacquerie swept over France like a hurricane. Political authority vanquished it, and the tillers of the soil were butchered as if they had been snakes or tigers, the king presiding over the butchery. In 1380, the exasperated voice of Wat Tyler called his fellow rustic serfs to arms against an authority whose despotism and rapacity had become unbearable. But the awful tragedy of the French Jacquerie was reacted tragedy of the French facqueric was reacted. The king of England led the expedition against the starving peasants. With his royal voice he ordered a general massacre of the rebels, and with his own royal eyes he feasted on the heaps of hacked human flesh, quivering

on the heaps of hacked human flesh, quivering in rivers of blood.

Gruany's plains were also flooded with the Four uprisings blood of the peasant serfs. Four uprisings— 1502, 1514, 1522 and 1525—resulted in the general slaughter in cold blood of the tillers

The voices of these rustic toilers were ilenced in death, but the voice of labor still ontinued to moan and protest. The year 789 set in. The torches of the rustics set 1769 set in. The torches of the rusics set the feudal eastles in flame and their swords drove the seigniors out of France. Labor drew a long breath and dreamed of freedom. Alus for its awakening!

The old machinery that had oppressed the

toiler was smashed up, but the power that had propelled it was still intact. The legislature remained equipped with the same power as of

The subsequent efforts of the toilers of the cities to emancipate labor from the thralldom of capitalism were but a repetition of the old struggle. Defeat succeeded to defeat, and struggle. Defeat succeeded to detext, and the lives of the workers were sacrificed on the battlefield. Capitalism backed by the legislature is unconquerable; it is a plutocracy.

Could the streets of old Paris talk, what a

tale they would relate of the devotion, heroism, desperate fight of labor's legions to win the right to work and to strip capitalism of its legislative support! On the 22d of June, &48, half a million of toilers—men, women and children-left their desolate homes to wander in the streets. The majority of them week hungry. Three months previous, the legislators whom they had just placed in power legislators whom they had just placed in power ther having swept away the monarchy, by ledged themselves to provide work for the laboring classes. The people, trusting to their honesty, proposed to give them three months to arrange things and redeem their honesty honesty. months to arrange things and redeem their pledges. Patiently, they endured privations and even hunger during those three months of maddening suffer. and expectation. The time allotted had now passed and the toilerdemanded of their legislators to fulfill their

But during those three months, the elected of the toilers, instead of devising means to redeem their pledge, occupied themselves with organizing a large militia to resist an outbreak of the people, and with filling Paris with reg-ular troops called from the province. So it was lead and not bread the legislators had

repared for the toilers.

To complete the calamity, the national workshops where 120 000 men were employed, vere closed by order of the government

The sun of June 22 rose on that terrible ondition of things. The toilers formed in columns that dragged their long lengths through the streets of the capital, mournfully droning as they went: Bread or lead. The legislators replied by turning out their bayonets. No alternative was left for the toilers but to die peacefully of starvation, or to die in fighting. Under their desperate hands, barrifighting. Under their desperate has cades rose so immense in their put that none like had ever been seen.

osed to work for their bread as they were poosed to work for providing food and turies to their employers and rulers. Their lastrial condition was looked upon by the er class as one similar to that of other useful domestic animal.

e call at the present day labor, save to con-ne it within restrained and narrow limits to deal severe chastisement to those toil-who, like a horse that kicks and balks, ces his insubordination ostensible to the rs and the rulers.

The right of capitalists to exploit labor and the laborers as they do beasts of burden, based on the alleged decree of God e pleasure it was to consign the large ori y of his creatures to misery, hardship, ager, servitude and degradation, in order t a small minority may live on the fat of land, revel in luxury and sports, and thilly dictate their wills to their poor dis-rited fellow-creatures out of whose labor they lived. The pretensions of the political rulers and of the industrial masters were sustained and strengthened by the similar tensions of the spiritual rulers, they assume to represent God on earth. they who legislature invariably catered to the interests and safety of the spiritual and the temporal masters of the masses. The only care be-stowed on laborers was to lay taxes on them heavy as the utmost capacity of their earn-

ngs would permit.

These taxes were levied to fill the pockets of the legislators who backed up the claims of capitalism, also to provide rods to flog the ter of an individual organism. Means fo workingman, prisons to confine him, gallows its preservation and prosperity were adopted to hang him, soldiers to sho rebelled against his servile co (This condition of things

dition of things, I beg to remark, existed way back in past centuries in Europe, previous to the time of Adam Smith and the dedition is improved, for the American con-titution emphatically declares that "all men

stitution emphatically declares that "all menare born free and equal," and what the constitution says ought to be true.)

Unfortunately for the repose of the upper through occupying a place in the industrial world identical with that of the horse and being also inclined to balk and kick when illmentary transports a faculty for reaponing super-

looked with horror and contempt on the claims of the toilers, now clapped their flands, flattered the leaders and grinned on the rank and file of labor's legions. "That organism, so in the present day, of course, the toiler's well formed and solidified," they thought, well formed and solidified," they thought, well formed and solidified, they thought, well fast forever. The toilers glory in their conditions and each equal, and what the conditions, we will last forever. The toilers glory in their conditions, we will give them a day to glority and celebrate their position in the social realm, and make the occasion a national holiday. All that is left for us to do now is to protect the organism within the limits it ought to occupy."

The strength of organized labor grew, so did that of organized monopoly. Monopoly and the legislature became welded together. Strikes now replaced the insurrections of the spatial singular that the conditions of the series of the case strike and the realm of production to do not the force that propelled it regardless the jarring of the wheels.

Before Adam Smith spoke, the toiler had ficient acumen to take cognizance of the term and various factors which constituted and various factors which constituted and various factors which constituted the matter of the variety and to the matter of the past and the realm of production to the mption; proportion of price of commod. The well of the past and the realm of production to the mption; proportion of price of commod. The well of the past and the realm of the conditions. It is not the conditions. It is not the conditions. The toilers are the past the past the organism within the limits to the conditions. The tre

past, the toilers have tried to liberate him by political action only. They failed. Later on, they tried to liberate him with economic weapons only. They failed. Now they see the necessity of using both political and economic means—success is theirs.

port the claims of one branch, or to enfor

country, and of the laborers of all kinds in

local unions and assemblies. I would not

guided along the line of certain reforms gen

erally supported, every man will admit that

great things can be accomplished. I believe labor would be the controlling power, as it

me that it embraces the correct principles for the unification of all railway employes. I

enforce just claims have been the potent fac

come together to consider what steps, if any, the federation could take to support the position

into which one branch of the railway service

has been forced, each man has been guided by

What will my constituents say to me?

and nights a furious battle raged-all Paris

of the workers, marched at the heads of the

military columns, scarfs flashing on their official bosoms.

The people ran short of ammunition, and the fifth day saw the end of the most gigan-

The insurgents laid down their arms and the

legislators ordered the troops to make a whole-sale massacre of them. Those to lets who escaped the sword were shipped to New Cale-

were imprisoned, other thousands were sent to exile. Thus labor, in Europe, was thrown

on its knees!

The outcome of the disastrous days of June

was a change in the attitude of the toilers. A

and operations from politics, and to fight the encroachment of capital by means of labor

associations.

associations.

Workingmen, professionals and amateurs dipped in the study of economics and dissected all the idiosyncracies of capital, labor, pro-

duction and consumption. Trades unions hitherto but little known outside of their cra

dle land, Great Britain, now began to spring into existence everywhere, labor to form into

ovement set in to divorce labor's interests

tic and bloodiest battle labor ever

by the American Railway Union. It seen

know it is not a strike organization;

I like the scheme of organization adopted

some generally accepted proposition.

Open the ranks, men and women; Labor the king, is coming! After the collapse of the United States Ban ras ushered in the era of state banks.

THE NEW MOVEMENT.

Says E. G. Spaulding:

Editors Railmay Times:

I have long believed that he hope of the labor movement must rest in an improved form of organization; that the old forms and The revenue tariff of 1857 had as little to to with the panic as the protective tariff had o do with the panic of 1837. The wild-cat speculation of banks, the ab-

methods are inadequate to protect the workers under the new systems of industry. I believe that we will fail to accomplish anything of lasting benefit until we thoroughly realize that in land values, and undoubt rmal increase dly the approach of the rebellion were amor ne leading causes. In 1873, again under a protective tariff an injury to one is the concern of all," and have adopted practicable means to exercise the commenced another widespread depression, which lasted until after the resumption of specie payments in 1879. The great cause of this panic was undoubtedly the contraction of power of all when any are in need of support I fully agree with my friends of the old school of trades-unionism that each trade must be al

lowed to control the regulations of its dis-tinctive calling; but the labor movement should have an aim higher than the mere currency, including the demonetization of silrer in 1873. In 1878 silver was partially remonetized, making of wage scales and shop rules. We have shown that we recognized this truth by and from that time up to the present we hav

and from that time up to the present we have bad an expanding currency.

This last panic started under an expanding legal tender currency and a protective tariff, it is undoubtedly but a part of a world-wide panic, which started in the failure of the Barour efforts in the past to secure the co-opera principle must be extended, and the forms of ng Brothers, brought about by undue specu-ation in the Argentine Confederation. It existing organizations so changed as to make it of national application. lation in the Argentine Confederation. I struck Australia before it did here, and with Not to take up your space with details, I will simply say at this time that I think the

much greater severity.

The redeeming feature of our present panic is the stability of our paper currency as compared with 1837 and 1857. The great trouble then was not only that credit was ruined, but important work before the captains of labor's forces just now is the organization of the un-skilled workers and machine tenders of the that the paper currency was worthless. The the small towns. But the most important thing of all is to bring together, under some form of federation, every worker within the good, no matter how many banks may fail,

The general cause underlying all these panies is the granting of special privileges by the government to the few, creating great fortunes at the expense of the many. These great fortunes cause the few creating great fortunes cause for the few creating great for the few creating great for the few causes for the few c ong as the national government is stable disturb the national trade organizations, but would make them the units in the national organization, as their scattered locals are the units of which they are composed. If nothgreat fortunes give the few undue prominence ing more were accomplished by such a move-ment than the discontinuance of the wars between organizations which have so weaknd influence upon legislation and in control

f the great instrument of production and

In the expansion, speculation is fostered, prices go up, land values increase, debts are formed. When the crash comes, the debtor classes are unable, in the great shrinking of credits and prices, to meet their obligation manufacturing and business enterprises fail, mortgages are foreclosed, the wage worker is ing ensues. During this depression the fortu nate few strengthen and increase their hold upon the sources of wealth-millionaires and

The remedies are to sweep away all class legislation in business; to have the legal tenalso know that the strength inherent in its form of organization can alone keep it straight as an anti strike union. The inability of the railway organizations under their old forms to der currency of the country issued direct by the government in payment of its expenses and debts, and redeemable in taxes; to have the francises controlled and managed by and for the people; and lastly and above all, to have revenues raised directly from the annual rental value of lands so far as they may be rental value of lands so far as the property and land speculation, freeing production and trade from the disturbing influences of governmental favoritism. With the abolition of all class legislation, except for paupers and the like, strike as an illustration.

When the officials of the brotherhoods have we shall enter an era of freedom, fraternity the ever-present knowledge that he is the rep-resentative of a distinct organization. He has, therefore, continually asked himself, "How will this affect my organization?" and and prosperity, such as the world has not ye

WHERE GENERALS BELONG.

Under such circumstances the selfish instinct blind to the welfare of those outside his espe-cial field, and has failed to see that the good of all would ultimately be conserved by the defense of the one at that time the especial

bject of attack.

If I understand the American Railwa Union, it has overcome these tendencies nat ural under the brotherhood system. The new ural under the brotherhood system. The new organization, while it recognizes the right of each calling to autonomy in the regulation of its own affairs in its central or general union, knows only a homogeneous collection of men engaged in railroading, and its general officers are not firemen, engineers or telegraphers, but railroad men. It is an easy matter to see how a gripernor of one brough of the section. donia.

The crushing defeat of labor's legions in June, 1848, was the signal for a capitalistic reaction throughout Europe. The toilers of England, Germany, Italy and all the other countries were on the eve of breaking out in insurrection. The police tracked them, thousands were imprisoned, other thousands were sent e how a grievance of one branch of the service would appeal to such officers in an alto gether different manner from what it would ook to a man who is always guard' y again

pledging 'my organization'
With the necessary changes to fit the situation, I want to see the principles o he American Railway Union adopted by the great national labor movement, and I want to e the American Railway Union a part of his general movem

Joseph R. Buchanan.

THE PANIC.

BY JAMES MIDDLETON.

The panic through which we are now pa ng will take its place in history with the great anics of 1837, 1857 and 1873.
As yet, sad as are its ill effects, it is doubtful

has yet become as severe as those. to confine him, gallows its preservation and prosperity were adopted, if it has yet become as severe as those. If as if the organism were meant to live forever. Capitalists and legislators, who, in the past, looked with horror and contempt on the claims of the toilers, now clapped their fiands, flattered the leaders and grinned on the rank and file of labor's legions. "That organism, so well formed and solidified," they thought, an increasing currency to take the place of the silver and coin treasury notes of the act of 1890, the distress that we have already passed through may be but a zephyr to what is

panics of 1837 and 1873 were panics under protectionist tariffs, that of 185; a revenue tariff, while the present is un most logical protectionist tariff we have ever had. It really started before Harrison's de-feat, and was one of the causes that led to his

The panic of 1837, when all the banks of the country suspended, was preceded by various forms of speculation, and phenomenal increase in land values. It was the culmination of the fight led by Andrew Jackson against the Second United States Bank. This bank was chartered in 1816 by Congress with a capital of \$35,000,000, and with authority to establish branches in the different states. Its notes were to be receivable for all dues against the United States, and the government funds were to be deposited in it so long as the secretary of the treasury should direct.

The corruption which the bank wrought in public and private morals has probably never been equaled in this country.

Its charter was to expire in 1836, but it was The panic of 1837, when all the banks of

WHAT THE PRESS SAYS OF THE

American Rallway Union.

This is a new organization but recently launched forth, its objects and aims being that which will pertain most to the welfare of all railroad employes, and is noble, grand and broad. It includes in its organization every class of railroad men, and so broad and grand are its motives that its growth has been almost phenomenal, and exceeding that of any

grand are its motives that its growth has been almost phenomenal, and exceeding that of any organization of the same order. The head-quarters of the General Union are in Chicago, and are presided over by E. V. Debs, whose work for the purpose of bettering the condition of railroad men is well known.

A union was established in this city last Wednesday night, when about 100 of all descriptions of railroad people became members. Another meeting was held on Friday night, at which over a score more were enrolled. There is no one man power ruling in this organization, as all action must be taken only by and with the consent of two-thirds of the members, hence there is no likelihood of a sale.—Memphis Appeal-Avalanche. sale .- Memphis Appeal-Avalanche.

The World's Opinion.

Commenting on the new movement, the New York World, the leading middle-class journal of the United States, says:

A labor organization formed to better their

A labor organization formed to better their condition through independent political action is that recently started at Chicago, called the American Railway Union. It promises to be one of the most powerful labor organizations in the West. It admits all classes of railway employes to membership. The men at the head of the organization are of undoubted prestige and popularity with railroad employes. Its President, Eugene V. Debs, is a business man of no small merit, the editor of the Loco motive Fireman's Magazine, acknowledged to be one of the best labor periodicals in the country.

The American Railway Union was or-ganized on June 20, 1893. Eugene V. Debs was elected President; George W. Howard, Vice-President; and Sylvester Kaliner, Secre tary. A manifesto was issued to the rathrough employes of the country. In it was set forth the necessity for the unification of the labor of railroad employes into one grand union. There were to be no distinctions of class or ability. All were to come together on an equal footing, from an expersenced locomotive engineer down to a station

The number of employes now in the service of the railroads in America has been variously estimated at from 800,000 to 1,000,000, and it is safe to assume that this vast army is at the present time no less than 1,000,000 than 150,000 were organized at the time of the formation of the American Railway Union.

The intention of the founders of the union is to bring within its fold the entire million of employes. Having effected this, strikes will be rendered impossible. With internecine strife banished from the

rank and file by the autonomy of the one great order, and with a system of dues and benefits that will entail neither the undue accumulation of a burdensome fund nor losses from the dishonesty of officials, the union hopes to become by the compactness of its ranks a power which will keep in check the encroachments of railroad officials and stockholders. The rise of this organization is undoubtedly

a sign of the times. It shows that railroad employes have become wise through exper-ience and that they realize that only through

Railway News Reporter, Dec. 2.

During all of the great battles that have ever been fought, it has been customary for the commanding general to be on the ground and direct the charges of his forces. Whenever the charges have been changed to retreats his presence has always been just as necessary. In the present war that is being waged between In the present war that is being waged between the federated employes of the Lehigh Valley Railroad and its management, we understand that P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, and Frank Sargent, Grand Master of the Brotherhood of Locomotive Firemen, have not yet responded to the urgent calls for their personal presence. such action is decidedly wrong, both Arthu and Sargent should be on the ground to at least give sanction to the acts of their fol-

It may be true that the men who are direct ing the affair for the engineers and firemen are just as capable as the chiefs, but that does not alter the case a particle. Their personal presence would give the men new courage to face the combination of wealth which they are fighting against. The fact that they have calls to other sections does not make the slightest difference. In the eastern part of this country labor's army is threatened with annihilation. The employes of the Bridge & Tunnel Company can wait; Northern Pacific firemen and engineers can, or should, he made to wait, and in fact every other intermediate to wait, and in fact every other intermediates. t should be made a secondary consideration the Lehigh strike. It must be won, and to the Lehigh strike. win means a struggle such as this decade has not witnessed. The grand officers belong, ac dd the generals, with their fighting forces.

We express the hope that each one will get to the front and stay there until they can wire home the old familiar message: "We have heme the old familiar message: met the enemy and they are ours."

And what does the News Reporter think about the humiliating defeat that followed?

ANN ARBOR CASE.

As all newspaper readers know, the case of James Lennon, the Lake Shore engineer who refused to obey the mandates issued by Judge Ricks to work during the strike and was fined \$50 for contempt, has gone to the supreme court and been denied a hearing on technical grounds. Commenting on the fact American Industries saws:

and been denied a hearing on technical grounds. Commenting on the fact American Industries says:

We cannot but feel that the spirit of the constitution has been violated, whether the letter has or not. To be sure, Counselman was a rich merchant, employing James C. Carter at a \$10,000 fee, to represent him, while Lennon wore overalls and carried a dinner pail; the constitution, however, makes no distinction in classes. If the law is to stand in the shape of this last decision, workingmen need to organize as they never needed to before.

SAP.

library, gymnasium, readir Through this medium we e members away from saloom etc. We also expect to giv This Yoakum union meets every fourth Thursday nights in the Hall at 7:30 P. M. It was organis ber 31, with 53 charter members has near 100, and in four months

A Foothold in Milwaukee.

A mass meeting of railroad men, to o ize a lodge of the American Railway U will be held in Germania Hall, Public Li Building, Grand avenue, on Sunday, Ja 14, at 7 o'clock P.M. Eugene V. Debs, dent of the Railway Union, one of the known men in railway circles in the U States, will address the meeting. The Ame Railway Union is a mutually protective of ization whose members include all the golf railway workers from sectionmen to of railway workers from sectionmen motive engineers. It was organized last, in Chicago, and now has 125 different states, and is rapidly exterior every section of the country—A Evening Wisconsin.

American Railway Union.

American Kairway Union.

A new departure was inaugurated Nober 25, at the A. O. U. W. hall in this cit the organization of railway employes by e izing local union No. 29, of the Am Railway Union. Chief among the pron of the new organization is Eugene V. long connected with the Brotherhood comotive Firemen, and a man of largence in labor movements. His name sufficient guarantee of the integrity of of the new order. Existing organization accomplished much toward bettering fare of railway employes, but the h accomplished much toward bettering fare of railway employes, but the the past has shown defects that he thinking men of the necessity of the control of the thinking men of the necessity chief among existing evils is the cost of maintaining present organize inexorable law of expulsion is the result of delinquent membership, result of delinquent membership, t dering a spirit of bitterness which works to the detriment of the order ing the ranks of the unorganized

Twenty-five at Once

The Denver News, speaking of He econd visit to that city in November, Twenty-five new members were

Union at the meeting, Market streets, last night. W. Howard delivered from the powerful railroad co They have begun to learn that a trained phalanx of experienced business mer as a vanguard to a united battalion of brothe is many times better than strugglin

factions trying to enforce their de

Growing Rapidly. The American Railway Union held a very enthusiastic meeting on Sunday, December 10, at 55 South Fourth street, and several stirring presches were made by meeting the several stirring peeches were made by members of oth specches were made by memoers of other railway organizations, and while it was con-ceded that those organizations had done a great deal of good, still conditions were chang-ing and it was necessary for the organizations to change to meet new conditions. About seventy-five joined the American Railway Union at the close of the meeting. The next meeting will be held at 55 South Foorth Union at the close of the meeting. The next meeting will be held at 55 South Fourth street, on Sunday evening, December 24.

—Minneapolis Union.

Flourishing at Spokane.

The members of the new American Railway Union are showing great enthusiasm in their work. Last Friday evening fifteen new members were received. About twenty more are promised this week and by the time the charter arrives, about the middle of this month, predict the rolls will show more than they predict the folis will show more than too names. All the other orders are already represented in the Spokane lodge, even the Brotherhood of Locomotive Engineers, in spite of the old rule that its members must join no other labor society. "We will have 250 members in Spokane before spring," said one it ion nearer by of the enthusiasts. taken in about every railroad man at Sprague, and the outcome in this city will in the end be the same."-Spokane Chronicle.

Increasing at Memphis.

Local Union No. 38, of the A. R. U., at a good meeting last Friday night, still increased her already large and growing membership by the addition of a goodly number of new applicants. The news from all sections is very favorable to this now rapidly growing organization, and the more it is agitated and its merits promulgated, the more do the railway employes see and realize its great necessity, and that under its united and harmonious workings will they be the better able to secure their just and proper protection and independence.

pleting the work along President E. V. Deba lodge every night on the is proposed to instruction on the West

llows:
"When the m