THE CONVENTION

GOOD MEN AND TRUE, AND THEIR WORK.

The American Railway Union's Legislators' Proceedings-Election of Directors-Same General Officers Selected.

After eleven days of close application to the work delegated to it by the locals, the first convention of the American Railway Union adon Saturday, 23d ult. - It was a thorough affair, and even trifles received air If its membership had been confined to a smaller number, the same work would have been accomplished in much less time, and if double the membership it would have required a month to finish it. The delegates are to be complimented on their markedly excellent behavior. A one-day political convention would create more disorder, be attended by more beer bibbing and profanity than the two weeks session of the A. R. U. There was no stop. ping to junket nor excursions. It was work and that in sweltering weather from start to finish:

There was a charming absence of ring and man with the pull. It was everybody's convention, and though presided over by the ablest leader of the age, even his recommendations got an occasional turning down notably in the vote on the color line. It was a refreshing innovation on the cut and dried indorsements and one-man wiggle waggle of the past. The convention's majority has, after free expression from all, made the laws to govern it, has elected the officers to control its destiny tor the coming years, and the selec- and adjourn at 6 P.M. tions were peculiarly fit, geographicallystrength of union considered-judiciously distributed and in representation of different branches of service, equitable.

It might wisely have omitted to do certain things, that are now in its constitution; there are perhaps omitted matters that had been best to have given place in its rules, but in the official organ for all, criticism would be out of place. The majority have decreed it; let it

The constitution was materially change and chopped up. By the new co ary " to be born of white" pare

The dues are as before, \$1 for General Union: fiscal year ends as before. But members entering in the first quarter only pay \$1, in the second 75 cents, in the third 50 cents, and last

The new constitution provides for a system of insurance and a code of secret work to be arranged by the directors in ninety days: an employment card for members out of work in addition to the membership card; and provides also, in addition to former officers of locals, a lecturer whose duty it will be to preach the doctrine of "get together." Then a general board of mediation for each system of road is arranged for, to meet second Tuesday of each September, at the headquarters of the road. An important clause in the new constitution is that which provides that in contracts with companies, experienced men must be em- five representatives. ployed so long as they present themselves, to the exclusion of green hands.

The constitution as now in force will be issued at an early day, but with your old one guess pretty nearly where it "is at."

The convention was a good thing in that it brought distant places together. Canada and Mexico touched fins and the product of the convention, unless excused by the president wild and woolly, but all ways to be depended on West, shook hands with the East. The South and North led on opposite sides on the close fight on the negro question, and each was warm, but it left nothing to rankle or burn hereafter. It brought us together; each delegate can tell on his home going how the other fellow acted, and each for the other aver to his own particular union that all were good men and true.

The Pullman matter, of course, engaged a good share of attention, and while in the first instance the officers advised the convention to make haste by being slow at the right time yet at the order for the final resort, it was unanimous, no division of sentiment in the determination to boycott.

In its treatment of its friends and co-laborers, the A. R. U. has made valued friends Its constitution, unlike those of the old brotherhoods, does not forbid the extending of a helping hand and of receiving it. The most important in this direction was the alliance offensive and defensive with the Knights of Labor. It will strengthen both, and will give an impetus to the recruiting bureaus of each. The compact appears in the resolutions and proceedings.

The most radical step, adopted unani mously, was in the indorsement of the People's Party platform. The A. R. U. is the progressive railway employe's organization, it does not require any further knocking of heads together on election day in its case. In its the American Railway Union and Knights of Western victories, to a man the members of that party stood side by side with it, and it by President Debs, Vice-President Howard, friends stand. Given a community where sentative Bretingham.

the People's Party is in the ascendant and a able strike is an impossibility. Its officers don't go chasing militis and roughs after men striving for their rights, and yet there is much less violence and legal murder than in the localities where they do.

The indorsement of the demand for govrament ownership of railroads, and for free silver at 16 to 1, is in line with this action and can result only in certain good.

The personal acquaintance of officers and the delegates was valuable, and will bear good egates was valuable, and will bear good fruit. Each knows what the other is, and each separated from the other in full confidence that the right men will be found in the right place in the future action of the union.

THE RAILWAY TIMES will profit by the friendships it has made by touch of hand of those who represented its readers, and will strive to deserve the personal friendships it made during the sitting of the convention.

Only a bare synopsis of the proceedings will be attempted now. The full and complete official report will soon be in the hands of the members. All matters relating to the Pullman affair will be found under that head.

The more important resolutions are here given in the order in which they were passed.

JUNE 12.

A resolution relative to an ordinance ecently passed by Chicago council compelling stores remaining closed on Sunday, and that the convention pledge itself not to patronize stores remaining open on Sunday was approved.

Resolution offered by Brother Sebring condemning the proposed Tarsney compulsory arbitration bill now before Congress, passed. Committee on Rules reported following

rules of order: The convention shall assemble at 9 A.M. adjourn at 12:30 P.M.: assemble at 2 P.M.

2. To obtain the floor a representative must rise and say, " Mr. President, No. -. " The president will then say, "No. - has the

3. No member shall speak more than five minutes at any one time, nor have the floor more than twice on any one question without

permission of the assembly. 4. No member shall leave the room out permission of the vice-president.

5. No smoking shall be permitted in the

6. Roll call shall begin at 9:05 A.M. a

7. The sessions of this convention shall not A. R. U., had been errapted by adjournment to any entertain ever without a to-thirds vote.

8. Nobody by t representatives shall be admitted to execurive sessions and nothing shall be given out fer publication except by the president and ist vice-president.

9. Two doe keepers and two messen shall be apprinted by the president

ra sail standing committees shall be elected by the assembly.

11. A quorum to transact business shall consist of a majority of the delegates whose

credentials have been accepted. 12. Each representative shall be furnished with a printed list of representatives and stand

ing committees. 13. Any five members may appeal from the decision of the chair.

14. The yeas and nays shall be called upon any question when demanded by twenty

15. All principal motions and amendment shall be made in writing and delivered to the

messenger. 16. All communications, motions and doc

desk. 17. Every representative present shall vote upon all questions which come before the

or assembly. 18. Representatives shall confine themselves strictly to the question under consider ation, and avoid sarcasm or personality.

19. The proceedings shall be recorded so as to not show by what member any motion is made, resolution or document is offered.

ORDER OF BUSINESS.

I. Call to order.

2. Appointment of officers. Examination of credentials.

Call of representatives. Election of committees.

Introduction of documents

Reports of officers.

Reports of committee, as follows: (a) Credentials.

(b) Rules.

(c) Legislation.

(d) Literature.

(e) Insurance.

(f) Finance.

(g) Resolutions (h) General work.

(i) Special. Election of directors.

10. Miscellaneous. 11. Adjournment.

General Master Workman Sovereign, of the Knights of Labor, announced and escorted to the platform, and addressed the convention with reference to a friendly coalition between Labor. Remarks of Mr. Sovereign replied to knows where its between-election-day Directors Sebring and Goodwin and Repre-

Candidates for committee on legislation placed in nomination. Adjourned till 2130 r. se

JUNE 13, 2:30 P.M.

dressed by Mr. Sovereign.

Committee of five appointed to perfect plan
for co-operation between the Knights of Labo
and American Railway Union. Committee

submitted the following, which was adopted a "WHEREAS, It is obvious that coalition of

labor organizations is the imperative demand of the times;

"AND WHEREAS, The Knights of Labor and the American Railway Union are founded upon the same principles of eternal right and justice and upon the common brotherhood of man; now therefore be it

" Resolved, That the sentiment of the An ican Railway Union in convention as as voiced by its undersigned committee, be, that the American Railway Union does hereby tender to the Knights of Labor its hearty alliance in all movements brought about for the elevation and benefit of the laborer. And

" Further Resolved, That we express sentiments that the whole laboring world may know, that two of the greatest labor organiza-tions that it has ever known, namely, the Knights of Labor and the American Railway Union have affiliated and conjoined their inter ests for the purpose of placing the men of both organizations in a close bond of harmony for the best interests of the weeld of labor. And be it

" Further Resolved, That a copy of these resolutions be tendered the General Executive Board of the Knights of Labor forthwith.

"G. W. LOVEJOY, Chairman." Matter of insurance referred to Committee on Legislation. It to be empowered and authorized and directed to perform duties per-

JUNE 14.

taining to insurance.

Resolutions of sympathy on death of Edward Hughes, of the Gravel Rock Knights of Labor, were unanime Capt. Jack Crawford addressed also Mr. Becker, of Indiana.

Resolution encouraging and of Fessenden-Nachbour for its er only union labor - K. of L -and ing firm to consideration of union

People's Party convention at To sas, send greeting, and notificati

Resolutions presented by No. 162, as follows, were read and unanimously passed:

"WHEREAS, The present condition of the industrial situation of the country, as regards the uses to which military bodies of the several states and territories are forced to assume toward their fellow workmen, in maintaining oppressive laws enacted entirely in the interest f capital, be it

" Resolved. That it is the sense of this con vention that all members of the A. R. U. who are members of the militia of the several states and territories be requested to resign. and not connect themselves with any state or territorial body until such time as said military bodies are used in more righteous cause than at the present.

" And be it further

" Resolved, That no application for membership in the A. R. U. will be received from any person in any wise connected with any state or territorial military body."

Motion to institute secret work in A. R. U. read and tabled. Communication from No. 78, by their delegate, Louis V. Carroll, to same purport, as well as a rule to work eight hours only daily, referred to committee on legislation.

Fraternal greeting from Wisconsin State Federation of Labor, then in convention, received, accepted and acknowledged.

Various communications from brethren in other unions received and acknowledged. Motion to admit street railway employes mbership laid on table

JUNE 15-AFTERNOON SESSECULE

The following sections from report of Committee on Literature were adopted as read; other sections referred to Committee on Legislation:

1. That THE RAILWAY TIMES shall be nade a weekly newspaper as soon as deemed expedient by the board of directors.

2. That it shall be printed in a union house only, which shall be under the jurisdiction of the Allied Printing Trades, and that it shall bear the union label.

3. That the minimum size of THE TIMES shall be that of a six-column, four-page paper, affidavit. over which the board of directors shall have general supervision.

6. That every six months, subsequent to the election of officers, a directory of all local unions and officers shall be published as a supplement to THE RAILWAY TIMES. 7. That a free copy of THE TIMES be for

warded to each local union, from which shall be read important articles, official notices, etc., at each regular meeting, by the lecturer. 9. That local unions be urgently requ to establish free libraries and reading

for the enlightenment of wage-earners, 10. That the general secretary shall file with the United States Bureau of Printing a list of the names and addresses of all lec

(Continued on third port.)

THE BOYCOTT.

Convention met in executive session and ad- RESULTS IN A BIG RAILROAD TIE-UP.

> d and Final Move Against the "Juke"-His Record-All About the Strike.

The American Railway Union had waited six long weeks for the Pullman Palace Car Company to make a move toward settling the difficulty with its employes. The dominant spirit, Pullman himself, ran away east, and as apert, Pullman himself, ran away east, and as people who are familiar with the working of that company know, the other officers are fourtheads, mere bumbailiffs to carry out any programme that the master might dictate. Hence requests for conference and arbitration were met with a decided refusal.

The convention assembled right in the city where the Union was playing at a game of freeze-out. It was a peaceful strike. Pullman was not wringing any money out of his late chattels, but posing as an indignant philanthropist, and his other line of business as railroad car operator, and as a builder and repairer elsewhere was undisturbed. In his profession as usurer, the Chicago Russell Sage, the A. R. U could not get at him. His steal as a tax dodger-see hereafter-he was out of reach.

It became imperatively necessary to strike im where it would hurt, come so close to the vitals that he must pay attention. But here nother consideration appeared, for on that line of battle Georgie appeared like the mean skunk who would hold up for protection a child to prevent the enemy firing, he hid behind the traveling public's convenience and welfare. This was his shield. For the first time in a long career of gouge, Mr. P. rebered that the public did have some rights. Not getting into that kind of a spasm fien, the duke necessarily got it bad. But he rould not move a peg, he would not arbirate, he would not disgrace the coronet of his najesty Humbert the first. Oh, no. All ood and fair people are willing to submit to terested outsiders, the great governments the world do it, business men abide by it, ed corpora ut Pullman? "Great thunder, Me arbitrate with cattle? When?"

sected or required to criminate himself. New in the duke's case submission to an arbitration with all the facts admitted would be the most gigantic dead give-away of mod-

era times. Before such board he would be stripped would pose as a man of commercial honor, shown to have for years deliberately plundered his fellow-citizens by false return under oath of the value of his property, and thereby thrown the burden upon and thereby forced a contribution from the whole community. Jack Sheppard did it differently, but that thief was the general prosperity" in the past, how much a man of courage, and Pullman's foremost trait is cowardice.

On this point let Pullman and the records of Cook county, Illinois, speak.

During the Exposition a pamphlet entitled 'The Story of Pullman" made its appearance. Mr. Pullman is the central figure. Pullman did not want to get rich; Pullman the individual of whom this work speaks strike as a "pitiful failure." The falling of how one man has been able to create a vast productive industry." Big job that, but to be consistent in its extravagant puffery it should have said that he created the land. But it lies in the face of notorious fact. does not. It admits that he purchased thirtyfive hundred acres, stretching along Lake Calumet, which will, as the book says, in the near future be the harbor of Chicago. "The day is not only coming," saith the story, but is near at hand when the \$30,000,000 present capital stock of the Pullman Company be covered, and more than covered, by the value of this 3,500 acres of land." That's

what George says in print, and it is so. But George says on the assessor's book that this beautiful town, this wealth of machinery and building, these rolling acres whereon in a few years Chicago, commerce will be landed or shipped, is swamp and farm land, and is assessed at less than surrounding unimproved tracts. On this \$30,000,000-book valuation -he pays a tax of \$15,000 a year! or just one-twentieth of a mill on the dollar taxes! This is the story he swears to. The records of the county prove that is the valuation, per

Then George claims that his tenants had great big deposits in the savings bank at Pullman, as an evidence of good wages. The savings bank books will not show anything of the kind, and he would not want the arbitrator to see them.

He claims to have cut wages on account of w prices on contracts taken to keep his men at work. As seven-eighths of the work is en his own stock, it will be seen that he has actually turned hard times to account and wrested are profit out of the era of depression than would if this were a prosperous era. That would not look well before an arbitration. Even the government is "worked." The dredge on Lake Calumet throws up the The dredge on Lake Calumet throws up the made up before noon. The sleepers were clay in ridges on the shore. George molds attached by a chain and the levers on the

this into brick, the United States pays for the digging and transports it to the shore.

low decline in other things. And yet he gets from a third to a half more than houses of equal surrounding property. There the arbitration would find that he lied.

As a sleeping car berth is always \$2, and as dollar now will buy forty cents more on the dollar than two years ago, he is getting that much the best of it.

He claims to have treated, and have had reated, his employes. Before an arbitration board two thousand people would tell him to his teeth he lied, and show in many cases by their own persons.

The facts will show that in order to keep he people down, to grind them into subjection, that he employs a special class of drivers and bosses, incompetent in many cases, but who make up for what they lack in that particular by being specially rough and brutal.

He claims that before the A. R. U. got hold of them they were a happy, well-paid and contented people. The stunted forms and gnarled fingers of children, robbed of all the oys of childhood by being forced to work at hard labor for a pittance, little girls picking hair for cushions at 30 cents a day, properly stout man's work. Prosperity? These peo ple will show that while he was piling up millions they were getting nearer beggary every

George is wise. Nary arbitration for him. He claims that he only kept men at work for their benefit and at his own loss. Witness the following :

Mr. Pullman wades through a column o paid matter in the Railway Age about " How to End the Strike at Pullman." As the journal on which Mr. P. is throwing away his good stuff is not in circulation at Pullman, it is a foolish waste of money, and as that same crowd of advertising fake exploiters have bled him pretty liberally in the past, he ought by this time to be pretty well on to their game. However, as he has spent his cash in print, THE RAILWAY TIMES, in its interest in his welfare, will give its readers at Pullman the benefit of his bid.

Of course it is all Pullman. That self-sufficient gentleman could not appeal to the throne of Divine Grace without ringing in more "me" than God. He goes on to say that he is ready to " take up any complaints

full blast. Here is the cream of it in the closing paragraph:

"Let the Pullman strikers offer to again become Pullman employes and we believe that they would be received without prejudice and treated with fairness, and that as the industrial down, and to the public before whom he conditions improve they would share the general prosperity in increased wages. The strike is a pitiful failure. Why not try The manly course of acknowledging and retracing a mistaken step?"

As the Pullman striker has perhaps a keen and abiding recollection of how "it shared in of the tax steal it realized on, how they were treated with fairness" in the good old days when the duke's slavedrivers plied the lash and slashed the eternal soul out of wages, how he whacked up on the gouges this kindhearted master dug out of the ribs of out-

ommittees, agreeing to waive recognition of war correspondent, intimated that it would see the A. R. U. by the company, if the company to it. would treat direct with the men, was reluctantly forced to act, but so wisely laid the ground that all that has transpired since has to the profession, they seem to exert less inbeen laid upon Pullman's shoulders. The disorganization of traffic, the paralysis of business is to be laid at Pullman's door alone, and the agrieved public cannot

"Shake thy gory locks at me, And say

that the American Railway Union did it.

The boycott was ordered and Pullman given five days' notice. At noon of June 22, it was to go into effect, and railroad companies handled Pullman cars at their peril.

The general managers strengthened the case. They whereased and resolved in a loud voice that they would haul the cars, would run the roads. This was bluff on its face. The general manager is a secretive cuss when he intends doing anything; when he halloos about it, it is to scare somebody.

There was to be trouble and the directors prepared for it. Information as to how the men felt about it disclosed the fact that all were ready for the word.

The clocks ran slow Tuesday morning; the our of twelve came along with exasperating deliberation.

The first point of attack was the depot of the Illinois Central on the lake front at Twelfth street. The first train out was the New Orleans express, hauling two Pullmans. She was scheduled for 1:35 P.M., but was

platform chained and locked. It was expected that the switchmen, the boys you can always He claims he is making nothing out of his tie to, would take the initiative, but as the houses, that rents in Pullman should not for train was made up before noon it devolved upon the towerman who manages the network of interlocking switches to refuse to give the block. But at that time, in expectancy of such event, the tower filled up with the officials. When the express called for the block the towerman hesitated for a moment, but let her through.

It became evident now that refusal to switch Pullmans was not quick enough work, and the switchmen were ordered out. At 4 P.M. the delegation from the road called at headquarters and received definite instructions, and by o o'clock not a wheel was moving on the 'Illinois Central inside the city limits. An exception was made in case of the Dianond special, leaving at 9 o'clock. As the passengers had purchased berth tickets, consideration for them was the moving cause. The night crews struck, ran their engines to the roundhouse at Burnside, and nothing but an occasional suburban went out. The Michigan Central trains using the Illinois Central track were also allowed to pull through unmolested, as they ran the Wagner cars.

Meantime there was trouble at Grand Crossing. Early in the afternoon the towermen and switchmen quit, and when the St. Louis special, an hour late, reached that point they found the gates down and about four thousand people crowded around them. After delay of half an hour, one Sowders, under police protection, lifted them and she got through. The suburban trains were delayed at this point a half-hour. As the first one attempted to go through after gate opened, a striker threw himself across the track, and though the agent -Collins-insisted, the engineer refused to run over the man. The gates were always opened by the strikers to let the Michigan Central trains through.

Meantime rumors of trouble kept the police ousy hurrying from one point to the other. In the Grand Central yard, the trouble began at 5 in the evening by the switching crew refusing to handle a train of the Chicago & Great Western. Four roads run into this depot-Baltimore & Ohio, Wisconsin Central, Northern Pacific and Great Western. The superintendent himself took charge of the engine and a detective fired for him. With numerous meetings, addressed by the general officers in the evening, so ended the first day

New Mexico, the sleeper Ghent was cut off and sidetracked. At Como, at Northern Pacific shops, near St. Paul, the shopmen refused to

work on Pullman cars. The feature of every strike is "what they say." They are saying it everywhere, and while Chicago and the people are with us, the big dogs and little whiffets of the press are saying good things, mean things and uttering idiotic rot.

At Chicago, the Evening Yelper, yelept fournal, simply takes it out in straight-out lying. If there was not a wheel moving that valuable closet accessory would remark trains out on time as usual." The rest of the papers on the reportorial side are fair, but some of them on the editorial page are real mean. The Tribune, in charge of a petticoat attachment of the main guy, has got rid of its raged passengers, they should by all means go demand for blood and whines about justice. Its back and beg for the privilege of going to Jefferson Brick, war paint and all, is now lowanted to get up a model town; Pullman is work. In his appeal, George speaks of the cated on the Herald, which as a democratic sheet is in full accord with the Triburte on the away on the New York stock market, tells as to rate of duty on half-a-dozen articles in another story; but, Pullman to the last, he still the tariff. The Herald came out Wednesday morning and prayed for the militia, and put The convention, after two attempts by its ting a few fresh streaks of red paint on J. B.,

> It may be remarked here, that while Chicago newspapers employ the best men known fluence on public opinion than the pumpkin enthusiasts in print in the backwoods. They fume thunder and ridicule, but as the public knows that the power behind the throne is the plutocrat and usurers, no heed is paid to them. The late Carter Harrison, a man who was always in close touch with the people, was elected four times mayor of Chicago, and always got his biggest majority when the entire plute press, without reference to party, was against him. His sons, known and spoken of always as "the Harrison boys," inherit the good points of their dad. Their paper, the Times, comes flat out on the people's side, and their able staff of editors just flay the plute and sham regardless of party. Their reports are always fair transcripts of events; no taffy, no misrepresentation, just the truth That's what endears the paper to the American Railway Union here. We know they will treat us right, no painting our side up in extravagant terms, but just the truth. They have pulled so much skin off Pullman that there is no more cuticle to operate on, so they are reaching

with delightful success for his gizzard. The Evening Dispatch always gives labor matters a fair show, both on the inside and out, and is banked on as labor's friend all the

During the first day, our friend Grand Master Workman Sovereign put in an appearance, (Continued on third page.)

THE RAILWAY TIMES.

THE AMERICAN RAILWAY UNION, No. 421 Ashland Block, Chicago.

Issued the 1st and 15th of each month. One year Six months Three months

Advertising Agent. Entered as Second-Class Matter at the Chicag

W. N. GATES, 29 Euclid Avenue, Cleveland, Ohio

CHICAGO, JULY 2, 1894.



WATCH IT.

The date on the address label shows the time to which subscription is paid. See to renewal before it does expire.

NOT RESPONSIBLE.

THE RAILWAY TIMES does not hold itself editorially responsible for the opinions of contributors. These articles all bear the name of the writer. If they do not meet your views, hit the writer and not the paper. THE RAIL-WAY TIMES wants a fair show for itself and the A. R. U. It is willing to concede the same right to everybody else.

If this strike nuisance does not soon let up, Carlisle will have to issue some more gold bonds. If we cannot prosper by any other means, let us run in debt.

a good send-off, properly appreciates the and in a series of whereases declared to the union's true position, and hints at its future magnificent destiny.

On the C. & E. I. train south, last Saturday evening, a poll was made for presidential choice of passengers, of whom there were thirty-eight. Thirty-seven voted for E. V. Debs, the other vote was scattering.

THE "sugared" perjurers in the United States Senate are still under the process of whitewashing. It was two newspaper fellers, as the report will show, that were the only guilty ones.

ONE F. W. Forshing, alias Frank Lamont, and "Blondie" Wheeler, alias L. T. Cameron, have been expelled from Local 307 for crooked practices. Both are slick citizens Look out for them.

WILLY BILL McKINLEY, of Ohio, sent the striking coal miners a \$10 note donation and roslings with owns to kill the The miners wanted neitner and sent

THE Western Laborer rises to remark that "one man armed with a good Winchester is worth fifty unarmed." That is owing to the game you are after. Fifty men have fifty votes and they do not muss up things in their

IT looks as though the cause of union labor is about to get a valuable convert, Colonel Ingersoll, to wit. If Robert will serve a probationary term as a switchman and manage to friend to the cause of labor. The great pubget a couple of fingers chopped between the bumpers, the A. R. U. would be glad to welcome him to its ranks.

introduced a bill in the house for the forfeiture of land grants to railroads in cases where the roads have not lived up to their agreement. One hundred and fifty-five thousand acres are held by that tenure. The bill won't do. Nothing but sugar goes.

WHAT are Mr. Havemeyer's politics? His igar trust gave \$50,000 each to Demi and Republican parties. The only thread visible by which one could begin to unravel the ball is that, in the giving, the trust gave invariably to the stronger party in the section where donation was made. Mr. Havemeyer's double-edged patriotism is now drawing big interest. He runs the Senate.

THE National Car and Locomotive Builder for June gives a quarter of a column on the Pullman strike. There may have been as much misstatement concerning a given subject crowded in an equal space, but THE RAILWAY TIMES confesses that if there has been, that it never saw it. There are just five separate and distinct back-end-foremost asser tions crowded in that small space.

THE esteemed Railway Conductor for last month devotes a few pages of its valuable space to the American Railway Union. THE TIMES intended reciprocating in detail for our neighbor's kind words, and the A. R. U. will unquestionably accept the Conductor's disinterested advice. By the way, neighbor, don't you think if you were to quit gnawing a file, shut up your jealousy-bred abuse of other people, and go to work and build your brotherhood up it would be better for it?

THE duke of Pullman is getting into a warm bath from another direction, and he cannot call in the railroad companies nor police to help him out. The Williams Palace Car Company, of St. Joseph, Missouri, capital car 50,000 pounds lighter than Pullman, chuck their accordion-like aluminium berths are in every way an improvement. It may affect the Pullman dividend and call for more

BROTHER C. A. SHEFFIELD, of Minne polis, the author of the great strike song Our Union Has Come to Stay," has favored THE RAILWAY TIMES with a copy of his 'Songs of the New Emancipation," which includes the song above mentioned. These songs have the ring in them, are splendid as wakers up of the weary in well doing and fill well a space in the reform movement. Brother Sheffield can be reached by mail at 2515 Tenth avenue, South Minneapolis, Minnesota.

PRESIDENT DEBS' APPEAL TO RAILROAD EMPLOYES.

CHICAGO, Ill., June 29 .- To the Railway Employes of America: The struggle with the Pullman Company has developed into a contest between the producing classes and the money power of the country. This is what Lincoln predicted at the close of the civil war and it was this reflection that gave the great emancipator his gloomiest forebodings. We stand upon the ground that the workingmen are entitled to a just proportion of the proceeds of their labor. This the Pullman Company denied them. Reductions had been made from time to time until the employes earned barely sufficient wages to live, not enough to prevent them from sinking deeper and deeper into Pullman's debt, thereby mortgaging their bodies and souls, as well as their children's, to that heartless corporation.

Up to this point the fight was between the American Railway Union and the Pullman Company. The American Railway Union resolved that its members would refuse to handle Pullman cars and equipment. Then the railway corporations, through the General THE Salt Lake Herald gives the A. R. U. | Managers'. Association, came to the rescue, world that they would go into partnership with Pullman, so to speak, and stand by him in his devilish work of starving his employed to death. The American Railway Union accepted the gage of war, and thus the contest is now on between the railway corporations united solidly upon the one hand and the labor forces upon the other. Every railroad employe of the country should take his stand against the corporations in this fight, for if it should be lost corporations will have despotic sway and all employes will be reduced to a condition scarcely removed above chattel slavery; but the fight will not be lost. The great principle of American manhood and independence is involved. Corporate power drunk with its own excesses, has presumed too far upon the forbearance of the American people, and, notwithstanding a subsidized

noble exceptions), public sympathy is with the striking employes, who are merely contending for the right of their fellow-toilers to receive living wages for their work.

I appeal to strikers everywhere to refrain from any act of violence. Let there be no interference with the affairs of the companies involved, and, above all, let there be no act of depredation. A man who will destroy property or violate law is an enemy and not a lic is with us and we need only to maintain a dignified, honest, straightforward policy to achieve victory. Let it be understood that CONGRESSMAN MCRAE, of Arkansas, has this strike is not ordered by myself or any other individual; nor is the strike inaugurated anywhere except by consent and authority from a majority of the employes themselves.

> Neither is this a fight simply of the American Railway Union. The question of organization ought not to be raised, but every man who believes in organized railroad labor should take his stand on the side of labor and its bat tles for his rights and those of his fellowmen I have faith in the great body of railway emany opposition that may be brought to bear against them. I am perfectly confident of E. V. DEBS. success. We cannot fail.

FOURTH OF JULY

As this paper will be getting around to more distant subscribers at or about the 4th inst., it is altogether proper the legal holiday be re marked upon In the usual line of treatment there is noth-

ing new to be said. Extravagance and flamboozle have years since exhausted themselves in celebrating its arrival. A new vocabulary would be necessary to whoop her up to the long since hackneyed key. The eagle, that proud bird of liberty, that soars and all that sort of thing, is a chestnut, does to amuse children when cooped up, but in propria per sona is not as inspiring as several beers for patriotic purposes; and moreover the carping realist can see nothing admirable in the piratical, thieving monopolist of the fowl kingdom. Of course it would be blasphemy to say anything against the bird posing as a symbol, for his human prototype in the qualities mentioned is altogether too numerous to be comfortable. All hail, then, eagle, and may that which you stand for in these United three millions, is in the field. They make a States, like unto your chicken-stealing self, be like unto your progress at a double quick on its road to extinction. We can use you as into a 136-inch space, use air mattresses and a glorious memory for what was once attributed to you, but except for menagerie purpose have no use for you. In that regard, while

tolerate a Pullman, a Rockafeller, a Vander-bilt, in a cage at Lincoln Park.

There is a very considerable cha old-time Fourth of July chipped off It is presty much the same quality of whisky and beer, while in the matter of new dancing tunes ar fire-crackers an improvement. It is well enough to be conservative in these things, and if you cannot conscientiously be absolutely a patriot on the Fourth you can and should be relatively. If there is not enough in sight for what the day stands for to warrant a twentyfour-hour celebration, sail in for a shorter

Certain considerations unrelieved by other more favorable to real twenty-four-carat lib erty, would cut THE TIMES' hours of service lown to about twenty minutes. If we have forgotten Paine, Jefferson, Franklin and Washington, and were without prospect of anything better than old: John Sherman and the rest of the Wall street sliders, perhaps about five would be sufficient. A man could drown himself in that period of fleeting time.

But THE RAILWAY TIMES and its folks are going to put in the whole day, and it will not be bored by listening to a greasy politician's one plea for the republic and twenty-four for its oft-abused franchise. THE RAILW TIMES' hundred thousand procession will take time between drinks to think a little. It will compare the disgraceful present with the glorious past, and look forward for an even mor glorious future, in whose shaping it will resolve to be a potent factor. It will not wor ship, as a fetich, the banner under whose folds the blood of citizens is shed at Greed's behest, where children are sacrificed in the modern Ganges for the factory and sweater crocodile to feed upon, where American women by the million toil on in the hopeless agony of poverty and abuse for life, where economic conditions, robber bred, forbid the American citizen to earn his bread.

It will not forget that in a property way 'Old Glory" does not cover much that it can call its own, and that while as leverage for future action it rejoices in the fact that it still has the liberty to walk on the road, it does not regard it as something to go into spasms of ecstacy over when it reflects that in justice it should also have the right to walk on the grass.

It will resolve to get there just the same, and here avers that "Old Glory" is all right, temporarily in damned bad company but still in reach of reformation, and that the time may come when adherence to fact will not compel us to sing,

"And the star-spangled banner

In triumph now waves

O'er the land — eighty-three per cent of it — of th usurer, plutocrat and thieving politician,
And the home - \$20 a month - of the slaves."

But instead we shall have the old song, in spiring as when "at the dawn's early light" Key's straining eyes caught a glimpse of its defiant folds waving over the fort on the Chesapeake, and the redeemed banner will be our in fact.

not the Pounts of just HITS US HARD.

It is not to the honor or credit of the American Railway Union that in convention assembled at Chicago, it voted against the deplored that at the time when the cause of an erroneous statement in relation to the labor is striving so hard for justice and recog- unionizing of the West Side store was a misnition, the most unjust and exhaustive blow at the laboring man is struck by organized labor itself. In refusing to extend to the col- the cause of the firm organizing. ored laborer the protection which he seeks for himself the white artisan forfeits a right to the consideration which he asks for himself It is unbecoming in the white man seeking emancipation from an industrial slavery to condemn his colored brother to that self-same slavery.

Organized labor everywhere should repudi ate the action of the American Railway Union without delay .- Denver (Colorado) Catholic.

KELLY, THE VAGABOND

History is repeating itself in these bloomin plutocratic times. Every day things are turnployes of the country and am confident they ing up that remind us of the cheerful days of will maintain an unbroken front in spite of the French revolution, Belshazzar's feast and the fall of Rome. And in those good old times, as now, the same sort of blind people took it upon themselves to teach cranks how to see. Furthermore, in every age they seem to see, or rather guess at, no other remedy for existing evils than repression, and if history was not to them as a blank page, they would learn from it that repression has always helped along the very things they were trying to kill.

History also records that the men who stood

back of the force policy in every age were influenced solely by cowardice, a guilty conscience, and that in each case the shriek of kill him, kill him," arose from a terror so childish as to be pitiable. So today. The nen who dominate newspapers, and the frightened robbers who stand back of them calling out for coal miners' blood, and Kelly and Coxey's liberty, are curs of low degree who would not fight a mouse. You might arm the crowd with Winchesters, and in the fear of the explosion of the cartridge, not a gun would be fired unless by accident.

That's the way it's going now. The red rag that brings on the plutocratic bull is Coxeyism. They put Coxey and his lieutenants in iail at Washington because it was Coxey, although ostensibly it was because he trample the sacred grass. At Louisville, by a big stretch of imagination and an appeal to an obsolete statute, they find Kelly and Baker guilty of vagabondage

Refering to recent history we have John Brown, of Osawatomie. He undertook the maddest thing a man could possibly have attempted. With about twenty-five men he

free the slaves. They hung Mr. Brown in short order and the blind people of the age ents, looked at the sa cratched their pates, said "poor fellow," bu offered no defense for his offense. And yet these very people massed by the thousands, armed to the teeth, in less than five years after marched through that same country, singing as their battle hymn :

"John Brown's body lies me But his soul goes marching

The men who opposed Brown, who tried him, who killed him, are remembered only today as their disgraced names appear in con nection with the magnificent and glorious figure whose name will ever appear on the pages of his country's history as a martyr for dear liberty's sake. It is not touching the ridiculous to say, with such an example for precedent, that the persecution of Coxey et al may be the inspiring themes of still other ongs, and they, too, might cheer a line of battle wherein the blind persecutor of this hour, might in that be the warrior on the side of

REFUSED, REFUSED!

It will hardly be credited by the readers of THE TIMES, it may not be good business policy to mention it, but it is nevertheless true that one of its former delighted readers returned the issue of 15th prox., inclosed in an envelope on one corner of which read: West Shore Railroad. N. Y. C. & H. R. R. Co., Lessee, No. 5 Vanderbilt Ave., New York." And to make doubt impossible as to who did return it, the wrapper of the paper, addressed to Mr. Layng, came back with it. For several reasons, in the language of the

late Mr. Pecksniff, " Now this is distressing." It displays a lack of appreciation of THE TIMES' best number, for it included, besides President Debs' address, a great deal of good educational matter suitable for general man-

Thus it is, has been and ever will be. Reform is ever swiped in the face by those whom it would serve. The American Railway Union, in the prosecution of its cherished dream to abolish strikes and labor troubles by equalization and fair treatment for both sides, is thus with cruel rudeness rejected by a man whom it sought to serve.

If any of Mr. Layng's fellow-managers should read this tearfully penned lament, will they kindly say to him in the interest of peace and good will that he is forgiven, and that he really does not know what a good thing he is missing, and growing out of their own appreciation of the purposes and objects of the A. R. U., coax him a little to allow THE TIMES to come right along. He cannot get the truth in the plute press, a little clean straight-out ent of facts will do him good.

APOLOGETIC.

not a very seriour to call a news par a llar. With one solitary exception THE RAILWAY TIMES does not know of any newspaper that does not make prosy facts interesting by frills of plain and fancy falsifying. But when a big convention like that of the A. R. U. resolves that a friendly paper, that in the matter to which the resolution referred had in admission of the colored workingmen to the fact only told the truth, is a liar, it calls for protection of the union. Indeed the action of apology or blood. For the convention THE the A. R. U. will not make friends for the TIMES explains that a resolution finding that cause of labor anywhere. It is deeply to be our friend, the Chicago Dispatch, had made take all round, and that the Dispatch instead of roasting a union store was in the beginning

THEY CELEBRATE.

One year ago today, June 20, 1893, the American Railway Union as an organization was practically unknown. It had been conceived and thought over many years by its organizer, Eugene V. Debs, but no plans had been effected or materialized until June 20, 1893, when Mr. Debs, now president of the national organization, founded the union by organizing Union No. 1 at Chicago, himself being chosen as president. During the brief space of time that has elapsed since then, one short year, the organization has prospered far beyond the most sanguine hopes of its promoters and adherents until today it presents a solid front, combining all classes of railroad men within its ranks, num bering far into the thousands. Such growth and prosperity may well be the subject of congratulation among its members, and is. Today is the first anniversary of the organizing of the great union, and the members of Local Lodge No. 151 have prepared for the occasion by the aid of the best talent in the city and Northwest a fitting observance of the event.

Tonight, at the Metropolitan theater, a con ert entertainment will be given, which without doubt will equal anything of that nature ever given in the city. Large numbers of railroad men will be present from outside points, a delegation of 50 from Larimore having reserved seats for the occasion .- Grand Forks Plaindealer, N. D.

If one man kills another suddenly and sharply everyone can now recognize it as a crime. But if a man or a trust reduces wages to a starvation point and works the laborers in noisome sweat hells, and slowly kills them by overwork and bad conditions, the people do not recognize that as a crime. Yet it is a greater crime than the former .- The People.

ONE of the greatest outrages in the neverending Wilson tariff bill is proposed by Senator Teller-to put the duty on diamonds 30 per cent. The Rothschilds of London have large interests in South Africa bonds and such course would seriously affect their value, For God's sake, gentlemen, do not do anything to hurt Rothschild. He may buy up the they might not be drawing cards, we might made the endeavor to overrun the South and Senate to even someway on our bonds.

PHAROAH'S DAUGHTER AND MOSES.

FROM THE University Courier. Whin Pharoah's daughter Wint down to the water here was young Moses a-s Wid his basket all handy,

him from cryin' until he was found

Sez she to a maiden:. Bring here the young hayther otters be shakin', ye lazy colle If the water once wets him, Or the alligator gets him, crocodile tears you'll be sh

He was brought to the wimmin' Faith, it shows how the blarney's a fem

· joy, A nate bow he was makin' Just as shure as I'm spakin'! egorra," says she, "he's the broth of a boy."

EUGENE V. DEBS.

I am sitting on the stage at a great meeting of the people. My eyes are closed in dreamy reverie. I hear a voice whose resonant tone are familiar to my ears. The voice, the words bear me in imagination back to the days of Rome and Caius Gracchus is proclaiming the coming liberty of the people. The words of flaming eloquence suddenly change into the rugged tones of Cola di Rienzi, crying, "Arouse, ye Romans! Arouse, ye slaves!" The words are sweet to the ears and stir my soul to ecstacy. Soft! I am no longer in the eternal city, but wander among the hills and dales of Judea, and the voice has changed again. This time 'tis the compassionate tones if the Sherman act was repealed. Here's a of Him of Galilee beseeching to "love ye one another." Now swift-changing in its mellifluous harmony I hear Pandora whisper: "Th dawn approaches, take heart of hope," and Prometheus answers with the echoed groans of suffering, sighing souls. The air is now filled with stirring martial music, and above its changing cadenzas pours forth in passionate appeal the stentor voice of Peter the Hermit, dule was granted on request immediately after. raising in the bosoms of men the lethargic love of duty. Aye, on the German hilltops pulpited he speaks, and Hermanic, in deep toned thunder, hurtles back, "I come." Now there is silence for a space, and the changing draperies of imagination disclose a newer scene

I am in a meeting of the Virginian Burgesses and the voice has taken on the tones of Patrick Henry. It says " Eternal vigilance is the price of liberty," and "he who would be free imself must strike the blow." Now, 'ti Thomas Jefferson giving utterance to "We hold these truths to be self-evident, that all men are born free and equal." And lo! Even as the soft tones of the "chosen son" die into the distance, the voice of Andrew Jackson hurls forth the edict, "Each man and every man in this country, by the Eternal, must and shall be free." The echoing ages take up that dictum and it becomes mingled with the tones of him who at Geutysburg spoke the imortal, flaming words, " This nation under God shall have a new birth of freedom and that government of the people, by the people and for the people shall not perish from the earth." Scarce has the utterance of the martyr ceased to fill the air when Lowell softly says: He's true to God who's true to man; whenever

wrong is done
To the humblest and the weakest, 'neath the all beholding sun, That wrong is also done to us; and they are slave

Whose love of right is for themselves and not for all

My brain is puzzled. How comes it, I ask nyself, that these heroes, dead and gone, are near me still today? What power permits them to quit their abiding places within the crusty bosom of Mother Earth, and visiting again the haunts of mortal men pour forth their immortal utterances? My rummaging mind takes on a newer consciousness. Rev erie lifts her leaden hand from off my brow my eyes open and gaze upon a vast multitude of people-men, women and children. Men are standing on the seats and hurling their hats in the air; women are weeping in joy and waving handkerchiefs. All, all shout in clamorous accord. Their eyes are riveted upon the stage and upon a man who is grace fully bowing acknowledgment to the thunders of applause. I am near him; I gaze into his face. 'Tis the face of Eugene V. Debs. -William C. Pomercy in Eight-Hour

THESE ARE FACTS, NOT A THEORY.

In these days of trusts and consolidations strikes and cut-downs between labor and railroads, it may be interesting to note what has been and can be done to remedy these evils. We never hear of any strikes or labor troubles knowledge of military tactics. - Hutchinson on the railroads of Australia, and why? Be. News cause the government owns and operates them in the interest of the people.

In Australia vou can ride a distance of 1,000 miles across the country for \$6.50, first class. too, while workingmen can ride six miles for 2 cents, twelve miles for 4 cents, thirty miles for 10 cents, etc., and railroad men receive twenty-five to thirty per cent more wages for eight hours of labor than they are paid in this country for ten hours of toil.

In Victoria, where the above rates prevail the net income from the roads last year was sufficient to pay all the federal taxes.

In Hungary where the roads are state owned, you can ride six miles for I cent and since the government bought the roads wages have doubled. Belgium tells the same story -fares and freight rates cut down one-half and wages doubled.

Yet the roads pay a yearly revenue to the government of \$4,000,000.

In Germany you can ride four miles for a cent on the government owned lines. Yet wages are over one hundred and twenty per cent higher than they were when the corporations owned them, and during the last ten years the net profits have increased forty-one 3 per cent, quarterly.

per cent. Last year the roads paid the Ger nt a net profit of \$25,000,000 Workingmen and farmers, if you like such rates as these, vote the People's party ticket If our government owned the railroads we could go to San Francisco from Boston for \$10.

Look at the proof: Uncle Sam pays the railroads not quite \$275 to transport a loaded postal car from B to San Francisco. A passenger car will carry fifty passengers, which, at \$10 each, would be \$500, or a clear profit of \$225 a car, and this. too, after paying five and one-half per cent on watered stock which is fully one hundred per cent on the cost of the roads.

To show how our railroads have watered their stock, I point to the New York Central & Hudson River railroad, which, when the Vanderbilts obtained control in 1869, was capitalized at \$49,000,000. They at once watered it up to \$90,000,000; more water has been added until the present capital stock is \$146,000,000-all but \$45,000,000 being water.

Government ownership would save the people the gigantic sum of \$1,000,000 000 a year and bring shorter hours and better pay to the 700,000 railroad employes .- The Ulturian.

THE RAILWAY TIMES, the official organ of the American Railway Union, shows signs of increasing prosperity, notwithstanding the continued stringency in the money market .-Western Laborer.

THE Trades Unionist, Baltimore, offers one dollar reward for the "era of prosperity" old Skinflint Sherman and Dan Voorhees promised show to make a real honest dollar.

THE A. R. U. leaven is working east. Away over in Connecticut, the freight handlers in the union got \$1.70 for thirteen to fourteen hours' work; now get that figure for nine hours. Brother Wilson Becker organized the union referred to, No. 314, and the new sche-

Boston has an ejectment company who indertake to get people out of rented houses, throw out on the street non-paying tenants. Very discouraging outlook for the rosy future we sometimes paint. Cattle of that stripe are not fit to live and yet no provision is made in any yet formulated scheme for economic and social betterment that contemplates killing

THE RAILWAY TIMES is duly notified by Typographical Union No. 16 that the firm of Rand, McNally & Co., one of the biggest printing houses in the country, is not treating the prints right. The circular does not say that the office is ratted, nor does it request a boycott, but asks to have us " aid in their just contention for our rights." Boycott in full doses is prescribed on guess.

THE RAILWAY TIMES unbesitatingly recomends to its readers the elever and instruct satire "The Dogs and The Fleas," a take off on existing order of things not companientary to us dogs. The little 25-cent book, profusel, illustrated by cuts wherein one recognizes many acquaintances made dear to him by their excessive costliness, fills a big place in the reform literature of the day. For sale by Frank Jackson, 90 Washington street, Chicago, Illinois.

I HAVE awaited with much interest the out come of the strike on the Great Northern It has been a complete victory for the men and the American Railway Union, and has demonstrated the power of combined labor. Heretofore railroad laborers have been separated into a dozen or more organizations, and it has been impossible to get concerted action in case of a grievance, except among one class of employes. If the engineer went on strike the rest of the men paid no attention, and vice versa. While the American Railway Union will do away with several organizations of railroad men and their royal hobnoh wah-howah chiefs, it presages a comn on-sense era of co-operation among railroad labor which will result in less strikes and more substantial vic tories. A. R. U., shake !- Farmers and La

NEARLY 100 army officers are teaching per haps 10,000 college lads all over the country how to be soldiers. The federal government undertakes to lend each college about \$1,600 worth of munitions of war, and the college in each case must give bond for the safe return of the governments property. As a matter of fact, some of the weapons thus furnished are a bit antiquated, but they serve their purpose and the alumni of these colleges already constitute a considerable body of men possessing

Tell us for a moment that the plutocracy are not preparing to crush the masses. What a howl this gold bug sheet would send up if some alliance, Knights of Labor assembly, or trade union armed its members and com menced to drill .- Ex.

DIVIDENDS DECLARED.

Boston & Albany, 2 per cent, quarterly. Boston & Lowell, 31/2 per cent. Eastern (N. H.), 11/2 per cent. Little Miami, guaranteed, 2 per cent, quar terly.

Philadelphia, Wilmington & Baltimore, 3

Albany & Susquehanna, guaranteed, 31/2. per cent

Chicago & North-Western, preferred, 134 per cent; common, 3 per cent. Cleveland, Cincinnati, Chicago & St. Louis preferred, 1 1/4 per cent, quarterly.

Connecticut River, 5 per cent. Keokuk & Western, I per cent. New York & Harlem, 4 per cent. Old Colony, 134 per cent, quarterly. Philadelphia, Germantown & Morristown,

THE CONVENTION.

(Continued from first page.)

and requesting that copies of all public docu ments and the Congressional Record of the last special session shall be furnished said addresses, and they shall be the property of each local union.

Resolution upholding Chicago Typograph ical Union, No. 16, in its struggle for recognition by the firm of Rand, McNally & Co. and that local unions of the American Railway. Union be informed officially of such action and urged to act in accordance with spirit of this pledge.

Communication received from Packers and Nailers' Assembly 606, K. of L., requesting boycott of product of Washburn-Crosby Milling Company, of Minneapolis, Minnesota. Boycott indorsed and action urged to be as effective as possible.

Local No. 60, Pueblo, Colorado, asked for indorsement of following bill:

" A bill to protect employes and guarantee their right to belong to labor organizations." [The bill, as given, is a trap made use of by politicians in various states to catch labor's vote. It will not hold water constitutionally.

We have it in Illinois and elsewhere. Of course, brothers presented it in good faith, but so long as our state and national constitutions contain the strangle hold under the sacred pull of contracts, such legislation is N. G.]

Resolution condemning and setting in his proper light as an amateur scab in Great Northern affair one John C. Nolen, of St. Paul, growing out of his pernicious activity in said strike, adopted.

Resolution, proposed by Local No. 80, Los Angeles, California, pledging American Railway Union to not give or receive any pledges from boodling politicians, and agreeing to act on independent political lines adopted.

JUNE 16.

Resolution approving of Mayor Hopkins', of Chicago, appointment of Mrs. Dr. Bradley, a leading reformer of the city, as a member of the board of education of said city.

Resolution indorsing the blue label of the cigarmakers' union adopted.

Two American flags ordered secured, per resolution to decorate platform.

Committee on Pullman matter report that Vice-President Wickes of that company would not recognize the American Railway Union. -[N. B.-At this writing Mr. Wickes is in process of making the A. R. U.'s lasting ac quaintance.]

Committee on General Work reported in response to inquiry that it had decided that all machinists employed under jurisdiction of railway companies are eligible to membership in the American Railway Union, and recommended its reference to Committee on Legis lation. So referred.

Scab defined by same committee as a mar [whether union or nonunion] who takes the place of a man who strikes, and recommended that such be excluded from membership.

Vote of thanks tendered Mr. Thomas Barrett, of Chicago Board of Trade, for generosity to Pullman strikers.

President Debs submitted some uncomplimentary remarks anent certain parties sus-pected of setting up pins for election to office.

Communication announcing that an international congress of railroad employes would be held in Paris, France, in October, 1894; referred to committee on special work. dent Debs spoke in favor of sending delegate.

Committee on Special Work recommend that the seal of the organization be the stand-

be copyrighted.
Local 45, Almy, Wyoming, compose

coal miners, inquired as to their status. Committee on Special Work find that they are Union pledges itself as a whole and individual to the control of the entitled to protection, but do not recommen admission of miners unless directly in railroad

Special Committee on Pullman again Delegate Drew, representing No. 223, reported disbanding of No. 127, S. M. A. A., and invited general officers and others to visit his local—stockyards local—Wednesday even- to its own or affiliated bodies like unto it,

ing, June 20 Messrs. Morgan and Dawson addressed convention on socialism, for which President Debs extended the gentlemen thanks on besocialism, for which President adopted as read. half of convention.

Adjourned to Monday.

9 A.M., MONDAY, JUNE 18.

Overalls manufactured by H. S. Peters, Dover, New Jersey, specially for railroad men's use, indorsed.

Resolutions adopted as read were presented. One appealing to labor organizations to try to bring about the removal of Major-General bring about the removal of angles, one to Snowden, of the Pennsylvania militia, one to indorse the patriot and reformer, Rev. Myron J. Reed, of Denver, Colorado, for his manly stand for labor and the right.. Report entire of the Committee on Legis-

lation read, and convention went into a committee of the whole to consider same. Afternoon session was also consumed in its

JUNE 19.

Resolutions of thanks to Mr. William C. Hollister, editor of the Eight-Hour Hergld, and others for kindness and valuable aid to Pullman strikers; to the Hon. John P. Hopkins, mayor of Chicago, for his manly and generous aid to the same people [the mayor was a workman at one time himself at Pullman and its thoroughly accompanied with the man, and is thoroughly acquainted with the duke], were offered and unanimously adopted.

means to secure election to Legislature and Congress of men in hearty sympathy with its

WHEREAS: Patriotism institutes and per-WHEREAS: Patriotism institutes and perpetuates free government and as government is the source and fulfillment of all law and Law is the foundation and basis of all money; AND WHEREAS, All forms of money, whether the material bearing the stamp of sovereign government be metal or paper, depends equally and finally upon the same basis—the Law; therefore be it

Resolved, By the American Railway Union in convention assembled, that, in order to promote the general welfare and afford true "protection" to this patriotic people, it is the duty of

eneral welfare and afford true "protec-to this patriotic people, it is the duty of the United States governm

free at a ratio of sixteen weights of silver to one of gold.

one of gold.

Paper money to be of but one form and convenient in its denominations; to be placed in circulation by the payment of all expenses of the national government and by loans to the states, counties and city governments, gradually increasing its volume until all business can be transacted by cash payments instead of interest-bearing credits to be redeemed only through the channels of taxation.

And to facilitate exchange, and regulate an avaricious commerce we demand that the government shall immediately establish and conduct genuine national banks of issue, loan and deposit.

Congratulations to convention received from County Central Committee, of Wabash County, Indiana, and request for the president's presence to dedicate new People's party paper to be issued about the middle of August. Convention then went into a committee of

the whole to consider report of committee on legislation, consuming remainder of the morning session. Debate on amendment to strike out words † white parents" in the preamble to constitution furnished major part of topic for

AFTERNOON SESSION.

Sundry resolutions offered and referred. Resolution tendering sympathy and bes wishes to the followers of Coxey, Kelly, etc. passed unanimously as read. Convention then went into a committee of the whole to consider legislative committee's report, taking up remainder of the afternoon.

IUNE 20.

Sundry resolutions and communications of-fered, read and refered. Convention went into executive session and took up report of legislative committee. Motion to admit press to the room was carried. Discussion on com-mittee report consumed the morning session.

AFTERNOON SESSION.

Sundry resolutions and communication read and referred. Resolution, thanking D. Kalas for his efficient and valuable sympathy toward Pullman strikers, adopted una as read.

Boycott, of product of Western Wheel Works, bicycle manufacturers, Chicago, Illi-nois, indorsed. Consideration of constitution taken up for discussion consuming balance of session, except time taken up in listening to the stirring speech of Rev. Cawardine, of Pullman, and vote of thanks to that gentleman by

JUNE 21, MORNING SESSION.

Committee on transportation elected to call on general railway officers to procure transportation for delegates returning home. Resolution adopted as read that a commit

tee call on manager of Munger's Laundry, now doing Pullman laundry work, to inquire girls working there are members of union. Vote of thanks tendered Brother Carl Smith, delegate from No. 12, for his services in our behalf rendered by him as manager of the Omaha World-Herald. The following reso-

lution was read and unanimously adopted:

"WHEREAS, As well for itself as the general good, the American Railway Union takes cognizance of the flagrant abuse of the rights of eminent domain by the railroad corporations of this continent; that the said union protests portation, to the end that gamblers in watered stock and bonds may, under form of statute law and rules of trade, filch from the pocket of freighter and passenger unearned profit; and furthermore, in pursuance of the established policy of corporations to the end mentioned, the American Railway Union protests agains

sawing out of the back of labor still other illegitimate profits by the payment of insufficient wages, by compelling employes to toil for an unreasonable number of hours to make a day's work, and, by its niggardly and brutal exercise of alleged right to place men in charge of machinery and rolling stock insufficiently sup plied with safely appliances called for by the present necessities of railroad operation. In consideration of the premises, be it

"Resolved, By the American Railway Union in convention assembled, that every line of Committee on Special Work recommend railroad, its equipment and management, that the seal of the organization be the standard emblem of the order, and that the same rection of the general government wherein such lines of railroad may be located. And ed of be it further

Resolved, That the American Railway ually to use all honorable means by agitation and by ballot to bring about the result desired, to the end that in the hoped-for happier days of the future that the necessities which called shall be universally extended to all men. On motion the resolution was unanimously

The following resolution was next offered: vain to the political service it has created and fed for substantial fulfillment of pre-election promises that the producer about the producer abo promises that the producer shall have that which his hand, his brain and his talent shall

have added to the common product;
AND WHEREAS, The oft-repeated pledges have been promises made to the ear, and broken to the hope, and that instead of standing up for the whole people—with a few honorable exceptions—the politicians who constitute the work ing machinery of the now misnamed Demo-cratic and Republican parties, surrounded and tempted by the bribe and promise of favor of the common enemy, the corporation, have continuously and persistently legislated against the liberties of the people, and almost without exception each act of the national and state legislatures has been in effect a carte blanche some favored vulture to rob somebody AND WHEREAS, The members of the Ameri

can Railway Union, with an affectionate, patriotic, and tender recollection of the said political organizations in their glorious past, honoring today as our predecessors the memories and teachings of a Washington, a Jefferson and a Lincoln, do not feel, in the light of the past wently-five years, and the present, that we twenty-five years, and the present, that we should be bound in any tie of fealty to either that we feel that the names of our loved or-ganizations of the past, like unto nearly everything else that we as good citizens have cherished, has been stolen, and is today locked up in Plutocracy's vault, and that the hour has come when we should place it on record that further loyalty to either is treason to RIGHT, and we furthermore aver that the present Senate of the United States has in its own existence proved conclusively that that body should either be abolished or elected by body should either be abolished or elected by the whole people, to the end that we should no longer be called upon to blush at the spec-tacle of conscienceless mediocrity, seated in that former honorable and able body, and to be compelled to listen to the voices of corrupt politicians in the chamber whose arches rang in the glorious past with the eloquence of a Webster, of a Clay, of a Calhoun, and of a

or platform, leaving to each the sacred right to manfully use his ballot as the expression of his individual wish, yet in view of the foregoing preamble, the American Railway Unio "Resolver, That as most of the reforms stands for, in consideration of the fact that the platform is almost identical with the fundamental words are sales. the platform is almost identical with the funda-mental principles upon which our sister organ-ization and now formally declared ally, the Knights of Labor, is based, that we recom-mend to our brothers, unless something better

mena to our orothers, unless something better offers, to support the platform and candidates offered by the People's party."

On motion the resolution was unanimously adopted as read, amid great enthusiasm and cheers.

Speeches were called for from President
Debs and Vice-President Howard, who re-Debs and Vice-President Toolers sponded in full sympathy to the resolution Mr. Howard, president of the 'Longs' speech.

men's Union, made a ringing speech. He was followed by Director L. W. Rogers, who responded in one of his brilliant characteristic

Delegate Wild, of Columbus, Ohio, read a letter requesting the use of his name as can-didate on the People's ticket from his district for Congress.

Resolved that members of the convention

attend picnic given for relief of Pullman

Strikers June 23, at Burlington Park.
Committee on General Work reported on the resolution that all wealth is the product of labor, applies to right to entry to the land, etc., and moved that the resolution be concurred in. Concurred in.

middlemen. Adopted.

hauling scab coal. The committee subsame to board of directors.

Thomas Durkin, delegate from No. 326, was recommended for expulsion for crooked work in connection with lease of lemonade stand. Convention, after sundry recommendations

and proposed resolutions, proceeded to con-sideration of the report of legislative com-

AFTERNOON SESSION

Committee appointed to wait upon the Ladies' Aid of B. of R. T., reported that they had been refused admission by Grand Chief Wilkinson.

Consideration of report of Legislative Committee resumed.

mittee resumed.

Regular order broken to listen to bright talks from Messrs. Madden, president of Illinois State Federation of Labor; W. C. Pomeroy, president of the Trades and Labor bly of Chicago, and Mr. Healey, a labor reformer.
Regular order resumed.

Mr. Heathcote, representing Pullman strik-ers, accorded courtesy of the floor to state situation at Pullman, and committee appointed to report suitable line of action at onc

uly commissioned representatives ordered Louis and Ludlow at once. Various matters left to discretion of Board of Direc-Communication relative to cut on C. R. R. R. Co. at Raton, New Mexico, and on A. T.& S. F. systems be referred to Board of Directors for action.

Resolution as to emigration that the unde-sirable classes, Chinese, etc., be immediately

(Balance of proceedings in next issue.

THE BOYCOTT. ed from first pag:.)

and, after consultation with director the following order:

TO THE OFFICERS AND MEMBERS OF THE NIGHTS OF LABOR EVERYWHERE—Greetsz: This is an official notice to in orm you ing: that the American Railway Union has declared a boycott against the cars and equipment of the Pullman Palace Car Company, taking effect June 26, 1894, as a result of the refusal of said company to arbitrate the differences existing between said company and their employes or to entertain any proposition looking an amicable adjustmen

It has been the policy of the Pullman Com pany to reduce the wages of its employes until the starvation point has been reached, and as a last resort said employes entered upon a strike to protect themselves and their families against utter degradation.
The railway corporati railway corporations of the country,

through their general managers, have formed a coalition with the Pullman Company and have declared in a series of resolutions that they will assist said company in resisting the demands of their employes with all the means and influence at their command.

In view of this fact it behooves you as

members of the Knights of Labor to render the striking members of the American Rail-way Union such assistance as can consistently be given in their fight against plutocratic en-

It will be borne in mind that the orders of The time has come for unity of action. sons of toil must stand together, shoulder to shoulder, in the great conflict that is now raging. There must be no dissension or division. Unification is the one supreme demand. The American Railway Union stands ready at any There must be no dissension or divisi and all times to reciprocate in any way in their power. In fact, the American Railway Union and the Knights of Labor are simply two divi-sions of the great army fighting not only ty-anny but the tyrant as well. You are hereby anny but the tyrant as well. You are hereby urgently requested to not only prosecute with all possible power the boycott against the Pullman palace cars but all railway corporations aiding said Pullman Company. This is a fight between united labor and monopolistic corporations, and labor must win, cost what it may. The American Railway Union is aiding us in forming local assemblies of our order and we owe them our united support in this strug-gle for the emancipation of the wageworkers from the thralldom of greed and avarice.

JAMES R. SOVEREIGN,

Grand Master Workman.

The ball opened the second day by crews and entire force walking out so rapidly that it would be difficult to publish them in order. One of the most important was that of the entire force of the Chicago & Indiana, a belt line of great strategic value. The force consisted of five switchmen and seventy-five towermen. This line does the switching for the following roads: Chicago & Erie, Grand Trunk, Monon, Santa Fe, Chicago & Eastern Indiana and Wabash.

Six hundred shopmen on Illinois Central next walked out, until the following roads were all seriously affected, and several were the United States government to immediately enact Laws for the establishment of a triune money composed of gold, silver and paper, each member of such trimity of money to rest upon the same basis — Law; each to be a complete legal tender, and interchangeable at the option of the government.

Gold and silver to enjoy equal rights and privileges in all coinage laws and to be coined tied up: The Atchison, Topeka & Santa Fe,

Breat Western (Maple Leaf), Wisconsin Cen-

By the aid of scab or fellow officials, here ere a train would get out, but it was a practical paralysis to railroading in Chicago. And without violence! It is the A. R. U. style, hit 'em hard, but hit 'em legitimately. News from the West and South to same effect the greatest tie-up and extending over more erritory than any predecessor in history From Kansas City, Las Vegas and Raton New Mexico, San Francisco, Los Angeles Sacramento, Cairo, and the tying-up of the Montana division of the Northern Pacific, so much that it would be difficult to keep track of it. Everything favored the union's cause Circulars sent out Wednesday to labor leader and organizations everywhere, at least resulted

some instances a quiet push our way. The general managers of course met, but were not so cheerfully loquacious with the re porters as the day before. It is not necessary to throw a brick house on the railroad boss He catches quickly, and in this instance knows he is gone. Public sympathy, united men good generalship, beats brag and bluster

in all cases in a "hands off" reply, and in

During the afternoon and evening meeting were held at numerous points in Chicago, and Resolution providing for co-operation of recruits flocked in by the hundred. The dif-labor in building up industries, and to trish ferent lines established strike headquarters in work for the unemployed and dispensing with the vicinity of their respective yards and kept the vicinity of their respective yards and kept Communication from Massillon, Ohio, as to together, behaved themselves and waited for certain victory.

There is an amusing phase sometimes ever in tragedy. One J. J. Frey, General Receiver for the Santa Fe, comes out in a notice of the usual bluff order to the employes. Mr. Frey assumes judicial robes and lays down curbstone law in sledge-hammer style. He does not wait for the judge to mount the bench, he sends out his legal scarecrow without formality of seal. He says that to "participate in boycott would be a criminal offense," " all persons are enjoined by the court," and that "the employes are expected to continue in the performance of their duties." The injunction thus issued and law laid down was without formality of application, and guiltless of seal or record. It has precedent, however. When Dogberry demanded that he be written down an ass, the dictum carried with it the presumption for precedent purposes, that the successors of that celebrated jurist were not required to make such decree in order to obtain the status. It would, therefore, be surplusage to add that Mr. Frey is an ass according to law as enunciated by himself.

The third day, Thursday, showed daylight. The Chicago & Northwestern, Chicago & Alton, Union Pacific, Denver & Rio Grande, Chicago, Milwaukee & St. Paul, Chicago & Eastern Illinois, Pittsburgh, Fort Wayne & Chicago, Chicago, Burlington & Quincy, Union Stock Yards & Transit Company came out.

The Stockyard and Transit Company in volves the K. of L. at the packing house 15,000 men. Up to midnight, about 20,000 en were out, and crowding into the A. R. U. in numbers that worked a force of clerks Their timester have why with recording the

The city has begun to feel the tie-up. Provisions, perishable stock suffering, coal supply short, and some tugs and engine rooms burning cordwood. The Illinois Central is the great milk road, and its supply cut off makes hat staple short.

There is a terrific freight blockade in all vards. Mr. Pullman's stand is making everybody pay tribute to his insolence, dishonesty and importance. Judge Caldwell sends his opinion by wire to the receivers of the Atchison, Topeka & Santa Fe. It means nothing, and there is in the boycott no interference with the opinion. It is to the effect that the men may quit if they want to, and must not interfere with the employment of others. That's all right, judge.

At other points the tie-up is in pretty much the same shape everywhere. The men heretofore not with us, have thrown down tools and abandoned their trains, and are getting into the union so fast that cards cannot be issued to meet the demand. These are not necessary, as the mere signature to organizers makes them members in good standing

a guarantee that no. Pullmans would be moved on that line till the trouble was settled. The strike can last but a short time, public opinion demands that the general managers yield to the inevitable.

He didn't go into particulars, only that

he was alraid.

The precious mail was also in danger.
Judge Allen, of Springfield, Illinois, telegraphed instructions, but as nobody was
interfering, it amounted to nothing. Twelve
trains were tied up there for want of men to run them.
At Hammond, Indiana, twenty-two miles

from Chicago, owing to a misconstruction, the Erie train was stopped and the Pullmans colloose and sidetracked. With the Pullmans off, the railroad's attorney refused to let the Although not on the ground, the citizens were responsible more than the railroad men. Alexander Shields and two others were ar-

Alexander Snieds and two others were arrested by United States Marshal and taken to Ibdianapolis. Shields is president of No. 242. The men were released for hearing. From St. Louis came the news that the Southwest system—Gould's—were all tied up; same news from Milwaukee as to the North-West-The Mobile & Ohio are not represented in the General Managers' Association; wired President Debs that they would not haul Pull-mans till the trouble was over, and the road was released. At the Chicago Central Stock

to import Canadians, but, detected in the trick,

nble to get out the B. of L. In the scramble to get out the B. of L. E. G. and on the roads quit. To a committee from Ganet, Ind.,—B. & O. men—of B. of L. E. men who called on Chief Arthur, at Cleveland, Ohio, that gentleman said that officially his hands were tied, but remarked as follows, as indicating his views: First, that Pullman's position was indefensible; second, that B. of L. E. brothers should be men; third, that no B. of L. E. engineer should take the place of an A. R. U. engineer.

After the scab fizzle the officers in different wards blistered their fair hands and sweat all

yards blistered their fair hands and sweat all day trying to move trains and to make up their er trains, some of which got away with citing adventures en route.

The fight had now lost sight of Pullman, that

amiable old gentleman was lost sight of. It was a battle royal to the finish between the Railway Managers' Association against the American Railway Union, and both sides are olugging away at each other. The shifting of the line required a vigorous move against roads which, though not running Pullmans, were giving aid and comfort to the enemy and were members of the association. This change of base necessitated calling out some reserves and President Debs issued the proclamation elsewhere appearing.

The brotherhood boys of B. of L. E. and B. of

L. F. at Chicago who had been chafing under the collar for days, threw down the narrow wall that separated them from another union fighting the battle for all labor's right, and came out on the Great Western, the Northern Pacific, the Wisconsin Central, the North-Western, the Alton and Santa Fe; among the rest was Larry Burns, division chief engineer. Then out came 400 shopmen from the North-Western.

Dispatches from everywhere were all enouraging. At this late hour it was imp to enumerate, but the West, drawing the line through central Indiana to the Ohio river. to the Mississippi, and to the gulf is Of course at places there was row kicked up; here and there before advised from headquarters interference trains. This mostly around Chicago. with trains. This mostly around Chicag Trains are delayed, and the terrible blocka of freights is beginning to be painfully felt. Passengers at various points have also suffered. And the old Gradgrind, the hypocritical old onster responsible for all, what of him?

On Thursday he called on Vice-President Harahan, of the Illinois Central, his countenance ornamented with a self-satisfied, Pecksniffian grin. The vice-president was not in a grinning mood, so he pitched in, rough shod, on his astonished guest. He told him he was a figurehead; that while poverty stalked— using Mr. Harahan's exact language, remember - through his model town, that instead of investigating for himself, he allowed superin-tendents to send in colored reports; that he wasn't fit to govern men; that though the railroads were losing \$250,000 a day, it didn't seem to worry him, and though he had a contract, he wasn't going to own him - Harahan —and that he wasn't going to force the rail-roads to fight his battles, and it was wonder his men had not struck before. During this little lecture the duke gasped for breath, his eyes bulged out and, as Harahan began to shake his fists, George M. Pullman, philanthropist, that night — Thursday — like a cur, sneaked away from town, to where no one knows, and left the rest of us and the suffering and inconvenienced public in puddle e policemen, who ought to have better, were detected throwing switches for the company, thus scabbing. The chief of police

put a stop to it.

Meantime the ne the members are pouring into the A. R. U. by the regiment, meetings are held at dozens of places all over town, and the mail is loaded with applications. Uhlich's Hall, on North Side, is headquarters, and the Board of Directors are in continuous session We have the main hall and three anterooms in one of which the office force and correspondents are working day and night. isfortune not to be overlooked that the tele is putting many ducats in Jay graph Gould's boy's pockets

The strike has worked east and Cincinnati is out, tying up the Big Four. Special depu-ties are at work in Pittsburgh and Jersey City, and if it lasts four days longer those cities

SATURDAY.—The Chicago & Erie made up its trains at Hammond and left off the objectionable cars. The Big Four offered to quit the Pullman and be counted out, but clined to sunder its connection Managers' Association. Though t Though the follow ing roads are not doing business with the duke, they are also in the railway association, and so, by lending a helping hand to the Pullman roads, can delay settlement. Accordingly these men were ordered out. This last list includes: Michigan Central, Lake Shore, Nickel Plate, Colorado Midland, Big Fourtight—and Calumet Terminal.

A displaced switch at Blue Island, threw

Rock Island Train No. 19 from the track. James Mervin was charged with throwing it,

Governor Matthews refused to send troops to Hammond as none were necessary sheriff, he thinks, can attend to it, though if everybody was arrested supposed as guilty for pushing the Pullmans on the switch, it would about take in the entire population.

Organized labor of all trades have notified

President Debs that they are with us to help if we can make use of them.

At Riverdale, persuaded the Illinois Central

came in. At Cairo, Illinois, vice-president of the Illinois Central demanded that that dangerous nuisance be called in to suppress strik
grs. He didn't go into particular. markable thing when one considers the army of men engaged in it. J. J. Hannehan, the big-hearted vice-grand chief of the B. of L. F., sent President Debs

the following cheering note:

"In reply to your message would say that as grand lodge officer of the Brotherhood of Locomotive Firemen I am prevented by law from assisting you in an official capacity, but an eith you in this fight. I take the resistion that with you in this fight. I take the position that all who labor should have no hesistancy in declaring themselves in your favor. preme moment has arrived. We preme moment has arrived. remain silent and permit organized labor to be sacrificed, but must render all the assistance in our power. This is my position and I sincerely hope you will triumph

" J. J. HANNEHAN."

Chief Sargent sends out his official state ment, leaving it to the firemen as individuals to act, that he cannot by law order a strike, in fact cannot order a strike at all, only approve of it after it is made. He does not be understood as antagonizing the A. R. U., and has so advised the officers of that organization. zation. Where firemen strike as A. R. U. men or with them they will be supported by

that organization.

The Brotherhood of Railway Trainmen and Order of Railroad Conductors of the was released. At the Chicago Central Stock Yards the entire force, 350 men, on the Terminal quit. In all, seven more roads were added to those already mentioned: The Terminal, the Wabash, the Rock Island, the Evansville & Terre Haute, the Chicago & Eastern Illinois, the Gould Terminal at St. Louis and the Missouri Pacific.

Scabs begin to show up, but as fast as in the strikers work with them and but few of the tofal number received stick. General Manager St. John, of the Rock Island, attempted

stances. The Reitway Grafter, alias will undoubtedly give the Galesburg s their heartiest approval. Debs and asso prefer to be approved by the abused Pul people and the insignificant remnant of labor on the continent after the Gale gentlemen are therefrom detached. Div No. 401, of the O. R. C., presided over by Grand Chief Clark himself, met in Chicago, and his resolution presented denouncing the A. R. III and agreement to stand by the comand his resolution presented denouncing the A. R. U. and agreeing to stand by the companies was hissed down and then voted out of sight. Director McVean, of the A. R. U., belongs to the O. R. C., and helped do the honors on the occasion. And still notwithstanding the adverse attitude of the heads of the B. of R. T. and O. R. C. the fight goes with Benedict a ground consideration. on. When Benedict Arnold ceased to of the Revolution, it didn't close out of the Revolution, it didn't close out that institution, there was rather too much of it. When labor's battle is fought and won, the very dear sirs and brothers in the Galesburg nest will find labor appreciates their kindness and will never forget it.

In this connection it may as well be mentioned that Grand Master Barrett, of the switchmen has left no store unturned to in

switchmen, has left no stone unturned to injure us. It does not affect matters anyhow as so many of the switchmen are in the A. R. U., and with the exception of a dozen members, even though not formally allied with us, are with us in the fight. The switchman is all right anywhere, and will ever be found where he can do the most good when any body of organized labor is battling for labor. If all callings were like the switchmen, the big fight would have been over years ago and labor would have won.

The Michieur Carinel Park

labor would have won.

The Michigan Central Railway got a temporary injunction against their switchmen for refusing to handle the freight coming in of roads already at war with the A.R. U., claiming that the defendants had threatened vio ice against any scabs the company might Meanwhile the companies are talking about

how many men they are hiring—a flimsy bluff. If every man out was to stay away and quit for good, it would take years to train new men and offer safe service to their patrons. se men do not materialize in the yards. THE TIMES here returns thanks to the em-

ployes of the H. O. Shepard Printing Company and the Blakely Printing Company, who have agreed to assess themselves 10 cents a week per man for the benefit of the Pullman strikers Among the good slices of news received was that the People's Party convention, at West Superior, had indorsed the action of the A. R. U. in the strike.

On Saturday, an immense mass meeting was held at Uhlich's Hall, Chicago, addressed by the leading labor men and reformers of Chicago, men who represent the solidified ranks of unionism in that city. They sounded the word of cheer, and along the line everywhere comes the refrain. "Stay with them for labor's sake. The result is to be more collar or no collar. Which shall it be?"

At the conclusion of the addresses, union guest nominated Eugene V. Debs for president, which was carried, so far as the neeting was concerned, with cheers.

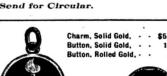
The A. R. U., K. of L., the Federation, all

united labor, answers back, " No collar."

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