

THE LATE STRIKE.

Representatives of Labor and Capital Tell Their Stories.

Employers Are Heard—General Manager St. John Takes the Stand—Egan and His Views—President Gompers on Strikes in General.

CAPITAL HAS ITS SAY.

CHICAGO, Aug. 25.—On Thursday General Manager John A. St. John of the Rock Island railroad company, added his testimony. He presented a detailed statement of the history of the trouble on his road, and denied the existence of a blacklist so far as that road is concerned. Mr. St. John refused to allow the commission to publicly examine or make part of its records the contract between the Rock Island and Pullman companies. He said, however, all questions pertaining to the contract will be decided by the company was obliged to use the Pullman cars. He said 520 employees were engaged in the strike, the others going out through intimidation; seventy-four had been reinstated; all had been taken back except those against whom there were charges. He said the exact cost of the strike had not yet been ascertained, but thought it would reach \$800,000 or \$1,000,000.

He said that the purpose to put into effect schedules of wages was one of the most remote objects of the association.

In answer to a question as to its idea concerning the remedy for strikes, he said that it seemed to him that the government control of railroads involved possibilities that might prove dangerous to the government itself. Arbitration, it seemed to him, could not prove effective in all cases, for, if applied to wages, it would naturally be found very difficult to enforce its decisions. He could not easily prove objective in this case, as the employee, he said, the law of supply and demand must still govern.

Being asked why an association such as the one he represented should refuse to treat with one of employees such as the American Railway union, he said the union did not represent as it claimed the employees of the roads. Another reason might be that the association did not think there was room for such an organization. "We never question," he concluded, "a man as to whether he belongs to any union or not so long as he is competent."

Manager Egan Heard.

CHICAGO, Aug. 27.—The General Managers association, represented by General Manager John M. Egan, submitted its views of the strike to the labor commission at Friday's session.

The witness told the story of the proposed conference to be held by the mayor, representatives of the American Railway union and of the managers' association. He said he had no authority to take part in such a conference. He had returned the document left at his office by the mayor because the managers' association had directed him to return it. He would not say whether the document in question was offensive and insulting to the association. Witness said that at that time the strike had not been settled so far as the American Railway union was concerned. It was "settled" on the part of the railroads because they had employed other men in place of those who went out. The General Managers' association had refused to recognize the American Railway union.

When the mayor presented the document signed by Messrs. Debs, Howard, and Kelher Mr. Egan said to him that he "thought the mayor should not act as a messenger boy for such parties." He (Egan) had advised all individual strikers coming to him to go back to work. He had had no negotiations with the strike leaders. He had authority to make all arrangements to fight the strike, but did not consider he had any authority to confer with the mayor or others regarding an amicable settlement, therefore he declined to do so.

In answer to questions Manager Egan stated he had made no effort to effect an amicable settlement of the strike, that it was the policy of the railroads to crush the strike that he had refused to treat with the American Railway union in any way, but that he did not know that it was the policy of the companies to crush the American Railway union, though he admitted that the companies would have nothing to do with American Railway union people.

Being confronted with the charge made that he had furnished money to be paid to men for overturning and burning cars, and for doing overt acts in order that prejudice against the strikers might be created, Mr. Egan replied: "My attention was first attracted to statements by what I read in the newspapers. Considering the source from which it came I think all I need say is that it is the veriest rot. It is on a party with numerous other statements of Debs, Howard, and other leaders of the American Railway union to influence the men they had duped."

The witness said he had directed him to discharge immediately any policeman who was found lukewarm or inefficient. Several officers were suspended on complaints, but when he came to investigate he could find no responsible author.

"So far as I have been able to learn, the railroad men had very little to do with the disturbances and destruction of property. The rioters were hoodlums, mixed in with crowds of women and children. It was the opportunity of the 'tough' element, and they took advantage of it. I do not think the average daily arrests during the strike was any larger than the regular average. The police were massed along tracks or held in reserve at stations, and so did not pay as much attention to the criminal classes of the city as usual."

The chief said many of the complaints made against the police were made by deputy marshals, who were occupying the way of service.

To show the character of some of these men the chief offered to introduce the records of three deputy marshals who had been arrested for highway robbery. The commission excluded the records as irrelevant.

John T. Norton, a locomotive engineer residing in South Chicago and formerly employed by the Illinois Central railroad, gave his experience with the "blacklist." After the strike he secured a position with the Calumet & Blue Island road, which was to run over the Rock Island tracks part of the way to get out of South Chicago. He made one trip and on his return was informed that the Rock Island officials had barred him from their tracks, and he was therefore discharged. He, with a witness, called on Superintendent Dunlap, of the Rock Island system, and was told that he could not run on their tracks because he belonged to the A. U. U. and for no other reason.

Says Strikes Do Good.

CHICAGO, Aug. 28.—President Samuel A. Gompers, of the American Federation of Labor, being called to testify, told the commission about the Briggs house conference of July 15, at which there were present representatives of all the prominent national labor organizations. This conference was called upon by a committee from several Chicago unions asking that a general strike be ordered as suggested. The request was considered carefully, and the conference of the American Federation of Labor came to the conclusion that the president of the United States should be called upon to do whatever there was in his power to bring the great labor trouble to an amicable settlement. To that end a telegram was sent to the president asking him to either come to Chicago or send some one to act for him in a conference with the executive council of the American Federation of Labor. The president did not reply to the telegram. The council decided that it would be detrimental to the cause to endorse a general strike, as the American federation had no such authority, even were its members so disposed.

Mr. Gompers said he had no scheme for the abolition of strikes, boycotts and industrial disturbances. He said that he did not join in the denunciation of strikes. So long as the present system of labor and trade exists there would be strikes. The strike shows that the workman has left yet some honor, manhood and courage. Strikers have forced the employing classes and the rest of the world to pay some attention to the labor question. Strikes were not the failures they were usually written down to be. More than two-thirds of the strikes were victories for the laborers involved. Mr. Gompers said that strikes bettered the condition of the employees even when they failed. The superintendent of the mine was arrested.

of a railroad strike. The corporation hires other men. These new men certainly elevate their economic condition, else they wouldn't make the change. Mr. Gompers said his observations had led him to believe that the men who strike are not lowered; do not take relative positions with the other men. So that even failing strikes benefit the community. He did not advocate strikes where it was possible to do without them. He believed in voluntary arbitration.

He was not prepared to say that state socialism would be the remedy; he did believe in the government ownership of railways and all means of transportation and communication. He said:

"The government already operates a great number of railroads. If it can operate a bankrupt road I do not see why it could not operate it before it becomes bankrupt."

Mr. Gompers thought the beneficial outcome of the recent strike was the appointment of the commission which was to test the commission which would have been better if the commission had been sent to Chicago earlier during the strike. He thought that it would have been able to bring the General Managers' association and the leaders of the labor organizations together.

The witness had some things he wanted to say about the injunctions issued by court. He held that these injunctions were not rightly based on the inter state commerce law, that that law was not intended to apply to labor organizations. He said the injunctions were based on court-made law, upon decisions given in the absence of law. He held further that "old musty laws" made a hundred years ago, before the application of steam and electricity to industry had ever been dreamed of, were not pliable enough, elastic enough to deal with the problems of to-day. Conditions had changed so that the laws should be changed. A humane and beneficial law when passed was not infrequently pronounced unconstitutional.

George M. Pullman Appears.

CHICAGO, Aug. 29.—George M. Pullman appeared before the national labor commission Monday as a voluntary witness.

As president of the Pullman company he told about the organization of the corporation, its financial standing, and answered questions regarding the manner in which its affairs are conducted. The object in establishing the town of Pullman, he said, was that convenient homes might be provided for the workmen and that they might enjoy better accommodations than were obtained elsewhere for the same outlay on their part. The advantages gained by residence in the model town were set forth at length by the capitalist. Asked about the rent paid by tenants, Mr. Pullman said it was just 6 per cent on the investment.

The capital of the Pullman company, he stated, is \$30,000,000. Being asked about the report that the company had a surplus of \$160,000,000, he said that it was more than that. The dividends are based upon the capital of \$36,000,000, and are 2 per cent quarterly. He was then asked about the reductions of employees' wages. He replied:

"I am not familiar with the daily workings of the town of Pullman. I will have to refer the commission to the second vice president for these details. I will say, however, that for entire months we did not have an order for a car. I realized that unless something was done there would be suffering at Pullman, and after a consultation with Vice President Wicker I determined to make bids under the actual cost of construction. We did this, and I remember the first order was for fifty-five cars. I put in a bid for these cars at from \$300 to \$400 below the cost of a car, making up my mind to make this contribution rather than see my men idle. I believe many other car builders in the country felt the same way. As evidence of this the next lowest bid to mine was only \$24 higher than mine. On another occasion I bid for a lot of 250 cars at a loss of \$15 on each car, preferring to do this rather than see the freight charges charged. I understand the next competition only got a car. It cost us about \$60,000 to keep our men in work as long as I did. I explained all this to Mr. Heathcote, the leader of the strikers, who said to me: 'We want the wages of '93.' I informed him that was impossible. I told him it would be a most unfortunate thing if the wages of '93 were restored; that there was only six or eight weeks' work here as it was, and there was none in sight at the rate on which the wages of '93 were based."

He admitted that the company taking the whole year through had made money, and paid its regular dividends which amounted to about \$2,800,000. In explaining why the company chose to reduce wages while paying large dividends Mr. Pullman said:

"The manufacturing business is separate from the business of the sleeping car company. I see no reason why I should take the profits of the 4,300 stockholders in the Pullman Sleeping Car company and pay men a higher rate of wages than was paid in other parts of the country for the same work, or than was paid by other companies for the same work. Because we were careful and accumulated a surplus I do not see that it's a reason we should take the surplus now and pay it out for exceptionally large dividends."

Concerning arbitration he said: "There are some matters that are proper subjects for arbitration, such as a disputed title. But there are others that are impossible of arbitration. I cannot arbitrate on a question where I know the facts to be thus and so. The question as to whether our shops should continue to run at a loss is a thing that could not be arbitrated."

Q. "Why was it impossible?" A. "Because it violates the principle that a man has a right to manage his own business."

"We make it a condition of return to work that the member of the American Railway union shall surrender his card. That is the only union we have ever discriminated against, although I believe our men have belonged to other organizations. It is the fixed policy of the Pullman company to retain no one connected in any way with the American Railway union."

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AN AGED HERO.

He Rescues Two Children at the Cost of His Own Life.

INDIANAPOLIS, Ind., Aug. 27.—Henry Bowman, a veteran gray-bearded flagman where the system of railway tracks pass under the big Virginia avenue viaduct, lost his life Friday in a heroic effort to save the lives of several small children at play on the tracks. Bowman was 73 years old and was minus one hand, lost in a railroad accident years ago, after which he was given the station at the viaduct. Bowman rushed in front of the engine and grabbed up two little boys in his arms and tossed them off to one side, but fell back in front of a Lake Erie & Western engine. The cowcatcher struck him in the back and both feet were ground off. He lived an hour after being taken to the hospital.

Fatal Mine Disaster.

DURANGO, Tex., Aug. 25.—A mining disaster is reported from the Lamphere district, southwest of this city. A cave-in occurred in one of the mines, burying ten miners. Six of the men were rescued alive, but the others were dead when found. The superintendent of the mine was arrested.

PYTHIANS PARADE.

President Cleveland Reviews the Uniformed Rank.

The Feature of the Big Encampment at Washington—Reports Show the Order to Be Flourishing—Sentiment Against Saloon Men.

IN KNIGHTLY ARMY.

WASHINGTON, Aug. 29.—The feature of the Pythian encampment was the grand parade of the uniform rank Tuesday afternoon. Fifteen thousand knights were in line, marching by State brigades, and the procession was more than two hours passing the presidential reviewing stand. Pennsylvania was crowded with more than 100,000 people, a large proportion of them visitors from out of the city.

The president reviewed the procession from a small stand erected on the curbing just in front of the white house. A few minutes after 4 o'clock he emerged from the executive mansion in company with Col. Kao, chief of staff, representing the Knights of Pythias, and Col. Wilson, of the United States engineers. The president's appearance was greeted with cheers. As he stood up the great crowd again broke into cheers and handclapping, which continued for several minutes while the object of this attention removed his hat and bowed his acknowledgments. The president seated himself and waited patiently for fifteen minutes before the head of the line appeared. Then he arose, and as the knights swept past he acknowledged the salutations of the commanding officers by bowing. The scene was a brilliant one.

The conclave of the supreme lodge was called to order by Supreme Chancellor W. W. Blackwell in Builders' exchange hall at 10 o'clock. Great secrecy was observed and the entrances were carefully guarded. The roll call was answered by delegates from nearly every state and territory. Supreme Chancellor Blackwell and Supreme Keeper of Record and Seal R. L. C. White read their biennial reports. The supreme officers wore crepe badges on their arm as a token of respect to the late Past Supreme Chancellor Shaw, of Wisconsin.

The report of the supreme chancellor, W. W. Blackwell, deals with questions rising from what he terms an organized rebellion of certain persons who have persisted in publishing and using German translation of the ritual of the order despite the refusal of the supreme lodge to permit such translations. The supreme chancellor makes a strong plea for Americanizing the order. He gives the following as the statistics of membership of the order according to unofficial reports to July 1, 1894: Grand lodges, 53; subordinate lodges, 6,293; total number of members, 465,741; a net increase of 72,025 members during the last two years. The financial condition of the order is, he states, most satisfactory, notwithstanding the failure of the former supreme master of exchequer.

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Commissioner Kerman read clauses from a sample Pullman lease, and asked if Mr. Wicker did not think it harsh upon the signing tenant and employee. Mr. Wicker thought the tenants should not be called upon to make repairs and improvements, and as a matter of fact he knew that they never had been called upon to do so.

Commissioner Kerman asked if the witness did not think that was harsh on the men. He answered no. The more competent the tenant and employee was taken up by Commissioner Kerman. The witness thought that the question of wages could not be submitted to arbitration.

An employer knew what he could afford to pay for the work needed and that was a fixed amount. It could vary only as profits to the manufacturer change. The Pullman company had never objected to unions except in one instance. The objection to the American Railway union was that the company would not treat with its men through any union. It would treat with them individually.

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Chairman Wright asked about the salaries of the officials of the Pullman company. Mr. Wicker said that he thought these salaries were not so high as those paid to high officials in other kinds of business. Some time ago the president was paid only \$10,000 a year. Witness did not know the amount of the president's salary at present. He preferred not to say anything about the salaries of other officials.

Gen. Nelson A. Miles took the stand when the commission met after luncheon. In answer to questions he said his occupation was major general of the United States army. He denied flatly the story that on his arrival here from Washington he had once consulted with the general manager. On July 2, when this conference was said to have taken place, he was in Washington, and he arrived here on July 4. Asked if it was true that he had declared he had broken the backbone of the strike, the general said this was not quite exact. What he said was that he had broken the backbone of the opposition to the federal troops.

The commissioners wanted to know if the troops forced railroad men to work at the point of the bayonet. Gen. Miles said that while this might have happened in some instances, he had not been aware of it and had nothing about the strike. Then the troops were ordered here by the president to see that the decrees of the United States courts were enforced, and beyond carrying out such instructions he had nothing to do with the strike.

Inspector Hunt testified as to the disturbances in his division during the strike. Prior to July 3 there was little actual violence, but then trains were stopped and men were sent to disperse them. He knew of no actual violence that day, and in fact none until July 7. July 4 twenty-five men were sent out to Hasted and Fortieth streets to move cars and they were compelled to disperse a mob. There was little actual violence during the entire time. During the strike he did not notice one railroad man interfering in any way, shape or form. The mob was composed of toughs and men who never worked on railroads or anything else. The men arrested for depredations were not railroad men.

Albert W. Sullivan, the general superintendent of the Illinois Central railroad company, was next witness. He said the employees gave him no notice they were going to quit the service of the company. The first to strike were the switchmen and the day following the strike by that body all the employees went out and there was a general cessation of work. There was no interruption of passenger traffic of any great moment. There was but one day the company failed to dispatch its regular trains from Chicago. After the arrival of the militia July 6 business picked up again. The men had no grievance when they struck.

Big Collections at Chicago.

CHICAGO, Aug. 29.—Going into effect of the new tariff law caused great activity at the custom houses of the country. In Chicago receipts were the largest on record, \$158,529.