

light and telephone and telegraph poles. In many cases we would be compelled to run our trucks on the sidewalks to be of any service to us, and if it be a large fire would likely lose them.

In my opinion all buildings, except such as are used as private residences exclusively, of three stories or more in height, should be provided with one or more metallic ladders or metallic fire escapes and stand pipes extending from the first story to the upper stories of such buildings, and above the roof and on the outer walls, with couplings thereon the same as that used by the fire department and in such location and numbers and of such material and construction as the inspector of buildings and the chief of the fire department may determine, and all buildings more than two stories in height used for manufacturing purposes should have one metallic ladder for every twenty-five persons or less employed above the second story, and all such fire escapes should be kept in good order at all times. We are enforcing an ordinance to this effect in our city and I have caused over 100 notices to be served on owners of buildings.

Yours truly,
W. A. STANTON,
Chief Salt Lake Fire Department.

THE LABOR LEAGUE.

PHILADELPHIA, Dec. 12. — At the afternoon session the delegates were entertained for half an hour by John Swinton, a New York Journalist, in a savage attack on "Black-legging Pinkertons and trickery." The labor of the country, he said, had been paid millions of dollars this year which it would have surely lost without the help of striking brethren at different points. The speaker concluded with an appeal for the union of all labor organizations on fundamental principles.

The committee on credentials reported that eighty-one delegates were entitled to admission, and the report was adopted.

A resolution was introduced at the request of Typographical Union No. 16 of Chicago, denouncing the proposed awarding of the contract for the World's Fair catalogue to a non-union house, and demanding that the work go to a union house. After considerable debate the resolution, somewhat modified, was adopted.

President Gompers read his annual report. He said in part:

"Events have transpired on the field of labor during the last six months which have aroused public attention, because the incidents connected with them were more or less of an unusual character. In each of the labor struggles the employees, corporations, simply made a request, and the armed forces of the state and the United States were at their bidding. At Coeur d'Alene, at the bidding of the mine owners, United States troops were brought up to Coeur d'Alene and the men overawed and subdued, the commanding general of the United States forces issuing an order that any employer who would operate his mine with union men would not be allowed to continue work. A United States judge issued an order prohibiting the union miners from holding meetings. In other words, the constitutional right of free assembly was violated by the United States judge and general of our army declaring and enforcing the edict that an employer shall not carry on business

because he dared to employ union men. The action of the judges and officers of the United States were flagrantly in violation of law, and I believe it is our duty to demand that the Congress of the United States institute an investigation. It is plainly evident that the militia of our several states is never utilized except for an ostentatious show or as an element in labor struggles. There is not even a pretense that they should be what they were originally intended for. Instead of being a popular organization in defense of our homes and firesides, they have defected into machines of monopolistic oppression against labor. Toilers need at this time to answer the bitterness and vindictiveness of their oppressors with organization.

"With the object of financial aid in view, December 13th, this year, is designated as 'Homestead Day,' and all are requested to contribute a portion of their earnings on that day for the purpose stated. It is idle to say that because we have not been entirely successful in the enforcement of the eight hour movement for all orders in the past it is useless for us again to make an effort to establish a limitation of the daily hours of labor. There can be no question but that unrestricted immigration is working great injury to the people of our country.

"Notwithstanding the petition and our protests Congress has practically closed the World's Fair upon the day most readily at the disposal of the workers. We should urge Congress to repeal the law.

"Congress some time ago granted subsidies to the Pacific Mail Steamship company, and incorporated a provision that the seamen employed by the company should be American citizens. The company in question has since violated this provision of the law by employing Chinese sailors. I would recommend that the convention enter a most emphatic protest against the supplanting of our American sailors by Chinese, and call upon the President of the United States either to compel the company in question to obey the provisions of the law, or withdraw the subsidy granted." The report of Secretary Evans was then submitted. Evans said:

"During the year commencing November 1, 1891, and ending October 31, 1892, 277 charters were issued in thirty-two states of the Union. In addition to the above, eight charters were issued to national unions, making a total of 285 for the year. The national unions affiliated also received through the office of the American Federation of Labor thirty-seven charter applications."

In a comparative statement as to receipts and expenses, he said the receipts for last year were \$25,989 and the expenditures \$18,324, as compared with \$21,346 received the year before and \$13,190 expended.

A sample of silver ore has been received at Colorado Springs, for assay from W. M. Fullbright, Eaton, N. M. The mineral is a very rich piece of brittle silver and assayed between 18,000 and 14,000 ounces of silver per ton. The locality where this strike is made is in Colfax county, New Mexico. A few days ago gold was discovered in this same district that assayed over \$72 per ton.

TRAIN WRECKED ON THE UNION PACIFIC RAILWAY.

One of the most serious wrecks, which has ever occurred on the Union Pacific took place yesterday morning near Hallville, Wyoming, and in consequence the Union Pacific hospital here was filled this morning with more or less injured Italians, one of whom will possibly die within the next twelve hours.

Yesterday morning shortly before 7 o'clock Union Pacific No. 7, westbound, due to reach Ogden at 10:20 o'clock, pulled out of the Bitter creek station several hours behind time and the engineer threw open the throttle. When about three miles east of Point of Rock as the train was crossing a fill, it struck a broken rail, and five cars, two emigrant sleepers, the day coach and two Pullmans went into the ditch. The engine, tender, both baggage and the two rear Pullmans stayed with the track. Next to the rear baggage car was an emigrant sleeper, filled to overflowing with raw Italians, men, women and children. The car jumped over an embankment and 100 feet out in the prairie, where it struck a Pullman which had outsped it. The emigrant car was mashed into kindling wood and twenty of its occupants were injured. In the end which struck the Pullman were fifteen little children, ranging in ages from 1 month to five years, and although every seat in the forward half of the car was torn out and reduced almost to powder, not a child was injured. The other sleeper struck a telegraph pole fourteen inches in diameter (circumference?) and ninety feet from the track, and out it away as cleanly as could have been done with a saw. Continuing its mad fight the car butted into the day coach, telescoping itself but injuring none of the passengers seriously. One of the Pullmans jumped about fifty feet in the direction of the other car and then ploughed its way almost to where they had piled up in the form of a diamond, damaging it so badly that repair will be almost impossible.

A wrecking train was sent out from Green river and by evening the track was again clear. While the crew was clearing away the wreckage a special bearing the injured, of whom there were twenty, nineteen being Italians and one an American who had received an ugly scalp wound, was run into Green river where the wounds of the passengers were attended to.

At 10:20 o'clock last night No. 7 lost her right of way and came in as a special, reaching Ogden at 12:15 o'clock this morning. The damaged cars were left where they had been piled up. The Union Pacific hospital ambulance and several carriages were in waiting and the passengers who were unable to travel were taken to the hospital. There were several broken legs, or broken collar-bones and any number of cuts, bruises and sprains. One man was scalped by a flying piece of timber. Inasmuch as the injured were all Italians and unable to speak English no names could be learned. The emigrants were bound for Montana points.

Yesterday morning's eastbound passenger No. 2 struck a defective rail at Granger and one tourist sleeper turned upside down but injured no one.