

and railroad tracks washed away and travel suspended.

The East Kentucky Normal College, a building worth \$18,000, with all its contents, was literally wiped out by lightning. Graduates of the college are perhaps known in Utah. From Michigan comes a report that Stephen Drum's house was blown to atoms, and five of his family entombed in its ruins.

It is needless to go further into details to show how much worse off other cities are than is Salt Lake. Salt Lake has to contend only with wolves and canines in human form, but other cities are visited by an angry God. The wolves will pass away, but God remains forever absolute, just and great.

You may talk about bills and laws, but what are any passed for Utah compared to that under the paternity of Cabot Lodge, I mean the National Election bill. Only yesterday I heard a speaker say that this was merely the prelude to a king. The man was not a prophet, but somehow his words sounded ominous. The Chicago *Tribune* makes light of them, and gives his speech in a few lines. Here is what it says of him:

"Free-Trade" Clark said: "If this notion of Federal control goes on you'll have a consolidated empire here that will overthrow our liberties. Some morning you'll wake up and find that the republican party has placed a king on the throne during the night."

And yet even in the *Tribune* report there is a ring that does not usually come from false alarms.

It was supposed that all our labor troubles were over, and everything was going on smoothly. During the past week we had one of the worst labor strikes yet inaugurated in this country. It was not a question of wages, nor of hours, nor of overtime, but virtually an open attempt on the part of labor to control and confiscate the property which employs this labor. The strike took place on the Illinois Central R. R., a system which extends from Dubuque, Ia., to New Orleans. This road is one of the most conservatively managed in the country. It has always treated its employees as part of its system and as human beings. These employees were so liberally treated that they finally considered themselves the owners and managers. And, strange to say, P. T. Barnum was the innocent cause of all the trouble. Barnum's circus, when in traveling order, consists of ninety immense cars, on which are over 1,000 human beings, and a large number of animals. This circus was to be moved to Chicago in three trains or sections on special time. It is well known that Barnum is subject to disasters by road as well as fire. Jumbo was killed in a wreck. The men appointed by the trainmaster to take the conduct of Barnum's trains were not considered by Mr. Russell, the road superintendent, as competent for the occasion. He countermanded the trainmaster's order, and appointed men on whom more reliability could be placed. The trainmaster got offended and resigned,

the trainmen demanded Mr. Russell's discharge. This would not be granted and they struck. In the strike, switchmen, passenger conductors and others joined, and the road came to a standstill.

The general manager requested his men to formulate the charges they had against Russell, and that he would investigate. One of these charges was "general obnoxiousness," which was interpreted by the strikers as being uncivil and rude in manners and discourteous in action. The departments of railroading are organized for labor purposes each within itself, and each with its own "grievance committee." The grievance committee of the trainmen's department stated that Mr. Russell always received them and their grievances coldly, too much so for a polite gentleman. It appears that Mr. Russell did not keep a big bottle and a box of cigars, and a prairie of plug tobacco for visitors, and the trainmen considered this a grievance and wanted him discharged instantly. Another charge was that Mr. Russell used to go out on the road, see the men at work, pay fare to conductors, and see that men on duty did not spend half their time in saloons. This was called "spying" and was not the business of the man who was responsible for the work. Mr. Russell showed that the fares he paid never appeared on the trip reports, nor did the cash materialize in the treasury of the road. He showed that he discharged men who were incompetent and negligent, and unfit to be entrusted with the safety of life and property. On the whole, when the charges and counter-charges were published, it was found that the strikers were in a fair way to bring all labor organizations into disrepute, and the better class of the strikers wanted to get down lightly.

The obnoxious Russell was not discharged, but his obnoxiousness has cost the road just \$100,000. Thousands of dollars worth of bananas, cocoa nuts, fruit and vegetables perished, completely thrown away. When the whole matter is fairly and impartially considered it will be found that these strikers were guilty of anarchy a hundred-fold more hideous than that for which Parsons was hanged. In fact these strikers were guilty of public outrage. It is well known that a large percentage of railway disasters are preventable. It is known that they are largely due to drunkenness and neglect on the part of train hands. In this city a short time ago it was shown that an engineer was drunk while on duty, and through his drunkenness a number of lives were sacrificed. The engineer was indicted by a grand jury, but nothing came of it. If a superintendent went around and saw this man drunk, and discharged him, it would be made a subject for the "grievance committee," and the engineer would be reinstated, while the superintendent would be cautioned or discharged.

This strike goes a good way to show on what flimsy foundations our industrialism rests. When

three persons, who constitute themselves a "grievance committee," can suspend the working of an immense system embracing several thousand employees, and wreck its organization—these persons, too, the most rabid and unreasoning of the order, for generally it is such men who are appointed, on the ground that they are men of pluck—when such persons can do all this, then it is time for sensible people to think. The anarchy of Parsons and Most is respectable compared to this. And, strange to say, the newspapers half endorsed the strikers, some counseling the discharge of Russell. The Chicago *Tribune* called Stuyvesant Fish, president of the road, an Anglo-maniac, a dude, and so on. The fact is, Mr. Fish represents one of the most historic of American families, and is himself a thorough American. It was he who sat on Ward McAllister a few years ago. Then it was charged that English money built this road. Yes, it did, and England sent money here at a time when one hundred dollars could not be found west of the Allegheny Mountains. It was this road gave a start to Chicago and helped to make its millionaires. This road pays seven per cent. of its gross earnings within the State to the treasury of the State of Illinois. Yet this road and its management are abused to curry favor with a lot of drunken rioters and anarchists.

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CHICAGO, June 30th, 1890.

### ONEIDA STAKE ACADEMY.

As soon as possible after the recommendation of resident Woodruff to establish Stake academies throughout Zion, a board of education was organized in and for the Oneida Stake, consisting of the Stake Presidency and five other brethren. Having no suitable building to conduct the school in, we procured a hall in Franklin and secured the services of Brother Samuel Cornwall, of Salt Lake County, as principal for the first year. The attendance numbered about 100, including the primary department conducted by Miss Mary Thomas, of Smithfield. The second year's labors in the school have been in the same building, with Brother Jas. R. Rawlins of Draper as principal, and Miss Caroline C. Parkinson teacher in the primary department. General satisfaction has been given. In the mean time efforts have been in progress to collect means and prepare material for an academy building.

Preston has been selected as the place to build it. Already the basement is excavated and probably 150 loads of rock have been hauled and also considerable sand, lime and other material. A well has been dug on the ground for water, which was found at about 30 feet below the surface. President Solomon H. Hale has been employed to superintend the works. The basement having been excavated and preparations made, the board of education, with a number of other brethren, met