

# RAILROAD EMPLOYEES.

## Address to Railroad Brotherhoods.

The following address was issued to the railway brotherhoods in December: To the Officers and Members of the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen, Order of Railway Conductors, Brotherhood of Railroad Trainmen, Order of Railway Telegraphers:

Sirs and Brothers:—The year 1897 is fast drawing to a close and as we review the work accomplished by the five organizations representing the train service employes on the railways of the United States, Canada and Mexico, the close affiliation that the organizations have maintained and the harmony that has prevailed among the grand and the subordinate officials and members of the Brotherhoods during the year, we are led to believe that there is to-day a better understanding of our duties to each other, and that we are daily improving our efficiency as brotherhood men, and our organizations becoming more influential. To one who has a love for the brotherhood that represents his calling, who has been an active worker in his division or lodge, and whose influence has been used to promote harmony and good will among railway men, the present standing and relationship of the railway organizations will be to him a source of pleasure, and will encourage him to continue his labors, that we may perfect our undertakings by a complete organization of the craft in all departments of the train service.

During the year marked progress has been made in each organization by increased membership, additional lodges and divisions. In fact, 1897 will be recorded as a year of progression among the railway fraternities. Yet, we see before us a large field in which we can labor with profit, and with the opening of the new year your grand officers are desirous of enlisting the support and co-operation of every brother in whatever department of the service he may be engaged, in spreading the gospel of organization among the unorganized, that there may be found none in the train service whose calling is represented by the organizations but has a knowledge of the benefits of organization and becomes an earnest worker in the cause. To accomplish this we must have the assistance of every brother. We would ask that wherever there is found an engineer without membership in the organization representing the engine service, that brothers of all sister organizations join with the members of that craft in drilling into his mind the necessity of becoming a brotherhood man. If a conductor is found without membership in the organization representing his calling, let the brothers of the other organizations join with the conductors in converting him to the faith that he may help to swell the ranks of the organized. That brother engineers and conductors use their united influence to bring every worthy brakeman, fireman and telegrapher that is to-day outside of the brotherhoods representing their respective callings within the fold, that there may be a complete organization.

The grand officers are working together, each assisting the other, and we ask the membership to join hands and hearts and go out and gather in the many that are without the protecting influence of the brotherhoods. Let every train crew be composed of brotherhood men, and if any one is found without membership let the united influence of his associates be thrown around him to make him a member.

Brothers, what we need to-day is a more thorough organization of our several callings. To obtain this we must have the support of every member. Our division and lodge meetings must be attended by every brother who is situated so that he can be present, and thus encourage the others. Let every individual realize that he has a duty to perform; that his obligation requires of him constant service for the brotherhoods and let the purpose of each member be to do what he can for the order and not wait to see what others are doing. Let us remember that every member admitted adds one more to our support, and that with a complete organization of the men we bring to our assistance in the time of need every employe in the train service. Let all the brothers strive to exemplify in their every day life the principles of the several organizations; doing by others as you would like others to do by you. Let us

begin the new year with a firm resolution to gather into our several brotherhoods the unorganized engineers, firemen, conductors, trainmen, and telegraphers so that the employes in the train service on our railway systems may become thoroughly organized and equipped for efficient work in the protection of the interests of the great army of faithful servants of the public.

Fraternal yours,  
 P. M. ARTHUR,  
 Grand Chief Engineer, B. of L. E.  
 F. P. SARGENT,  
 Grand Master, B. of L. F.  
 E. E. CLARK,  
 Grand Chief Conductor, O. of R. C.  
 P. H. MORRISSEY,  
 Grand Master, B. of R. T.  
 W. V. POWELL,  
 Grand Chief Telegrapher, O. R. T.

## Railway Notes.

Engine 361, running on 341-2 out of Hutchinson, is vacant, and the oldest fireman applying before the 16th will get the assignment.

The annual report of General Watch Inspector Montgomery, of the Santa Fe, will be the most complete report of the kind ever compiled and will give the ratings of every watch being used by the trainmen of the Santa Fe. The report will be ready to be given out to-morrow.

A new rail cutter has been received at Newton. The machine is clamped onto the rail, it being directly over it. There is a circular saw that is turned by a series of cog wheels. At the same time that the cog wheels are turning the saw, the grip on the rail is tightened and the saw has to cut.

The Illinois Central road has adopted a mail car device consisting of a small reflector attached to the side of the end of the car. Standing inside of the car and looking through the door and the reflector, one may see the track for a long distance ahead. The invention enables the clerks who attend the mail-catcher to look ahead to be sure there is no obstruction on the crane, and to get a clear place on which to make the delivery of the "off" sack.

As the result of a recent order issued by Trainmaster H. A. Tice several changes have been made in different train crews. Conductor Harry Griffin has been assigned the "plug" run. Conductor Elmer E. Hay has been promoted to trains 113, 114 and 7 from the Atchison local. Geo. Speer transferred from local on the main line, 61 and 62, to the Atchison local. Conductor Geo. W. Ross assigned from train 113, 114 and 7 to a through run to Dodge City.

Engineer McCowan and Conductor McCambridge were discharged last week for disobeying orders. The left Topeka January 2 with orders to run to Osage City without stopping, but they disobeyed the order by going on to Reading, where the train dispatcher succeeded in stopping them. The case was investigated and the result was their dismissal. Engineer John Hand has taken Mr. McCowan's place on engine 722, Mr. Hand being succeeded by Engineer Wm. Jones.

Irwin lodge A. O. U. W. paid the family of A. C. Seiler \$2,000 last week.

## DEAFNESS CANNOT BE CURED

by local applications, as they cannot reach the diseased portions of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed Deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

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# A School Girl's Nerves.

From the "New Era," Greensburg, Ind.

Mothers who have young daughters of school age should watch their health more carefully than their studies. The proper development of their body is of the first importance. After the confinement of the school room, plenty of out-of-door exercise should be taken. It is better that their children never learn their a, b, c's, than that by learning them they lose their health.

But all this is self-evident. Everyone admits it—everyone knows it, but everyone does not know how to build them up when once they are broken down. The following method of one mother, if rightly applied, may save your daughter:

The young lady was Miss Lucy Barnes, the fifteen-year-old daughter of Mr. and Mrs. Stephen Barnes, who lives near Burney, Ind. She is a bright young lady, is fond of books, although her progress in this line has been considerably retarded by the considerable amount of sickness she has experienced. She has missed two years of school on account of her bad health, but now she will be able to pursue her studies, since her health has been restored.

Her father was talking of her case to a newspaper man one day recently. "My daughter has had a very serious time of it," said Mr. Barnes, "but now we are all happy to know that she is getting along all right and is stronger than ever." Asked to relate the story of his daughter, Mr. Barnes continued: "About three years ago, when she was twelve years old, she began to grow weak and nervous. It was, of course, a delicate age for her. She gradually grew weaker and her nerves were at such a tension that the least little noise would irritate her very much, and she was very miserable. There was a continual twitching in the arms and lower limbs, and we were afraid that she was going to develop St. Vitus' dance."

"She kept getting worse and finally we had to take her from her school and her studies. She was strong and healthy before, weighing eighty-five pounds, and in three months she had dwindled to sixty-three pounds. She was thin and pale, and was almost lifeless.

We did everything we could for her, and tried all the doctors who we thought could do her any good, but without result.

"There was an old family friend near Milford who had a daughter afflicted the same way, and she was cured by Dr. Williams' Pink Pills for Pale People. They came here one day to spend Sunday, and they told us about their daughter's case. It was very much like Lucy's, and they advised us to try Dr. Williams' Pink Pills for her. We had no faith in them, but were finally persuaded to try the pills. We have never been sorry for it. They helped her at once and by the time she had taken eight boxes of the medicine she was entirely cured. She took the last dose in April, and has not been bothered since. She is now stronger than ever, weighs ten pounds more than ever before, and her cheeks are full of color. She can now gratify her ambition to study and become an educated woman."

The foregoing is but one of many wonderful cures that have been credited to Dr. Williams' Pink Pills for Pale People. Diseases which heretofore have been supposed to be incurable, such as locomotor ataxia and paralysis unaccompanied by this wonderful medicine as readily as the most trifling ailments. In many cases the reported cures have been investigated by the leading newspapers and verified in every possible manner, and in no case has the least semblance of fraud been discovered. Their fame has spread to the far ends of civilization and there is hardly a drug store in this country or abroad where they cannot be found.

Dr. Williams' Pink Pills contain, in a condensed form, all the elements necessary to give new life and richness to the blood and restore shattered nerves. They are an unfailing specific for such diseases as locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after effect of a gripe, palpitation of the heart, pale and sallow complexions, all forms of weakness either in male or female. Dr. Williams' Pink Pills are sold by all dealers, or will be sent post paid on receipt of price, 50 cents a box, or six boxes for \$2.50, by addressing Dr. Williams' Medicine Company, Schenectady, N. Y.

# TOPEKA'S GREAT . . . DEPARTMENT STORE

MAIL ORDER DEPARTMENT.

## OH!

But we are cutting and slashing the prices on Ladies' and Children's Wraps! We have marked them down to a price that sells them on sight. First come, first served—some one is going to get a Jacket or Cape at an absurdly low price—why not you? Send for full list—order one—it can be returned if not satisfactory.



- Child's long eiderdown Cloak, lined throughout, double collar, trimmed with Angora and braid. Was \$1.00, now 55c.
- Child's Jacket, blue and white, also black and white mixed, close fitting back, large collar trimmed with two rows of Soutache braid. Was \$2.50, now \$1.50.
- Child's Jacket, novelty cloth, empire style, large collar, trimmed with plain brown and white Soutache braid and small white buttons. Was \$4.50, now \$2.25.
- Misses' navy blue cloth Jacket, high collar, box front. Was \$3.00, now \$2.00.
- Misses' heavy gray Irish frieze, high collar, box front. Was \$4.00, now \$2.25.
- Misses' green and brown melton Jacket, high slashed collar, box front. Was \$5.00, now \$3.00.
- Misses' green and light brown melton Jacket, high velvet inlaid collar. Was \$5.25, now \$3.25.
- Misses' blue and black boucle cloth, high collar, trimmed with velvet piping. Was \$7.50, now \$4.15.
- Misses' light novelty Jacket, high collar, trimmed with velvet piping, box front. Was \$7.00, now \$3.75.
- Ladies' black cloth Cape, empire back, high collar, trimmed with braid and beads. Was \$1.00, now \$1.95.
- Ladies' heavy black cloth cape, high collar, empire back, trimmed with Soutache braid and beads. Was \$5.00, now \$2.95.
- Ladies' black boucle cloth Cape, trimmed with kersey cloth, thibet fur around high collar and down front. Was \$6.50, now \$3.95.
- Ladies' heavy plain black cloth Cape, Empire back, high velvet inlaid collar, trimmed down front and around bottom with raw material. Was \$7.00, now \$4.00.
- Ladies' heavy black cloth Cloak, high collar, box front. Was \$4.00, now \$2.25.
- Ladies' black rough material, high collar, box front. Was \$6.00, now \$3.50.
- Ladies' black heavy Jacket, lined with silk, high slashed velvet inlaid collar, trimmed with raw material. Was \$12.00, now \$6.50.
- Ladies' fine black Cloak, silk lined, front trimmed with silk Soutache braid and small silk covered buttons. Was \$12.00, now \$6.75.
- Ladies' fine black Jacket, navy and brown, trimmed with black silk braid. Was \$15.00, now \$7.50.

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