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VOL. XX. HARTFORD, KY., WEDNESDAY, JULY 11, 1894. NO. 28.

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THE PULLMAN BOYCOTT

CENTRAL FIGURE OF THE GREAT RAILROAD STRIKE.

Mr. Eugene V. Debs, at Whose Word of Command Many Thousands of Men Instantly Stop Work.

HISTORY OF THE STRIKE

[Nym Crinkle in New York World.]

A month ago nobody outside of the American Railway Union ever heard of Mr. Eugene V. Debs. Recently Mr. Debs has exercised an authority that is not given to the Czar of Russia, and that never has been delegated to any man who lives under a liberal and constitutional government. He had waved his hand in Chicago, and twenty railroads came to a standstill; a tract of country almost as big as Europe stood momentarily paralyzed at his beck.

The great city of Chicago, with over a million of people, was commercially helpless against his fiat. Two hundred thousand people living in the suburbs of that city were cut off from their homes; travel was virtually suspended; trade languished; manufactures ceased; distress and discomfort penetrated into all the shops and homes; anxiety walked the streets with forebodings.

Freight was piled up on the wharves and in the depots. A great deal of it was perishable, and ever hour of its detention meant thousands of dollars of loss to somebody. The great stock yards were struck with a blight. Incalculable suffering of dumb brutes extended over acres.

Westward from Chicago Mr. Debs's imperious hand was stretched. Kansas was dumb and trade stood still. Every through train had been abandoned on the Atchison, Topeka and Santa Fe road on Friday. The United States mails for six hundred miles had to catch the local trains from town to town and beg their way across that State. The tracks in Topeka were covered with cars held as if enchanted by Mr. Debs. The Northern Pacific, so far as Montana is concerned, was still; not a through train was running.

But it is not only westward that this new star of empire takes his way. No pent-up Utica contracts his powers. He would have it understood that the whole boundless continent is his. He wagged his little finger and the stagnation moved to Cincinnati. Twelve hundred good men and true observed him there and all the roads except the Big Four and the Pan Handle went into a syncope.

Now who is Mr. Debs? That is a question which is asked to-day by a hundred and fifty thousand people who claim the right to travel whither they please in the United States and cannot at this moment do so. It is asked by five hundred thousand people whose traveling friends have been stopped. It is asked by as many more whose letters are delayed. To-morrow it will be asked by more than a million people whose necessities of life have been interfered with.

Where did Mr. Debs get his charter to afflict the sovereign people of this country? If Mr. Debs, an unknown man, can disarrange the vast commerce of the United States at his own sweet will and give no account of himself to the wondering people—how many other unknown men are behind him anxious to exercise the same unwarranted and unheard-of power when we have got through with him?

Let us try to explain who Mr. Debs is. It will be conceded without explanation that he is the most extraordinary man that the world has seen since the Grand Llama, who went out every morning and gave the sun permission to rise. Anybody who undertakes Mr. Debs's job cannot help being extraordinary or even unparagoned. But nobody before Mr. Debs ever did undertake exactly the same kind of job.

THE TROUBLE AT PULLMAN.

Somewhere in Illinois there is a little proprietary town, known to the vicinity as Pullman. There a company of manufacturers make the well-known Pullman cars—about the only things that ever leave that delightful hamlet. It is clearly understood by those who have read the pamphlets and fascinating descriptions of the town that it has long been one of those paternal retreats where the lion of capital and the lamb of labor have long lain down side by side.

Last year the Pullman company cut down its workmen's wages 30 and afterwards 50 per cent. And on the 7th of May, of the present year, the workmen, after much consultation, made a formal demand for a restoration of their wages. In the conference that followed, Mr. Pullman made a full and frank statement of the condition of the business, and said very plainly that those conditions would not allow of the restoration of the old rates. It was claimed that the reduction in orders and the competition in trade were such that the company was running its works at a loss.

There appears to have been a very amicable talk on both sides; no threats were used, nor were there any hard feelings. But the next day the men struck. Even then there appears to have been no disturbance of the amicable feelings of the town.

The suspension of work, if we are to believe the Pullmans, was a relief, for it released the company from onerous sacrifices—they having been building cars at less than cost, in order to keep employed about three thousand men. Here matters rested, so far as that small community was concerned. Many of the men, in fact, most of them, had a reserve of money in the town bank, and were not distressed. Some of them stated that they could wait for times to get better; others of them sought work elsewhere.

DEMAND FOR ARBITRATION.

What personal grievance the men had, if any, growing out of the Pullman system, or what obligations they were under to the socialism of that system, we do not know, for they made no complaint, and so far as the world at large is concerned the strike was simply a matter of one firm in a small place, having no relation whatever to labor interests generally, and wholly disconnected from the question of railroads or railroad labor.

It is here that the American Railway Union appears on the scene. At a meeting held in Chicago, the union took up the fight. It demanded that the Pullman Company should submit the question of wages to arbitration. This the Pullman people declined to do, for the very simple reason that the decision of arbitrators could not alter the fact that to pay an increase of wages would be a business impossibility. The company, however offered to submit its books in proof that it was executing orders at less than cost in order to keep its men employed.

The reply of the union was that the books had no weight, as the employer could fix them to suit his own interests. And then came the order from the union for the boycott. That is to say, an order was issued that all members of the union should quit on those railroads which used Pullman cars. Mr. Eugene V. Debs, the President, is credited with this extraordinary move.

The American Railway Union, which was organized a year ago in Chicago, has for its purpose the federation of all railroad employees under one head. It estimates the number of these employees in the United States at 800,000, and it is claimed to have 200,000 of them in its ranks. Very many of them are switchmen, firemen and men hardly one remove from unskilled laborers. But all the men on strike at Pullman are skilled workmen, and the anomalous condition is presented of several thousand laborers fixing the alternative for skilled mechanics.

DEBS'S CAREER.

Eugene V. Debs, who has suddenly come to view as the director of this boycott, is a young man. He was born in Terre Haute, Ind., in 1855, on Guy Fawkes's day. His father was a family grocer there. The son tended store in the daytime and got his education at night. His first work was in the paint shops of the Vandalia Railroad, from which position he rose to be a fireman on a locomotive running between Terre Haute and Vandalia.

It was not, however, until he joined a lodge of the Brotherhood of Locomotive Firemen that he developed his ambition. He was sent as a delegate to the conventions and ultimately became editor of the Locomotive Firemen's Magazine.

In 1884 he was sent to the State Legislature by the Democrats. In 1879 he was elected City Clerk of Terre Haute. In 1893 he set to work to organize the American Railway Union.

Personally Mr. Debs is an earnest, quiet, determined man, with a good deal of undemonstrative egotism. No one in Terre Haute ever suspected him of being either a philosopher or a general. His views are not very broad, and his education as limited, but he is resolute and fearless.

It is said by those who know him best that the present boycott is an experiment to test the power of the new organization. No man of ordinary sagacity, either in Terre Haute or Chicago, so far disparages Mr. Debs's intelligence as to suppose for one moment that he thought he could force all the railroads of the country to break their contracts with the Pullmans and violate their agreements with the public.

But, like all men of limited capacity and experience who come suddenly into power, he wanted to wield that power, and did not consider the aggregate of suffering that the blind obedience to his arbitrary command would entail.

HIS METHODS.

"Mr. Debs's methods," said a prominent railroad man yesterday, "are Indian methods. When the savage in old times wanted to accomplished his ends with a trader, he nailed up the trader's friends to trees and tortured them till they appealed to the trader to yield."

Anything more preposterous than the demand made by an unknown man—that twenty-five railroads shall instantly stop pulling Pullman coaches and thus violate their compact with the public as common carriers, and disregard their contract with the Pullman Company, until a firm in a small manufacturing suburb of Chicago shall accede to his wishes—was never before heard of. But Mr. Debs is the man who has the honor of having conceived this startlingly brilliant notion.

The results are easily predicable. The twenty-five railroads cannot and will not accede to his demands, unless they make up their minds to go out of business. They must undertake to run their Pullman cars where they are a part of the equipment of the roads, as they happen to be on all the lines now blocked. In order to do so, they must employ other men than those of the American Railway Union.

Fortunately the country is full of men competent and willing to take their places. That is what the roads are now doing, and they call upon the authorities to protect them in their right to do so. And here Mr. Debs succeeds in his first skirmish in landing himself and his 150,000 associates in the old dilemma which Mr. Powderly and Mr. Gompers and all the rest of them proved after long and fruitless endeavors was capable only of one solution.

In other words, Mr. Debs has, with extraordinary alacrity, invited the whole population of the country to oppose the American Railway Union, by making the American Railway Union interfere with the whole country. It is very evident that Mr. Debs's only advantage over the other organizers of strikes is that he gets there quicker with his new order.

And it must not be forgotten that not a man of his order has any just cause of complaint against the railroads, but he is asked to give up work out of sympathy for a dispute in an Illinois settlement of which he knows nothing, and which, if left to itself, would probably be rectified or adjusted in accordance with the mutual interests of employer and employed.

Such, then, was the state of affairs when the boycott was set in motion. At the time there were 3,000 Pullman cars in operation in the United States, at least 2,000 of them being on the Western trunk roads. And 126,000 miles of railroad were under contract to the company to use the cars, Chicago being the centre from which the Pullman service radiates.

Meanwhile the loss of business and destruction of goods are enormous. The strike costs the Illinois Central $80,000 a day. The fruit shippers in California claim that the loss is incalculable. The expense to individuals who are detained in faraway places must amount to millions. Vast disturbance to business all over the country ensues. The 5,000 people who leave Jersey City every day in Pullman cars do not know how far Mr. Debs will permit them to go, or if indeed, they will ever reach their destination.

A HOUSEHOLD TREASURE.

D. W. Fuller, of Canajoharie, N. Y., says that he always keeps Dr. King's New Discovery in the house and his family has always found the very best results follow its use; that he would not be without it, if procurable. G. A. Dykeman Druggist, Catskill, N. Y., says that Dr. King's New Discovery is undoubtedly the best Cough remedy; that he has used it in his family for eight years, and it has never failed to do all that is claimed for it. Why not try a remedy so long tried and tested. Trial bottle free at drug stores of Williams & Bell, Hartford; R. T. Taylor, Beaver Dam. Regular size 50c. and $1.

A Planet Without an Atmosphere.

[St. Louis Republic.]

I believe that it is generally admitted that all of the planets, strictly so-called, as well as the sun, possess atmospheres, the moon of our earth being the only one of the celestial hosts without such an ethereal envelope. Our atmosphere is composed of 77 parts, by weight, of nitrogen and 21 of oxygen, the other 2 per cent. being made up of a mixture of carbonic acid, aqueous vapor and ammonia, the latter in very minute quantities. How our earth came to have an atmosphere, when or at what period in the history of the terrestrial sphere it originated, no man can even venture an opinion. The thought uppermost when the headline was attached to this "note" was not concerning the origin of the atmosphere of the planet earth and its constituent parts, but of the moon's strange lack of such a necessity; providing, always, that there are living men and women on the lunarian plains and mountains, with lungs constructed similar to ours. It is believed (the belief being based upon mere conjecture, of course), that our attendant satellite once had an atmosphere, as well as lakes, rivers and oceans, but that all have long since been absorbed by the thousands of square miles of volcanic scoriae and lavas with which its surface is all but covered.

CURE FOR HEADACHE.

As a remedy for all forms of Headache, Electric Bitters has proved to be the very best. It effects a permanent cure and the most dreaded habitual sick headaches yield to its influence. We urge all who are afflicted to procure a bottle, and give this remedy a fair trial. In cases of habitual constipation Electric Bitters cures by giving the needed tone to the bowels, and few cases long resist the use of this medicine. Try it once. Large bottles only fifty cents at the drug stores of Williams & Bell, Hartford; and R. T. Taylor, Beaver Dam.

Ayer's Pills possess the curative virtues of the best known medicinal plants. These Pills are scientifically prepared, are easy to take and safe for young and old. They are invaluable for regulating the bowels and for the relief and cure of stomach troubles.

Elder S. S. Beaver, of McAllisterville, Juniatta county, Pa., says his wife is subject to cramp in the stomach. Last summer she tried Chamberlain's Colic, Cholera and Diarrhœa Remedy for it and was much pleased with the speedy relief it afforded. She has since used it whenever necessary and found that it never fails. For sale by Z. Wayne Griffin & Bro.

A PRETTY FACE is the result of a healthy physical condition. "Beauty is but skin deep" yet it greatly depends on a clear complexion, free from wrinkles and hollow cheeks.

Health always brings wealth of beauty. A healthy state of the system comes with Doctor Pierce's Favorite Prescription. It's a medicine prepared for woman's ailments—it cures those derangements and weaknesses which make woman's life miserable.

A woman who neglects to take proper exercise is particularly prone to excessive congestion, debility and a sluggish circulation. This is the time we advise the "Prescription." In all derangements and displacements of the special organs which result in "signs of inflammation," in catarrhal discharges from the lining membranes, and in distressing irregularities—this medicine is guaranteed to benefit or cure, or the money is returned.

THE "FORLORN HOPE."

THE DARING CHARGE OF 150 MEN RECALLED.

One of the Bravest Deeds That is Receiving Tardy Recognition---But Three Participants Yet Live.

REMARKABLE BRAVERY.

[Cincinnati Enquirer.]

An echo of the late war between the States, which for heroism and bravery is unsurpassed, has just been recalled. The United States Government has issued medals to several of the men who took part in a charge before the Confederate forts at Vicksburg. The utterly impossible effort to succeed has won for the incident the title of "The forlorn hope." Dr. C. L. Armstrong, the Police Surgeon of this city, was one of the storming party, and as a result of his terrible experience he bears three frightful bullet holes in his leg and thigh, and is probably the worst wounded man in this city who has not lost an arm or leg. Dr. Armstrong received a few days ago a letter from Assistant Secretary of War Joseph B. Doe, which reads as follows:

"Permit me to inquire whether or not you were a volunteer member of the storming party of the Second Brigade of the Second Division of the Fifteenth Army Corps, May 22, 1863, at Vicksburg. If so have you ever received any official recognition or reward on account of the service referred to? This inquiry is made with a view to the issue of the Congressional medal of honor in proper cases." Dr. Armstrong answered in the affirmative, and expressed the hope that not only would the medal be sent, but that the War Department would make every one prove that he was one of the party, as there are a great many claiming to have been of the number who made the charge who were not actually with the "forlorn hope" or storming party. He indulged in the witticism of the Englishman who said that there were more men who declared that they had taken part in the charge of the Light Brigade 25 years after the occurrence than there were men engaged in the charge.

Dr. Armstrong says that so far as he knows there are but two

MEMBERS OF THE "FORLORN HOPE"

Living, but there may be more, and, if so, he would like to know it. The other survivor of the terrible charge is Rev. Wm. H. Orr, of Crawfordsville, Ind. It is possible that some of the Missouri boys who were in that memorable affair are alive, but they have never made themselves known. According to the dispatches from Washington medals have already been conferred upon five persons, all of them in Illinois and Missouri. The story of the charge of the forlorn hope is one of the most thrilling and tragical in the whole history of the war. The rebels had surrounded Vicksburg with a chain of forts, extending along the bend of the river for seven miles. These forts were 200 yards apart, connected by dirt walls and protected by a ten-foot ditch in front, all the way around.

The Union forces had attacked these forts in vain, and it was determined to try some plan, if possible, to break the chain of forts and gain an entrance for the army. It was a daring and, as was afterward proved, a foolhardy undertaking. Dr. Armstrong and others believe that General Sherman blundered in pursuing the course he did, as on the 19th of May he had tried to storm the forts and failed. On the morning of May 22, 1863, 150 volunteers were called for to undertake the task of storming the forts. The full number of brave fellows stepped to the front. Half of them were provided with boards with which to form a bridge to cross the ditch, and the other half carried ladders with which to scale the dirt walls of the fort. It was rightly supposed that, if these men could get into the fort with a portion of the army to follow after them, there would be a fierce hand-to-hand conflict, but the Union forces would gain a foothold which would enable them to take Vicksburg. It was agreed that the storming party should make the grand rush at precisely 10 o'clock, and they should be followed by several brigades.

Precisely to the second the 150 soldiers rushed forward. They picked out a certain fort, intending to enter that, but when within 100 yards of it

A LEADEN HAIL WAS POURED OUT

Upon them, not only from the fort directly in front of them, but from the forts on each side. At the same time the heavy batteries on the ramparts belched forth showers of grape, and the gallant fellows were checked by the awful carnage. Most of them fell in their tracks, and it is known that 138 of the 150 were killed or fatally wounded. Not more than two or three of the brave band reached the ditch, and one of them, it is said, succeeded in planting the Stars and Stripes there, to fall a moment later pierced by a rifle ball. Dr. Armstrong was one of the victims of that terrible encounter, but he escaped with his life. He was hit in two places in his leg, and his life was saved because in his pocket was a leather purse, the clasps of which were made of five thicknesses of steel. This purse, which is still in the possession of the doctor, was bent double, while the leather portion was torn into shreds. For a moment Dr. Armstrong thought that he had been struck by a shell, and he believed that he was fatally wounded. He shook himself and found that it was the purse pressing against his abdomen. When shot down he had presence of mind sufficient not to attempt to rise, but lay prone on the ground. There were a dozen of his companions around him more or less wounded. There is a question whether or not the brigades came up behind the "storming party," both sides of the controversy insisting pro and con. Whether they did or not it is certain that they had to fall back. It is said that General Grant ignored this

REMARKABLE EXHIBITION OF BRAVERY

In his memoirs, but the truth of it is well attested, not only by those who saw it, but in Green's History and Harper's Weekly, published at the time. General Hovey, the late Governor of Indiana, wrote Dr. Armstrong a letter, in which he stated that he remembered the incident well, and there is abundant evidence to show that it was a reality. Since the war a large number of men claim to have been a part of the "storming party" and the "forlorn hope," but of the real participants but few are now living. It is claimed that on account of the disastrous failure of the daring venture, General Sherman rarely referred to it. It was a most desperate effort to capture a rebel fort with a handful of men, and had it succeeded would have been the most notable exploit in the annals of modern warfare. There are several soldiers in this city who saw the charge and will vouch for the unexampled courage displayed by the 150 volunteers who sacrificed their lives on the altar of patriotism. Dr. Armstrong expects to hear from Washington in a few days in regard to the medals. He is also anxious to communicate with any of the survivors, if there be any of them alive.

A special from Greensburg, Ind., states that Robert Smawley, of that place, has been awarded one of the medals for his participation in the great charge, and that he thought there were only 10 survivors of the frightful carnage, but Dr. Armstrong has always understood there were 12, although he knows of but one beside himself who is still alive.

Ayer's Ague Cure is a warranted specific for all malarial diseases and biliary derangements.

The Coming Trip to Old Point.

On account of the rush to the World's Fair last season the usual trip to Old Point was postponed until this year. The date has been set, however, for July 26th, and arrangements are being made for the accommodation of all who can take advantage of this most pleasant summer outing. The personally conducted excursions have grown in popularity each year, and it is almost useless to speak of the special features of the trip and the pains taken to make everything first-class in every particular. Almost from the time you start until your return a beautiful panorama is offered for your inspection, and the many places to be visited at such small cost enables you to profitably fill in all the time you can possibly spare. This is by far the most delightful trip offered the traveling public, and you should make your arrangements to go.

To say something is one thing; to prove it is another. We can't prove that Dr. Bell's Pine Tar Honey is the best cough remedy on earth unless you will try it. If you do this and don't agree with us, you can get your money back. Sold by Z. Wayne Griffin & Bro.

Labor's Cruelty To Labor.

[Courier-Journal.]

No unsympathetic capitalist could be more unkind to labor than labor is to itself when it shuts its eyes to facts, closes its ears to reason and inconsiderately surrenders itself to the guidance of the agitators who so readily obtain the upper hand in labor councils.

There are thousands of men out of work in the country now who would be earning fair wages in honorabl eemployment if they had not been led astray by blind devotion to the "labor cause" as represented to them by the reckless edicts of irresponsible leaders like this man Debs, who is trying to tie up the railroad system of the United States, ostensibly to carry a far-fetched point against a single employer, but really to the end that Debs may quaff the notoriety in which he so much delights.

Because the Pullman Company has seen fit to shut down its works rather than run them at a loss, and playing upon the ill-nature already aroused by general reductions of wages by railroad lines, Debs has ordered a strike which has already done more harm to laboring men than a hundred Pullmans could do. It is a remarkable instance of labor biting off its own nose.

Probably 30,000 railroad men, perhaps as many as 50,000, have been thrown out of employment by the strike. Six thousand other laborers—not railroad men—have been made idle in the Chicago packing industry. The fruit and vegetable business in California has been almost paralyzed, and thousands of men thrown out of work. Coal miners have laid down their picks in the Hocking Valley because there are no trains to haul the coal. Machinists, teamsters, operators, drovers, shopmen—thousands of them with no means of supporting their familes except by their daily wages—have been forced into idleness by a dispute with which they have no concern, and whose settlement either way would not affect their own earnings to the extent of a penny. Of course, the loss of business to railroads, the destruction of perishable freight, the interruption of travel, the delay of mails, the stopping of freight traffic, all entail incalculable injury upon business men, but we speak especially of the loss to the laboring men only, whom this foolish struggle is supposed to benefit.

There are thousands of miners in the country starving because other men have taken the jobs which they surrendered out of sympathy for the striking miners in Pennsylvania and Ohio. Many of these railroad strikers will duplicate that experience. When the struggle is over, and however it may end as to the original matter in dispute, they will find themselves stranded, paying bitterly for their folly, while those in whose cause and at whose behest they surrendered their jobs will have no sympathy and less money to waste on them. To cap the climax of folly, they will have caused such loss to the railroad interests as to materially retard the restoration of better times and better wages.

Labor's worst enemies are such cattle as this man Debs, who thrive upon the confusion they create, and whose utter disregard of all obligations and thorough contempt for public interests bring organized labor into disrepute while inflicting irreparable injury upon laboring men themselves. The right to work needs to be vindicated and protected against the machinations of such senseless agitators.

The Harps.

[Madisonville Hustler.]

Recently the Hustler reproduced an article in regard to the Harps, who at one time were the terror of the Green River Country. In talking with an old but well informed gentleman of this county he said that the history as given was, so far as he knew, correct, but that it was not entirely complete, especially as far as this section of country is concerned.

The powder with which big Harp was killed was secured from the Harps themselves. A man by the name of Tompkins, who lived about twelve miles north-west of Madisonville, dealt in salt. The Harps were in need of some of this salt and traded some powder to Tompkins for some of his salt. Stegall, whose wife the Harps so cruelly murdered, was a neighbor of Tompkins. After the murder of the woman, Stegall, Tompkins and Leper went in pursuit of the Harps. When the murderers were discovered, then came the run for life. After chasing the Harps for some time, Tompkins being a good shot exchanged horses with Stegall and thus gained on big Harp. When close enough Tompkins fired on Harp, using some of the same powder that he had gotten from the Harps only a short time before. It was Tompkins' bullet that disabled Harp.

The killing occurred in Muhlenberg county and at a place that is now known as Harp's hill. The head was taken from the body and was carried to a place on the Hopkinsville and Providence road, now in Webster county. When the parties arrived at a certain place they bent down a sapling, trimmed off the branches, sharpened the point thereof and on the top of it placed the head, where it remained until destroyed by decay. After the death of Harp, parties went to Pond river and dragged it for some distance in the hope of finding a pair of saddle bags that some one had seen the Harps throw over the bank into the water. But the saddle bags were never found. While these desperadoes passed through Hopkins county perhaps several times, yet, so far as we are able to learn, they never interferred with any of our people.

One of the most important points recently decided by the inter-state commerce commission, the justice of which will instantly strike the reader, even though the railroads may object to it, is as follows: "Each locality competing with others in a common market is entitled to reasonable and just rates at the hands of the carriers serving it and to the benefit of all its natural advantages, and no departure from the rule requiring rates in all cases to be reasonable in themselves can be justified on the ground that it is necessary in order to maintain existing trade relations or to 'protect competing markets,' or to 'equalize commercial conditions,' or to secure to carriers traffic from certain territory assumed' to be exclusively theirs."

IVORY SOAP

IVORY

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BEST FOR SHIRTS.

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Highest of all in Leavening Power.—Latest U. S. Gov't Report.

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ABSOLUTELY PURE

NEW HOME
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