TELEGRAPHIC.

THE GREAT STRIKE.

Report of the Federal Labor Commissioners.

WHAT CAUSED THE TROUBLE.

Recommendations Looking Toward Arbitration Between Capitalists and Laborers.

CHICAGO, Nov. 12.—The United States government report on the great railroad strike in connection with the Pullman trouble was made public today. The report, which is signed by Federal Labor Commissioner Carroll D. Wright and his active investigators, John D. Kernan of New York and Nicholas E. Worthington of Illinois, is addressed to President Cleveland and abounds in passages that will attract wide attention, particularly the portion referring to the now famous General Manager's association, the organization of high railway officials that accompanies the mountains dotted on the American Railway Union.

The report says the organization of the twenty-four railroads directly represented in the General Managers' association was $2,100,552,512. The commission continues:

"This voluntary unincorporated association was formed in 1886. In its constitution the first of the association is stated to be, 'the consideration of problems of management arising from the operation of the railroads terminating or centering at Chicago.'

"Until June, 1894, the association's constitution as a strike-fighter and wage-cutter lay dormant. It resuscitated a 'Chicago deal,' for switchmen, to secure its base at Chicago. In March, 1893, the switchmen demanded more pay from each road. The association constituted they were paid enough—if anything too much. The roads so informed the men.

"This seems to show," the report says, "that employes upon association roads are treated as united employes to the General Managers' association," and the report after detailing the action of the association in establishing agencies and employing men adds:

"This was the first time we can find upon record where brought face to face with the fact that in questions as to wages, rules, etc., each line was supported by twenty-four combined railroads."

The commission questions whether any legal authority, existing at times like this, can be found to justify some of the features of the association which have come to light in this investigation. If we regard its practical workings rather than its professions as expressed in its constitution, the General Managers' association has no more standing in law than the old Trunk Line pool. It is a usurpation of power not granted. If such an association is necessary from a business or economic standpoint, the right to form and institute it must come from the state that granted it charter.

The association is an illustration of a persistent and shrewdly disguised plan of corporations to overreach their limitations and to nullify indirectly powers and rights not contemplated in their charters and not obtainable from the people or their legislatures. An extension of this association as above suggested and the proposed legislation of a similar character would be an aggregation of power and capital dangerous to the people and their liberties as well as to their employes and rights.

The question would then certainly arise as to which should control the government of the railroads, and the end would inevitably be government ownership. Unless the country is ready for that result and all that it implies, the government must restrain corporations within their law, and prevent them from forming unlawful and dangerous combinations.

THE TOWN OF PULLMAN.

Speaking of the town of Pullman, of which, the report says, the company is owner and landlord, the commission says:

"The principal church and its parsonage are very attractive structures, but others are not occupied, because the rental acquired is higher than any church society is willing to pay to obtain the gospel privileges to be thereby secured. To the season is a natural library of books, carefully selected and cared for by the company. Three dollars per year is charged for its use, and as many as 150 persons a year out of 1,000 to 1,500 employes and residents have, at times, availed by the librarian to change, availed themselves of its opportunities.

"The company pays a physician and surgeon by the year to furnish to injured employes necessary treatment and drugs. It is, however, also a part of his employment to secure from the injured party a written statement to the cause of injury, and it is his duty to urge the acceptance of any offered settlement. If suit follows, the doctor is usually a witness for the company.

When the depression of 1893 came, morally culling its mutual successors as to wages, rents, etc., we find on the one side a very wealthy and unyielding corporation, and upon the other a multitude of employes of comparatively excellent character and skill, but without local attachments of any interested responsibility in the town, its business interests or surroundings. The conditions created at Pullman enable the management at all times to assert with great vigor its sovereign right to fix wages and rent, absolutely, and to express that sort of independence, which leads to labor organizations, and their attempts at mediation, arbitration of strikes, etc. On the other hand, it is an economic principle generally recognized that the existing town of such a place and the existing of its labor usually results in a greater loss than that sustained by the continuance of business. The Pullman company's investment now, for seven and a half months at a rent and loss of less than one per cent upon its capital and refusal to continue running was for its owners and under advantage so long as it could divide losses equally with its labor. The men of Pullman claim that the company during 1893 and 1894 at the pay through expense, so that, with their turned loss of time, an average man could earn little more than the rent of his house, owned by the company. The company alleges that it simply conducted the place of profit which could not continue in the times. Some witnesses swear that at times for the work done in the shops they received in coupons from four cents to $1 over and above the rent. The company has not produced the records in rebuttal.

The employes claim that the workmen in offices hire to foremen who run the establishment as they choose, to the military service. The best of living were known to Pullman to long members who were so accepted, because for a company employee, as a matter of business, to give testimony in the tenants when work is made."

As to the great railroad strike proper the report says:

It is admitted that the readiness to strike sympathetically was promoted by the depressed and precarious conditions resulting from a long period of wage reductions in different lines, stockholding, etc., and from the recent growth of the General Managers' association, which seemed to them a "Star Chamber."

Further on the report says:

It is seriously questioned, and with much force, whether courts have jurisdiction to enjoin citizens from "persuading" each other in industrial or other matters of common interest. However, it is generally recognized among good citizens that a court order of a court is to be obeyed until it is modified and corrected by the court that issued it.

The report declares the arrival of troops at Chicago was opportune, and says that policemen sympathized with the strikers rather than with the corporations, so that to disorder, but would it be anything to find the sympathetic strikers among the mobs.

From the testimony it is only in some instances attempts were resorted to the outrage against law and order, although the number was considerable compared with the whole number out.

The report adds, however, that important observers are tracing the view that much of the soil responsibility for these disturbances with the people themselves and with the government for not promptly suppressing monopolies and corporations, and for taking reasonably to protect the rights of labor and redress its wrongs. No one seems that laws can completely remedy conditions so to speak, etc., but many of the laws of some of the substantial can be accomplished in the direction if made honestly and reasonably in good faith.

RECOMMENDATIONS.

In conclusion, the report says:

The question of what shall be done is, however, not a expository and not of power. Which railroads acted as judge and jury in passing upon complaints of superiority immediately, and the Congress grants, a government tribunal where shippers and railroads could meet on equal terms and have the law adjust their differences. In view of the Chicago strike and its connection to interstate and report suggested the danger of the people have the same right to provide a government commission on difference between railways and their employes to the end that interstate commerce and public order may be less disturbed by strikes and boycotts.

The commission contends that law should make it obligatory upon such public tribunal to intervene by means of investigation and conciliation and to report whenever a difficulty of the character of that occurring during the season at Chicago arises. The commission therefore recommends:

I.

First—That there be a permanent United States strike commission of three members with duties and powers of investigation and recommendation as to disputes between railways and their employes; similar to those vested in the interstate commerce commission as to rates, etc.

Second—That chapter 567 of the United States statutes of 1885-'86 be amended so as to require national trades unions to provide in their articles of incorporation and in their constitutions, rules and by-laws that a member shall cease to be such and forfeit all rights and privileges conferred on him by law as such, by participating in or by instigating force or violence against persons or property during strikes or boycotts, or by failing to prevent others from working through violence, threats or intimidation; also that members shall be no more personally liable for corporate acts than are stockholders in corporations.

Third—The commission does not feel warranted, with the study it has been able to give the subject, to recommend positively the establishment of a license system, by which the highest employes of others of railways engaged in interstate commerce, should be licensed under due and proper examination, but it would recommend, and more urgently, that this subject be carefully and fully considered by the proper committee of Congress.

New York railway employes and some railway officials examined and many others, who filed their suggestions in writing, are in favor of some system.

II.

First—The commission would suggest the consideration by the states of the adoption of some system of conciliation and arbitration like that, for instance, of Massachusetts.

Second—Contracts requiring men not to join labor organizations, or to leave them as conditions of employment, should be made illegal, as is already done in some of our states.

III.

First—The commission urges employers to recognize labor organizations, that such organizations be dealt with through representatives with special reference to conciliation and arbitration when difficulties are threatened or arise.

Second—The commission is satisfied that if employes everywhere will endeavor to act in concert with labor, that it when wages are lowered under economic conditions they be raised voluntarily, and that when there are industries, reasons be given for the reduction, North Dakota can be evicted. It is also satisfied that if employers will consider employes as thoroughly essential to industrial success as capital, and that task labor into account as it at the proper time, much of the severity of strikes can be prepared and their sunrise removed.

TRAIN HELD UP.

Masked Bandits Secure Some Money in a Street Class.

MONROE, Mo., Nov. 12.—The St. Louis and San Francisco passenger train No. 1, due here at 7:35 p.m., was held up and the express car robbed three miles east of this city at 7:30 o'clock this evening. At Vernamia, it seems, men boarded the tender of the engine and concealed themselves until the heavy grade had deep cut was reached, when they sprang from their hiding place, covered the engineer and fireman with Winchesters and commanded them to stop the train. The order was promptly obeyed.

Climbing over the tender into the car, the bandits ordered the engineer and fireman to the baggage car and commanded them to open the door. Messenger Chapman by this time was aware of the robbery and refused to comply, when in a good time of below the bandits, now six in number, threatened to blow up the car with dynamite, and to regular Bill Cook style produced a stick of dynamite. They were just in the act of putting it in the work Engineer Hickman called to the messenger and implored him to open the door, which was done. The bandits entered the car, plundered it, and, in full view of the terrified passengers, dumped up the oil and under their lamps. It was a well-planned holdup, which it quite just Bloom number.

When the train came to a sudden stop the chief report to Mr. Wainwright camp, who upon the set, and every person at Bucyrus knew what it means. A second label to outside, who was not had taken into consideration, yet their men, joined their pals at the appointed and the job was over.

Messenger Chapman succeeded in hiding all the money save $100 in coin money, which he handed over to the robbers. The of the gang numbered the street, Silliman and joined the gang in waiting in the woods. As they reached the rocky ledge the guarding barrels of their guns were plentiful vicinity. The time called on to 30 out, twenty minutes ago, and the conversation was in full swing. A man who happened, but in want of a hatchet, failed to pursue the bandits, who so quickly had to some cover from Bill Cook and his sub-lieutenants.

DEATH OF A BANDIT.

Wounded by a Posse of Citizens and Killed by His Companion.

SALINA, KAN., Nov. 12.—Three masked robbers attempted to hold up the bank at Lyons Grove, Kan., forty miles west of here, at noon today, shot one of their number and drove in an unknown single manner. He was shot by the cashier of the bank, and there is a dying condition was confirmed with following by two citizens who came to save town of the in its explosion.

The men rode into town on fast horses. They were well armed and nearly armed. Their masks have and firing some allusions to the ye attention, cut their wagon so long in getting to work. They drove up into front with quite in front of the bank, and while one robber remained were holding the reins of the other two horses, covering the citizens in the bank, his two companions entered.

A citizen who was transacting business at the counter quickly comprehended with their intention to throw his hand up. The danger was chance to turn over what money he had and to such a collection. He lured into the bank of both revolvers for a moment and then frantically complied. It was but a few minutes from the time the two of the robbers had their horses into the business affair before they were again mounted and away with all the ready cash the bank had.

The moment the robbers were out of the banking Cashier John Chase ordered his gun and turned to the door and opened fire on the robbers as they galloped away. The bullet from the cashier's weapon lodged in the back of one of the fleeing men. He staggered in his saddle for a moment, but carrying himself he kept his seat and galloped on. He was not badly wounded, however, to continue the office long, and before he had gone a quarter of a mile his body swayed to and fro and finally to fell heavily to the ground.

His two companions, who up to the time had kept right alongside, pulled up their horses, and riding up to the prostrate man, deliberately fired several shots into his body and dashed away. When picked up the deserted outlaw was dead. Nobody knew him and nothing to identify him was found on his person.

Who his companions were is only a matter of conjecture. It is believed they were a scattered portion of the Cook gang, working their way west after having been separated from the bandits and driven from their haunts in Indian Territory. The bank has offered a reward of $500 cash for the capture of the robbers, dead or alive. The sheriffs of three counties have organized posses, which are now in search of the bandits. The amount of booty secured has not yet been learned. The bank officials are keeping that quiet.

HEART DISEASE 30 YEARS!

Short Breath, Palpitation.

Mr. G. W. McKinney, postmaster of Kingman, Ind., says a little over a month ago: "I had been severely troubled with heart disease ever since leaving the army at the close of the late war. I was troubled with palpitation and shortness of breath. I could not sleep on my left side and had pain around my heart. I became so ill that I was much alarmed, and fortunately my attention was called to

Dr. Miles' Heart Cure

I decided to try it. The first bottle made a decided improvement in my condition, and two bottles have completely cured me."

G. W. McKINNEY, P. M., Kingman, Ind.

Dr. Miles' Heart Cure is sold on a positive guarantee that first bottle will benefit. All druggists now sell it, at $5 a bottle, $6 for $5, or it will be sent, postpaid, on receipt of price by the Dr. Miles Medical Co., Elkhart, Ind.

Sold by all Druggists.

A TALE OF TRUTH

Carries Undeniable and Irreproachable Conviction of the Wonderful and Almost Miraculous Cures Effected by Drs. Shores' New System.

"After all Others Fail"—"After Other Doctors Gave Me Up to Die"—"After Friends and Relatives Believed There was no Possible Hope of Recovery"—Are the Common Expressions of Patients Cured by Drs. Shores.

Mrs. Harriet E. Parry, residing with her husband at 216 West Second South street, Salt Lake City, Utah, has been a sufferer for over 5 years. The following is in her own words:

"I suffered from catarrhal poisons in my system for years. I had a severe cough that would last me all night long and I would cough up blood. My stomach was in a terrible condition. I was always nervous and my heart troubled me. At times I would be entirely unable to do my work. I was so nervous that I could not sleep. I was troubled with pain in the top of my head, and dizziness and severe headaches. My kidneys were in bad condition. My limbs would swell so I could not walk. I was so nervous that I could not sit still. I was so weak that I could not walk a block without resting. I was so nervous that I could not do my work. I was so weak that I could not do my work. I was so weak that I could not do my work. I was so weak