

## CAR-COUPLING 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 and continuous brakes and their locomotives with living-wheel brakes, and for other purposes.

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 engaged in interstate commerce by railroad to put into use on its line any new locomotive to be used in moving interstate traffic that is not equipped with power driving-wheel brakes.

Section 2. That from and after the 1st day of July, 1893, it shall be unlawful for any such common carrier to use on its line any locomotive engine in 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 automatic couplers of the standard designated under and in accordance with the provisions of this act.

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 or leased to it or any old car belonging or leased to it which subsequently to the passage of this act has been sent to its shops for general repairs, 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 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 certified 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 the uniformity and requisite automatic action, and 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 those used solely for state traffic. 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 centum of the freight cars owned and controlled as aforesaid by companies which shall have filed statements as aforesaid have agreed upon such details of freight car couplers as will insure requisite uniformity and requisite automatic action and requisite safety in service, said commission shall thereupon declare and publish that couplers complying with such details as agreed upon shall thereupon, until otherwise ordered according to law, be taken as the standard 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 as a standard 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 secure handholds 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 design for 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, the commission shall give notice of the standard fixed upon, at once, 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 such 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 employment 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 duty 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.

Two Sides to the Labor Question.

REPUBLICAN. In twenty years Chauncey Depew was chiefly responsible for Harrison's re-nomination. Powderly says Depew forced his men on the New York Central to strike in order to force labor off his road.

DEMOCRATIC. The Americans know a good thing when they get it. Andrew Carnegie's congratulations to Harrison in his re-nomination. D. O. Mills, White-law Reid's father-in-law, was the first man to import Chinese cheap labor into the United States. The Republican senate refused to pass the safety-coupler bill by which 100,000 railroads would be saved from accident yearly, as Depew Democrats have done.

DEMOCRATIC. This was after the Minneapolis strike had pledged the Republican party to enact the law. White-law Reid has run a non-union printing office for many years. Three times he has utilized his office just before election and has always been successful in just after election.

DEMOCRATIC. White-law Reid opposed the Chinese restriction law, and called Blaine a demagogue and thief for advocating it. White-law Reid declared that "Labor is trying to get more than its share—more than the share of capital and directing it."

DEMOCRATIC. White-law Reid opposed paying laborers on the dangerous work of building the Croton aqueduct, a day because that laborer was worth more than a laborer who was not.

DEMOCRATIC. White-law Reid opposed the eight-hour law. White-law Reid employed non-union labor on his own farm improvements.

DEMOCRATIC. White-law Reid declared that eight hours might be for labor in Europe, but Americans ought to work longer hours. A Republican legislature in Indiana passed a bill drawn by Benjamin Harrison to make striking a felony.

DEMOCRATIC. The Republican managers in Indiana, led by their state organ, sought to prevent the giving of relief to the starving families of Clay county by the Clay county board.

DEMOCRATIC. Carnegie and Frick have given \$110,000 to the Republican campaign fund this year. Benjamin Harrison said cheap cost means a cheap man under the coat.

DEMOCRATIC. Workmen, which side do you choose?

Free Trade for Rich Men.

There is one bill that the last house passed that we challenge the Republican papers to publish, and that is the bill to compel the rich Americans, like Chauncey Depew, who visit Europe every year, to pay tariff on the clothes they bring back with them from the "pauper tailors" of Europe. Before the McKinley bill became a law an American on returning from Europe was allowed to bring foreign made clothes to the amount of \$50. But the McKinley bill changed this and now clothes to the amount of \$500 are allowed to come in free of duty. In the last session the tailors of the country united, and upon their petition a bill introduced by Congressman Cooper, of Indiana, passed the house, compelling these American dukes to pay tariff on the clothes they bring back every year from Europe. But it did not pass the Republican senate. Last year over \$5,000,000 worth of clothes were thus imported free by rich Americans who spend their summers in Europe. The Democrats are ready to prove that all the clothes that Chauncey Depew wears are made by an English tailor in London, and he pays not a cent of taxes on the same to bring them to this country. That is the way the McKinley bill protects the workman—free trade in clothes for the millionaire and protection on clothes for the workman.

A vote for Harrison is a vote for the force bill.

## McKINLEY 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.	Aug. 1892.
Woolen night shirts.....	\$3.44	\$4.16	
Neckties, each.....	.74	.86	
Neckties, each.....	.99	1.24	
Foreign umbrellas.....	1.99	2.24	
Handkerchiefs, plain white, cotton and linen, printed.....	.14	.17	
Handkerchiefs, plain white, cotton and linen, printed.....	.14	.17	
Handkerchiefs, plain white, cotton and linen, printed.....	.14	.17	
Handkerchiefs, embroidered, linen and cotton, each.....	.79	.92	
Handkerchiefs, embroidered, linen and cotton, each.....	.99	1.19	
Spotted curtain, muslin, per yd.....	.24	.28	
Spotted curtain, muslin, per yd.....	.30	.36	
Buttons—Staple pearl buttons, per gross.....	.10	.12	
Manilla pearl buttons, cheapest, per doz.....	.30	.45	
Silk plush for garments 50 inches wide, per yd.....	8.00	1.00	
CORSETS.			
Black wool.....	2.99	3.61	
C. P. French, No. 203.....	2.99	3.61	

FINE NATURAL UNDERWEAR.

	Aug. 1890.	Aug. 1891.	Aug. 1892.
Ladies' light weight, 3½ pounds to dozen, per garment.....	\$1.75	\$2.00	\$1.00
Men's light weight shirt, 4 pounds 1 ounce to dozen.....	1.00	2.25	1.15
Men's shirts, 14 pounds to dozen.....	3.95	4.75	1.95
Men's shirts, medium weight, 11½ pounds to dozen.....	3.50	4.00	1.65

UNDERWEAR.

	Aug. 1890.	Aug. 1891.	Aug. 1892.
Men's Furley & But-tram shirts, retail.....	\$3.00	\$1.20	
Men's Furley & But-tram shirts, retail.....	2.00	.60	
Twelve thread merino shirt, 16 pounds to dozen, retail.....	5.50@6.00	2.19@2.40	
Ladies' merino shirt, Cartwright & Warner or Furley & But-tram, retail.....	2.00@2.75	1.03	
Ladies' merino garment, retail.....	4.25	1.68	
Child's merino shirt, retail.....	1.60	.60	
Child's merino shirt, retail.....	2.03	.96@1.08	

HOSIERY.

	1890.	1891.	1892.
Ladies' cotton ribbed stockings, per pair.....	\$1.25	\$1.50	
Ladies' cotton stockings, per pair.....	.50	.63	
Woolen stockings, per pair.....	.50	.30	
Woolen stockings, per pair.....	1.00	.48	
Woolen, men's half hose.....	25@30	.12	
Woolen, men's half hose.....	45@50	.18	

UPHOLSTERY GOODS.

	Aug. 1890.	Aug. 1891.	Aug. 1892.
Common lace curtains, per pair.....	.78	.90	.48
Same, better quality.....	1.92	2.11	1.18

GLOVES.

	Aug. 1890.	Aug. 1891.	Aug. 1892.
Men's Fowne's or Dent's Craven tan, per pair.....	\$1.50	\$1.75	.85
Men's Fowne's or Dent's Craven tan, per pair.....	2.00	2.25	1.50
Men's kid gloves, Dent's or Fowne's.....	2.00	2.25	1.34
Ladies' four button, Fowne's.....	1.50	1.75	1.10

(All the above prices for average sizes.)

LINK GOODS—WHOLESALE.

	1890.	1891.	1892.
Cheap crash towel-ing, per yd.....	.07	.10	.06
Cheap crash towel-ing, per yd.....	.11	.12½	.07
Huckaback towel, per doz.....	1.50	1.75	.77
Huckaback towel, per doz.....	1.75	2.00	1.20
Glass toweling, 18-inch, all linen, per yd.....	.09½	.10½	.06
Napkins, ¾, per dz 100.....	1.10@1.15	.60	
Napkins, ¾, per dz 125.....	1.40	.66	
Napkins, ¾, per dz 175.....	2.00	.84	
Napkins, ¾, per dz 200.....	2.25	.96	

Cotton embroideries, wholesale, Ham-burg edgings, common patterns, per yard.....

	1890.	1891.	1892.
Pattern A.....	.07½	.09	.05
Pattern B.....	.10½	.12½	.05@5½
Pattern C.....	.10½	.12	.06
Pattern D.....	.12	.14	.06½
Pattern E.....	.06	.07	.04
Pattern F.....	.02½	.03	.02
Pattern G.....	.06	.07	.04
Pattern H.....	.02½	.03	.02

These embroideries are the most common patterns and very extensively used; in fact they are used by nearly every woman in moderate circumstances. They are used for trimmings on all undergarments and white dresses.

Sample Ballots on Election Day.

Great precaution should be taken to have the voters properly instructed. It is the duty of the county committee to supply sample ballots to be used near every polling place in the county on election day. Two or more persons familiar with the ballot ought to be placed in charge of the sample ballots, and every Democrat should be requested to practice on sample ballots before voting. The precinct committeeman who neglects to provide sample ballots, stamps and pads for use on election day neglects his duty.

Voting is so easy under the Australian ballot law that a child five years old could vote.

Touch the ink pad with the stamp then stamp but once.

## HOW TO VOTE.

Stamp the Rooster and You Will Make No Mistakes.

If you want to vote a STRAIGHT DEMOCRATIC TICKET, stamp within the BIG SQUARE containing the ROOSTER at the top of the ticket. If you stamp within the big square you must not stamp any where else on the ticket or you will lose your vote.



You must not mark on the ballot with anything but the stamp. You must not stamp except on the square. If you accidentally stamp off a square, return your ballot to the poll clerks and get a new one.

You must fold your ballot before coming out of the booth, so that the face will not show and the initials of the poll clerks on the back will show.

The following information will help the voter:

1. If the voter wishes any information as to the manner of voting he may ask the poll clerks.

2. There are two ballot-boxes and two ballots to be voted. One ballot-box is painted red and is for the state ballot, which ballot is on red paper, the other ballot-box is painted white and is for the county ticket, which ticket is on white paper.

3. The voter enters the room, tells the poll clerks his name; the clerks give him the two ballots to be voted and a stamp; (the stamp is a little stick with a rubber on the end of it); the voter goes into one of the booths with the two ballots and the stamp; in the booth on a little shelf he will find an ink pad; (this is a cloth saturated with ink); the voter touches the ink pad with the stamp and then stamps his ballots. Let the ballots dry before folding.

4. After stamping his ballots and the ink has become dry, the voter then folds each ballot separately before leaving the booth; he must fold them so that no one can see how he has voted, and so that the initials or first letters of the poll clerks' names can be seen on the backs of the ballots; he then goes and gives the stamp back to the clerks, and hands the two ballots to the inspector; then he leaves the room.

5. After the voter comes out of the booth into the room he must be careful not to let any one see the inside of his ballots; if he exposes his ballot so that it can be known how he votes, his ballot will be rejected.

6. If the voter can not read English, or is blind, or is physically unable to stamp his ballots, he has a right to call on the poll clerks to stamp his ballots in his presence and in the presence of both poll clerks.

7. The voter must vote the ballots given him by the poll clerks and none other.

8. The voter must not put any mark or sign on his ballots if he does, his vote will not be counted.

If by accident he blots his ballot in stamping or makes a mistake, let him return the ballot folded to the poll clerks and get another.

General Sickles Defends Cleveland.

On the 5th of October, 1888, in the opera house at Utica, with President Cleveland's record fresh in his mind and in the public mind, General Daniel E. Sickles spoke these brave and just words of the candidate of his party for president:

"Now as to President Cleveland's record in behalf of the soldiers. They charge that he has vetoed a good many pension bills. So he has. I have read his views. I am a soldier. I love my soldiers. Had I been president and a congress had passed such bills for my soldiers, I should have vetoed every one of them, too. They were mostly all frauds and shams, and I had no funds under my hand. Any right-minded man, sworn to discharge his duty, would have signed these vetoes as President Cleveland did."

General Sickles, continuing, gave President Cleveland's record regarding pension bills and said: "I think the Republicans should hang their heads in shame in the presence of such a record."

Under Cleveland's administration there were 192,070 pension claims allowed, an excess of 64,658 over the allowances under the preceding Republican administration.

During General Black's administration of the pension bureau under Cleveland there was disbursed for pensions \$284,738,000, an excess of \$62,112,000 over the payments during the Garfield-Arthur administration.

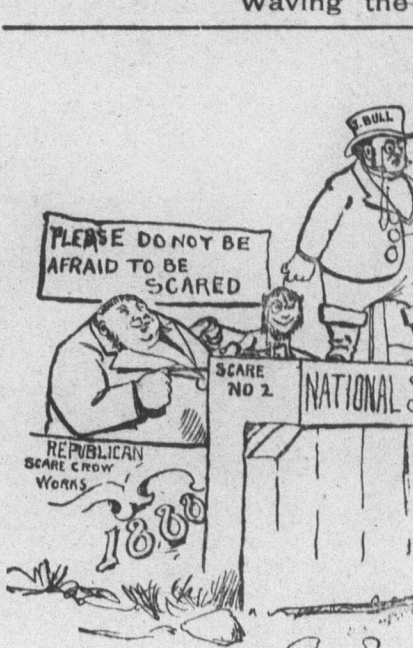
President Cleveland signed more private pension bills than were approved during preceding years of Republican administration.

Mr. Cleveland has neither said nor done anything, since General Sickles' just eulogy of him four years ago, to earn the disfavor of any soldier.

## Evolution of the



Waving the



English "Free Trade"—Work-



The "Wild-Cat"

Honest Grover for Honest Money.

[Grover Cleveland's Letter of Acceptance.]

The people are entitled to sound and honest money abundantly sufficient in volume to supply their business needs, but whatever may be the form of the people's currency, national or state—whether gold, silver or paper—it should be so regulated and guarded by governmental action, or by wise and careful laws, that no one can be deluded as to the certainty and stability of its value. Every dollar put into the hands of the people should be of the same intrinsic value or purchasing power. With this condition absolutely guaranteed both

\$100,000 from Carnegie.

Mr. Andrew Carnegie having given \$100,000 to the Republican boodle fund, the Philadelphia Times makes the following pertinent suggestions:

"Suppose Mr. Carnegie had contributed \$100,000 to the wages of his workmen, instead of cabling from his baronial castle in Scotland to reduce their wages and then making a gift of \$100,000 to the Republican corruption fund, would not the workmen of Homestead and of the state be today much more inclined to vote for Harrison?"

"Suppose that Mr. Carnegie had contributed \$100,000 to partly reimburse the state for its outlay of \$800,000 to protect his property against workmen striking against reduced wages, instead of giving \$100,000 to be expended by John I. Davenport and David Martin to debauch the election, would not the people of Pennsylvania, of all parties, feel that he had made a better use of the money he has made by tariff taxes intended to benefit labor, but which he has refused to labor?"

If the Republicans win this election it will be the last one conducted by officers chosen by the people. If the Republicans win, the force bill will be revived and passed. As it provides that elections shall be conducted by officers appointed for life by the United States court, the people will have nothing to do except to vote. The life-long federal office holder will do the rest.

There should be held in every school house of the county, next Saturday night, voting schools where the voters of the district can familiarize themselves with the method of voting under the amended Australian election law. Sample ballots will be provided by the county committee.

If you make a mistake in stamping return your ticket to the poll clerks. They will give you another one.

Don't fail to attend the school district meetings for the purpose of practicing on sample ballots.

## Republican Bugaboo.



Bloody Shirt.



ing the Cobden Club Racket.



Money Bugaboo.

gold and silver can be safely utilized upon equal terms in the adjustment of our currency.

In dealing with this subject no selfish scheme should be allowed to intervene and no doubtful experiment should be attempted. The wants of our people arising from the deficiency or imperfect distribution of money circulation ought to be fully and honestly recognized and efficiently remedied. It should, however, be constantly remembered that the inconvenience or loss that might arise from such a situation can be much easier borne than the universal distress which must follow a discredited currency.

Pious John Wanamaker.

In the August number of The Postal Guide, issued by Pious John Wanamaker, postmaster general by the grace of his money and Benjamin Harrison, informed that all the postmasters at county seats in the whole country have been following Wanamaker's directions and have visited all the postoffices in their respective counties. It is well understood that these visits were planned to pay the expenses of the postmasters at the county seats while they are fixing up political matters for their chief and Uncle Sam pay the bill.

It was a grand scheme of this pious administration of Wanamaker. It is gravely announced also that they will take pleasure "in making the visits suggested," and some write that they "will very cheerfully comply and accept your (Wanamaker's) invitation to again visit the county postoffices. Of course they will all make the second visit just before election at the expense of the people and the country postoffice will be thoroughly inspected and perhaps a report made of the number of Democratic letters and newspapers received at them."

Pious John is coming to Indiana to personally supervise this grand political scheme.

The tone of the letters received from the county postmasters is of a very happy. They all write, so the Postal Guide publishes, that they will "cheerfully" make the visits. This last move of Pious John surpasses the magnitude of his contribution of 1888, but this time Uncle Sam foots the bills.

Go to the polls early and stay all day.

To vote a straight ticket stamp within the big square containing the rooster, and no other place.

Stamp but once within the square.

Save your county paper containing the legal advertisement of the state and county ballots. You can use them to instruct voters if you have no sample ballots.

It is the man who knows it all that will lose his vote this year because he will never inquire. The intelligent man will not be afraid to ask questions.

To vote a straight ticket, stamp anywhere inside the square containing the rooster. Stamp but once, or your ticket will be thrown away.

## A Bit of History.

Republican protection has a short and instructive history. Here it is in a few words, and the facts and dates here given