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The miserable efforts of the coal mine operators of the anthracite region to defraud the miners out of their just dues are depicted in every utterance of the agents of the class alleged by one of its members to be "God's chosen people." There is no subterfuge too low for these unscrupulous wealth-accumulators to stoop to to gain their end—the perpetuation of the serfdom of the working classes. Here is a specimen from Attorney MacVeigh, who has been trying unsuccessfully for some days past to "rattle" President Mitchell in the Scranton hearing: "Mr. Mitchell, do you think you have the right to ask for an increase in wages which, if granted, would increase the cost of living to hundreds of thousands of people?" How solicitous these operators are for the welfare of the consumers! Taking this MacVeigh for it, the mineowners would be deeply touched with sympathy for the great army of coalburners if the price were to advance. Such hypocrisy is abominable. In the first place, the operators would not care what happened to the consumers, except death or financial straits that would prevent them from buying coal. The threat of MacVeigh that the cost of coal will advance if the miners' demand for more wages is conceded is a matter of no consequence in the hearing now in progress. The miners must receive living wages even if the price of coal goes up to \$100 a ton. The imputation that they should continue to starve because the operators do not care to divide profits with them is villainous. The tender solicitude which MacVeigh expresses for the consumer will not blind the public to the real object that this worthy has in view, nor will he add sympathizers to the cause of the operators by his flippant questions to the head of the miners' organization. If the present price of anthracite coal will not permit the paying of living wages, then the price of coal should go up, and the sooner the better.

What became of the prodigious sum of \$1,622,614,000, which the railway companies of the United States earned and received from other sources in the last year reported by the Interstate Commerce Commission? says the Railway Age. First, \$619,712,000, or over three-

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Why not be honest just once and have the notice read, "nonpartisan democratic ticket?"

Look at the nonpartisans holding lucrative offices. All democrats. Perhaps Messrs. Smith, Noland, Gratke et al. can fool the republicans all the time. So call the mass meeting. Republicans, let the democrats mass.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. This signature is on every box. B. M. Austin.

A STARTLING SURPRISE. Very few could cleave in looking at A. T. Hoadley, a healthy, robust blacksmith of Tilden, Ind., that for ten years he suffered such tortures from rheumatism as few could endure and live. But a wonderful change followed his taking Electric Bitters. "Two bottles wholly cured me," he writes, "and I have not felt a twinge in over a year." They regulate the Kidneys, purify the blood and cure Rheumatism, Neuralgia, Nervousness, improve digestion and give perfect health. Try them. Only 50 cts. at Chas. Rogers drug store.

eights of the whole went for wages. Then \$420,000,000 was paid for other expenses of operation, \$208,000,000 for interest and taxes, \$85,638,000 for permanent improvements and miscellaneous expenses, and \$131,526,000 for dividends—equivalent to about 2.6 per cent on the entire share capital—leaving \$84,764,000 credited as surplus. Employees are now, and in many cases justly, asking a material increase in wages, and the problem over which the managers and directors are worrying is to what extent can wages be increased, concurrent with the great expense in all operating and construction expenses. An advance of 20 percent all around, which some suggest, would have amounted for the year named to over \$122,000,000, besides wiping out the entire surplus for that year, would have cut off \$57,400,000 from the dividends, reducing that return on the capital stock to an average of about 1.8 percent for the entire country. These figures merely illustrate the far-reaching effects of a general increase in the wages of an army of over 1,000,000 men, and help to justify the caution with which both railway managers and the organizations of railway employers are approaching the subject. Moreover, each company has its individual condition to consider. Some roads are earning good dividends, and have a surplus; others pay no dividends and find hard work to pay their interest. One may be able to stand an increase in its ratio of operating expenses, which would possibly bankrupt its neighbor, so that the adoption of a fixed scale of wages for all roads is a grave and difficult problem upon which organizations on railway returns in the total do not shed much light. But managers and brotherhoods alike are now seeking to discover the limitations which justice, reason and regard for future safety combine to fix.

A traveler in Japan writes: "The Japanese are evidently very fond of having signs and directions written in English, even when there is not the slightest need for it. I have seen, in one of the streets behind the Ginnza, in Tokio, a small dust box with the words 'dust box' painted on it, although there are no European houses in that vicinity; and several of those street stalls where jiriksha coolies buy their rice and hot soup and consume it standing are ornamented with the words 'Restaurant; meal very cheap.' It is not to be wondered at that these signs are badly spelled and that letters are often turned the wrong way. What surprises me is that wealthy commercial establishments often have their signs, notices and advertisements written in equally execrable English. For instance, one large bazaar on the Ginnza bears the singular sign, 'Looking free,' which means that anybody can enter to look at the goods exposed for sale, even though he does not intend to make any purchases."

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AN ALL ADDING FAITH. The Illinois Central railroad company has an all abiding faith in the future of the great Northwest. A short time ago, this was manifested by the establishment in Seattle of an agency to take care their interests there. The latest effort is to put on a splendidly equipped new train service running between St. Paul and Chicago. The new trains will be running Sunday November 2. They will use their own rails between Chicago and Albert Lea, Minn., and the Minneapolis & St. Louis railway track from Albert Lea, to Minneapolis and St. Paul running into the union depot at St. Paul, which is the same that is used by all lines in that city. The train is to be known as The Chicago, St. Paul and Minneapolis Limited and will consist of sleeping car, buffet library car and reclining chair car through without change between Chicago and Minneapolis and St. Paul. Dining car service will also be maintained, supper being served out of Chicago and breakfast into Chicago. Trains will leave St. Paul at 7:10 p. m. and arrive in Chicago 9:30 a. m. Leave Chicago at 5:10 p. m. and arrive in St. Paul 9:40 a. m. making close connection at St. Paul with all western lines. Tickets can be purchased via this line, in connection with all western lines, at all stations. For further information regarding rates, time, etc., call on or address: B. H. TRUMBULL, Commercial agent Ill. Cent. R. R. 142 Third street, Portland, Ore. PAUL B. TOMPSON, Freight and passenger agent, Ill. Cent. R. R. Seattle, Wash.

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