DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

FRIDAY, MAY 4, 1894.

THE GREAT NORTHERN STRIKE.

The Great Northern strike, whether, on the score of the efforts of the American Railroad union, must take rank as a railroad war that for, to be permissable in the history of strikes, an amount of the money was by the employes at a time when the general prosperity has caused a revulsion of affairs in which, one would naturally suppose, labor might be laid at about any price offered. Thus a corporation of no gigantic proportions had to yield so quickly to the demands of their employes that the idea has already come when the voice of united labor has to be heard in the matter of wages.

It seems that the Great Northern last year, when the financial troubles have like a cloud upon the country, reduced the wages with a promise that they would again be raised on March 1 of this year. The men accepted this as inevitable. Storm came and went, and still the reduced wages prevailed. Then came the announcement that, instead of the promised increase of one cent, a further reduction of ten per cent would be made, and information was further received that the company had quietly provided for new men to take the places of the old employes, should the latter decide to quit work. This apparently treacherous breach of promise decided the men to strike and demand the restoration of the old rate, a demand to which the company has finally acceded.

The decided stand taken by the men is not surprising under the circumstances. A cut of 10 per cent is a serious matter to any workingman whose wages are so small as to allow but a kind of a vegetating existence. It may mean the impossibility of meeting unavoidable expenses and the loss of home and other property, while he is expected to work as much and as hard as if his affairs were prosperous. No intelligent laborer will consent to such a fate without a struggle for a more satisfactory condition. And in this case it seems the strike was justifiable, for the easy victory never come but for the supposition that the railroad officials themselves, on the matter being properly represented to them, acknowledged their mistake and the justness of the men's demands. The conclusion is almost inevitable that the proposed cut in wages was not absolutely necessary to the maintenance of the credit of the company, but rather was an attempt to take advantage of the financial depression of the country and shift the large part of the burden on the shoulders of the men.

The lesson of it all is that united labor, when intelligently directed, is a mighty factor in modern society, to as much as railroad corporations are set in the habit of yielding to moral principles alone. The victory won will encourage to further efforts in a similar direction and the question will be whether the right to reduce wages can be properly exercised without consulting the wage earner. Modern authority seems to cast this in opposition to the enlightened of the past.

A NOTABLE WOMAN.

The Philadelphia papers bring news of the death, at her home in that city, on April 21, of Mrs. Martha G. Kimball, in the fifty-fourth year of her age. The deceased had a career of most unusual character, and probably no woman of this generation has wielded more influence or occupied a higher place in the confidence of leading men of the nation. She was a woman of indomitable force of will and a strong sense of justice, and was possessed of rare accomplishments and great personal beauty. Her life is stated by those who knew her most intimately to be one long benefaction. George W. Childs once said of her: "She has done more good deeds and said more kind words than any woman I have ever known." The immediate cause of her death was a surgical operation performed in the hope of relieving her of a severe illness by which she had been prostrated the past four months.

Mrs. Kimball was a native of Portland, Maine, and prior to the outbreak of the war became the wife of Henry S. Kimball, who was connected with the treasury department and during the war of the Rebellion was appointed of the million issued by the Union forces. While traveling with him, Mrs. Kimball was attached to General Sheridan's staff, and gave material aid in starting the hospital corps and rendering individual assistance. Her marked ability and energy was thus noted by General Sheridan, who appointed her chief inspector of hospitals. During the war she had many narrow escapes, and was twice wrecked in voyages from New York to southern ports. She was the only woman in camp on the memorable occasion when a few Secretary of War Stanton left Chattanooga after the Confederates had been repulsed. When the River and Harbor bills were vetoed at Fort Monroe she took part in the celebration, assisting in building the national colors. As the flag was raised some of the flowers on the top of the Rockfish broke off and fell. She caught them up and preserved them as a memento of the time and event.

The deceased was known as a staunch conservative of the most old fashioned sort, the work and approach, and a determined and active foe to intemperance and tyranny. At one time she paid a visit to this city, and was the guest of President Brigham Young. She was first and foremost friend of the people of Utah and strongly advocated the rightfulness of their cause in the face of almost overwhelming public sentiment. At the close of the war she took up her abode for a portion of the time in Washington, where she enjoyed great popularity, numbering as her personal friends President Grant, General Sherman, President and Hooker, President Johnson and others of equal prominence. One way in which she did good may be shown in the following incident. A number of years ago there came to her home, on a winter's night, two boys who asked for something to eat and stated they were trying to get to the South, where they would not suffer from the cold. She took them in, cared for them and sent them to school. After awhile she set them up in business, one as a merchant and the other as an electrical engineer. Both are now doing well.

The memory of Mrs. Kimball, however, probably will live longer in connection with the fact that she was the originator of Decoration Day than with any other event of her life. During a visit to the South she noticed Northern women decorating the graves of the Confederate dead. She was pained by the lack of exhibition of general regard in the North for the Union dead, and opened up a correspondence with General Logan, which resulted in the latter, at her request, making a date for Decoration Day.

She will be truly mourned in Utah, for where people are acquainted a steady and influential friendship, and where she had many personal acquaintances and a host of grateful friends.

SETTING THEM.

Nellie Bly, the clever New York newspaper woman accomplished the feat of making the quickest trip around the world, for George Griffith, a reporter on Cosmos's Weekly, London, is in a fair way to lowering the record. He is now speeding on his way eastward on a Canadian Pacific express train, and unless some accident occurs he will reach New York in time to embark on the North German Lloyd steamer Trave, which leaves New York on Tuesday morning, May 8. Should he now that count, the New York, which sails the evening of the 9th, will be in time for him to cross within the period of the race, and make his record 63 days and a few hours, as he left London at 11 a.m. on March 17.

While such feats as this may be of no special value in themselves more than as advertisement for the papers, yet they indicate the rapidly increasing rate of travel in the commercial world, particularly as steamship lines. It was on the latter that Griffith made his greatest gains, chief of which was in the passage from Yokohama to Vancouver, on the Empress of China. Had close connection been made at New York with one of the new Cunarders, the time would have been lessened two days more, and it is likely that the trip around the world will be brought within the nine weeks period in a short time. With the steadily increasing means of applying motive power and overcoming resistance, the twentieth century may witness results marvelous even to the people of today, in the work of comparative annihilation of time and space by improved methods of travel.

A BID FOR CREDULITY.

The story of the bringing to light in Boston of two paintings claimed to date, the evangelist, is going the rounds. One of these pictures represents Mary the mother of Jesus and the other Jesus Himself. It is stated that "the inner portrait is the face of a pure Aramaic Jew, with hair and eyes that belong to the purest type of the Jewish race," and that of Mary is "Semitic in character, with the soul covering the face and pact crow-nosed." They were received months ago, authenticity and evidence, and the Spring-Gill Republican publishes the story pretty obviously with the belief in the minds as to how much is really known of the genuine, is reasonably true. They were brought to America by a Frenchman who accompanied Lafayette on his visit here in 1824, and were seized by Edward Wentworth, for whom they were given, that is, obviously nothing is known about them and the apologetic remark that "there are great doubts about their authenticity," will to generally agreed to.

As to the "purest type of the Jewish race," it is not to passing remarkable that there is plenty to "Jewish race," and a Hebrew face, that the Hebrews are nothing like the ancient Israelites. Christians, Unitarians and the Greek of Asia, Egypt and Northern and Middle Africa, that "the purest type of the Jewish race," has been long such a fact, which is to the Arabian, Irish, Italian, Spanish, the Jewish.

The Republican concludes in the same by intimating that Jesus is King Alfonso of Europe, the Emperor of the Jews, the Emperor of the Jews, the Emperor of the Jews