

The Democratic Sentinel.

"A FIRM AD ENCE TO CORRECT PRINCIPLES."

RENSSELAER JASPER COUNTY INDIANA FRIDAY NOVEMBER 4 1892

VOLUME XVI

NUMBER 42

CAR-COUPING BILL.

Passed in the Democratic House Under Suspension of Rules—Killed in the Republican Senate at Depew's Request.

Following is a copy of the railroad car coupling and air brake bill which the Democratic house passed under the suspension of rules but which the Republican senate refused to pass:

It is known as house bill No. 9350 and any railroad man can procure a copy by writing to his congressman. The bill was originally introduced by Congressman Martin, of Indiana:

An act to promote the safety of employees and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers of the standard designated under and in accordance with the provisions of this act.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled, That on and after the 1st day of July, 1893, it shall be unlawful for any common carrier to use on its line for the purpose of moving interstate traffic that is not equipped with a power driving-wheel brake so arranged as to be operated in connection with the train-brake system.

Section 3. That on and after the 1st day of July, 1893, it shall be unlawful for any such common carrier to use on its line for the purpose of moving interstate traffic any new car or any old car that has been to the shops for general repairs to one or both of its drawbars that is not equipped with automatic couplers of the standard designated under and in accordance with the provisions of this act.

Section 4. That on and after the 1st day of July, 1893, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line any car used in moving interstate traffic unless such car is equipped with brakes for each wheel and with train-brake apparatus of such a nature that the brakes can be set and released from the locomotive.

Section 5. That on and after the 1st day of July, 1893, no such common carrier shall put into use or haul or permit to be hauled on its line for the transportation of interstate freight traffic any new car belonging to leased to it or any old car belonging to leased to it which subsequently to the passage of this act has been to the shops for general repairs to one or both of its drawbars that is not equipped with automatic couplers of the standard designated under and in accordance with the provisions of this act.

Section 6. That on and after the 1st day of July, 1893, no such common carrier shall haul or permit to be hauled on its line for the transportation of interstate freight traffic any car which is not equipped with brakes for each wheel and with a train-brake apparatus of such a nature that the brakes can be set and released from the locomotive.

Section 7. That on or before the 1st day of July, 1893, every such common carrier shall file with the interstate commerce commission in Washington a statement certifying to under oath by the president and clerk of the corporation as the action of said corporation through its board of directors, setting forth such details with reference to the height, form, size and mechanism of freight car couplers as it deems essential in order to insure requisite uniformity, requisite safety in service, and also stating the number of freight cars owned by it and under its control, and also the number of other cars under its control by lease on the 30th of June, 1892, exclusive of cars wholly owned by it. Such statements shall be made upon blanks to be provided by the interstate commerce commission and the determination of such commission in relation to the validity of the several statements received shall be final. If upon examining the statements so received said interstate commerce commission is of the opinion that companies owning at least 75 per cent of the freight cars owned and controlled as aforesaid by companies which shall have duly filed statements of freight car couplers as will insure requisite uniformity, requisite automatic action, and safety in service, said commission shall issue and declare and publish that couplers complying with such details as agreed upon shall thereafter, until otherwise ordered according to law, be the standard couplers for use in the freight car interstate service. If the common carriers fail to establish a standard coupler as herein provided, then the standard automatic coupler shall be such coupler as shall be selected by the interstate commerce commission; and it is hereby made the duty of said commission, within six months after the 1st day of July, 1893, to select and designate some automatic coupler of standard type, under the provisions of this act, and to promulgate notice of such selection.

Section 8. That after July 1, 1893, any such common carrier may refuse to accept or receive any car used in interstate commerce that is not properly equipped as required by this act, and the carrier loading or starting such car shall be liable for the damages, if any result therefrom.

Section 9. That from and after the 1st day of July, 1893, until otherwise ordered by the interstate commerce commission it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with safety holdbacks in the ends and sides of each car.

Section 10. That within ninety days from the passage of this act the American Railway association is authorized hereby to designate to the interstate commerce commission the standard height of drawbars for freight cars, measured perpendicular from the level of the tops of the rails to the centers of the drawbars, and shall fix a maximum variation to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the interstate commerce commission, it shall give notice of the standard height, in advance, to all common carriers, owners, or lessors engaged in interstate commerce in the United States by such means as the commission may deem proper, and thereafter all cars built or repaired shall be of that standard. But should said association fail to determine a standard as above provided, it shall be the duty of the interstate commerce commission to do so. And after July 1, 1893, no cars shall be used in the interstate traffic which do

not comply with the standard above provided for, either loaded or unloaded.

Section 11. That any employee of any such common carrier who may be injured by any locomotive, car or train in use contrary to the provisions of this act shall not be deemed guilty of contributory negligence, although continuing in the employ of such carrier after habitual unlawful use of such locomotive, car or train has been brought to his knowledge.

Section 12. That any such common carrier violating any of the provisions of this act shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought in the district court of the United States having jurisdiction in the locality where such violation shall have been committed by the United States district attorney of such district, and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the interstate commerce commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge.

Passed the house of representatives July 8, 1892. JAMES KERR, Clerk.

Attest:

Two Sides to the Labor Question.

REPUBLICAN.

Chancery Depew was chiefly responsible for Harrison's rebellion. Powerfully strong, he forced his men on the New York Central to strike in order to drive organized labor off his road.

"The Americans know a good thing when they get it." Andrew Carnegie's computations to Harrison on his re-nomination.

D. O. Mills, Whitehead's father-in-law, was the first to introduce the cheap labor into the United States.

The Republican senate refused to pass the bill, but by which 20,000,000 men would be saved from accident yearly, after the Democratic house had passed the bill.

A Democratic congress passed the eight hour bill.

It was a Democratic house that suspended the rules to pass the safety-coupler bill.

A Democratic legislature drove the bill through.

Whitehead Reid is now a man of influence for many years. Three times has he unionized his office just before election and twice has he non-unionizing it just after election.

Whitehead Reid opposed the Chinese restriction law and was instrumental in getting it passed.

A Democratic legislature made Labor Day a legal holiday in Indiana.

A Democratic legislature drove the wolfish "pluck-me-tires" from the mines of Indiana.

A Democratic legislature made eight hours a day's labor for the Chinese.

Whitehead Reid opposed paying laborers more than the share of capital and directing their labor.

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M'KINLEY BILL TALK.

Prices of Clothing Have Gone the Same Direction Duties Went.

The following prices of clothes and clothing are from a number of Tariff Reform just issued by the Reform club. The duties on these goods are mostly from 50 to 100 per cent., and were increased 20 to 25 per cent. by McKinley. The prices are retail, unless otherwise specified, and were obtained from leading New York houses. Where several prices are given for the same article, they are for different grades or qualities of that article:

	Aug., 1890.	Aug., 1891.
Woolen night shirts.....	\$3.44	\$4.19
Neckties, each.....	.74	.80
Neckties, each.....	.99	1.24
Foreign umbrellas.....	1.99	2.24
Handkerchiefs, plain white, cotton and linen, printed borders, each.....	.14	.17
Handkerchiefs, plain white, cotton and linen, printed borders, each.....	.12	.15
Handkerchiefs, embroidered, linen and cotton, each.....	.79	.92
Spotted curtain, muslin, per yd.....	.24	.28
Spotted curtain, muslin, per yd.....	.30	.36
Buttons—Staple pearl buttons, per gross.....	.10	.12
Manila pearl buttons, cheapest, per doz.....	.30	.45
Silk plush for garments 50 inches wide, per yd.....	8.00	1.00
COSSETS.		
Black wool.....	2.99	3.01
C. P. French, No. 263.....	2.99	3.01
FINE NATURAL UNDERWEAR.		

Price in Aug., 1890. Price in Aug., 1891. England.

Ladies' light weight, 3/4's pound, per garment.....

Men's light weight shirt, 4 pounds, per dozen.....

Men's shirts, 14 pounds to dozen.....

Men's shirts, medium weight, 11 1/2 pounds to dozen.....

UNDERWEAR.

Aug., 1890. Price in England.

Men's Furley & Buttram shirts, retail.....

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Twelve thread merino shirt, 16 pounds to dozen, retail.....

Ladies' merino shirt, Cartwright & Warner or Furley & Buttram, retail.....

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