

RAILROAD STRIKES.

Interesting Article From the Pen of Charles Wilson.

One of the Organizers of the Brotherhood of Locomotive Engineers, and its Chief for Ten Years—How to Retain Confidence Between Employer and Employed.

[From the Cleveland Leader.]

The following article on the subject of railroad strikes was written by Chas. Wilson, the man who was most instrumental in organizing the Brotherhood of Locomotive Engineers, and in establishing its headquarters in Cleveland, and who was its chief for ten years.

For more than thirty years some members of the labor unions have had a firm belief that as soon as the labor organization was strong enough, and united, all that they would have to do was to say the word and the employers would be obliged to grant whatever was demanded.

Now this condition of things has been brought about by a few insane agitators in the labor movement during the last thirty years, and I hope the lesson learned will last for all time.

For ten years the engineers' brotherhood was run on the sole basis of merit alone, and the success obtained during that period ought to have been a preventive of all strikes for all future time.

After all was ready, the Chairman of the different committees constituted a committee to present the complaints to the general office of the Pennsylvania Railroad Company.

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The engineers' committee were assured that the company wished to pay and treat their men well, and if in the future any trouble arose that could not be settled satisfactorily by the local officials, the men were to come to the general office and they should have a hearing.

Now, after all this, and having the assurance of the high officials of the company that all grievances should be attended to, the engineers on the line west of Pittsburgh were notified in the fall of 1873 that a reduction of wages would be made, temporarily, to tide over the hard times.

The same plan pursued on the Pennsylvania Railroad was carried out to get wages arranged satisfactorily and other complaints corrected on the Baltimore and Ohio Railroad, the old Erie, the New York Central, Lake Shore and Michigan Southern, Illinois Central and many other roads.

On the New York Central at the beginning of the war a committee asked for an advance in wages. The imputed Dean Richmond was President of the road and Chauncey Vildard General Manager.

I have had a long experience as a shopman, as well as an engineer, and so far as my experience goes, there is no difference in the treatment of men.

The last annual convention of the engineers' brotherhood held when I was Chief, was held in Philadelphia in October, 1873, and no society ever met under more promising and flattering circumstances.

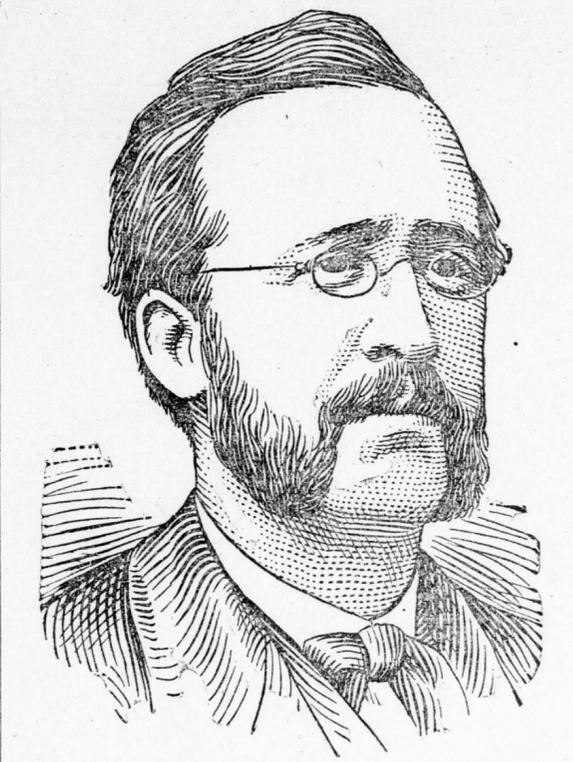
In my annual address I tried to define the purposes of the brotherhood, and I made a few extracts to show the principles and purposes of the organization at that time.

"The difference in our organization from other trade organizations consists, first, in requiring qualifications for membership, such as character, education, experience and ability in our calling as locomotive engineers; second, we try to manage our business so as to secure the confidence and esteem of our employers, and work entirely in harmony with them, insisting that our members must pursue a proper course of conduct, etc.; third, we rely entirely upon our merits for strength to obtain what we are justly entitled to; fourth, we stand upon, seeking no entangling alliances with other trades, nor forming combinations with any view of forcing a compliance with our demands.

I append the following extract to show the kind of advice we received from our advisers and other good meaning men. They are in part responsible for the force plan. Some of our sanguine friends advised the engineers to take the whole matter of Sunday work into their own hands, saying that 'if the engineers refuse to run the traffic will be at an end at once.'

CHILLS AND PNEUMONIA.

They Catch People Now That Are Not "in Condition."



This is the time of year when one most fears pneumonia and acute rheumatism—if he or she is not "in condition."

When you hear men and women complain of feeling chilly on the slightest provocation you will always observe that they are the pale, worn-out folks whose nerves are weak and whose blood is thin.

The nerves govern the blood-making organs. If the nerves are too weak to start a brisk circulation the system needs a tonic to strengthen the nerves and nerve fluid—Paine's celery compound.

Strikes as a rule are run with a view to injure and cripple the employer, and often to endanger human life. Now if the whole country will ever be united in power of the whole country will insist on maintaining perfect order and non-interference of either party, it will effectually stop all strikes.

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"Mercy on us, what is the matter?" cried the girl with the funnel-like skirts. "You don't look like a girl who is about to receive congratulations."

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winter illness if his or her system has been put in proper condition by the use of Paine's celery compound.

Above is a likeness of Mr. H. M. Hutchinson of Old Orchard Park, Mo. He writes: "My complaint was the grip and its attendants, pneumonia and rheumatism."

The month of February is the most dangerous in the year to those who are "run-down." All such people should get strength and health and safety in Paine's celery compound, the remedy above all others that makes people well and keeps them so.

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