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and about that time he is asked to join the union. As is the case anywhere else, if he does not do so he will get into trouble, and these men are most likely to go back on the union if there is a strike.

Not a Bad Time for It. "If a demand is to be made now as to good a time as this, the freight movement is very heavy. But it was worse some months ago. If the men on all the roads stuck together they could do something, but I do not think they will stick. If a break occurs on the Panhandle the company would send all its freight out over that line and would take its time about fighting the men on the Fort Wayne. There is no reason why we should not be paid wages fully as high as those in Chicago, and although I am not a member of any union, I will stick out if a strike is ordered.

An engineer who has been with the company since 1870, and who went through the big strikes of '73 and '77, said: "The engineers had all the strike they wanted during the last year or two. In 1877, and 1887, and 1897, they were out for a year or more, but they did not think they would take any part in the proposed switchmen's demand. The Burlington strike threw a damper over members of this kind, and whenever we have a grievance again we will go about it in a different way. We will not rush into the office of the general manager with a demand, but will make a request in a courteous manner. If the switchmen do this, and say nothing about what they will do in case their demands are not granted, they will fare better. We are now paid by the hour, and we are perfectly satisfied with our wages, we will not do any kicking for other people. The trainmen running on the road will also have nothing to say, and the yardmen could be 'tied up' without the assistance of the regular trainmen."

Hoping for Conservative Action. Around the Panhandle yards 70 men are employed. A number of them are men who were interviewed last evening who belong to the Federation, and they hoped no radical steps would be taken. The men talked with them at this stage of the game. The majority of them said that if a strike was insisted they would have nothing to do with it. The general opinion prevails that a compromise will be effected, and the men will be satisfied to accept half of what they ask.

In the Pennsylvania yards nobody could tell how many men are employed, but four engines, with a crew of seven apiece, are employed to do the work about the Union depot alone.

Pennsylvania men are said to be zealous in their efforts to have the change made on account of the large number of yard men the company employs. The men are said to be zealous in their efforts to have the change made on account of the large number of yard men the company employs.

At 9 o'clock this morning the General Managers of every railroad leading into Pittsburgh will be waited upon by committees of their yard switchmen. These committees will demand an increase of wages and a fixed day of ten hours' work. The companies will be given 24 hours in which to reply to the demands, and at the end of that time, if the employees are ignored, or their demands refused, the roads will be tied up.

The Federation of Railway Employees is about to make a demand for an increase in wages. This is nothing unusual, but the scope of its proposed operations is something unprecedented in this city. It will ask for an increase in the wages of every yard man on every railroad running into this city. The demand will be made to-day, and the different companies will be given 24 hours' notice to grant the increase. If they refuse to do so, or ignore the demand altogether, the men will go out on strike.

For the past week the Federation has been holding meetings almost every night. On Sunday night it had an enthusiastic gathering, but refused to make public the proceedings of the session. Everything published as far as been mere conjecture, and nothing definite was known of the plans until yesterday, when the secret leaked out. One of the officers, mistaking a DISPATCH reporter for a railroad employe, said they would present a demand to-day for the adoption of what is known as the "Chicago system."

Of Mammoth Proportions. The strike, if there will be one, will include the yard brakemen, conductors and switchmen. The engineers, to use the expression of a chief of a division of the Brotherhood, "are not in it." They were asked to back up the yard men, in case the latter struck, but the engineers refused. As an organization, they will take no notice whatever of the demand of the yard employes, although some of the engineers, as individuals, sympathize with their fellow-workmen.

On the Pennsylvania Company's lines in this city the following is the scale of wages now paid: Yard brakemen, night work, \$1.85; day work, \$2.40; switchmen, the same as conductors. The increase to be demanded is: Conductors, \$2.90 and \$2.80; brakemen, \$2.35 and \$2.25; switchmen, \$2.80 and \$2.70.

The Pittsburg men claim the wages paid in Chicago are about 15 per cent higher than those paid in this city. In addition to this, the employes in the Washington ten-hour yard men, while those in Pittsburgh work 12 hours. The men in Chicago are paid for all overtime and extra pay for Sunday work. In Pittsburgh and Allegheny the men often work over 12 hours, and do not receive any extra compensation.

It is also claimed the Chicago city workmen earn as high as \$2.25 and the brakemen \$1.10 per month. It is also said the same scale is paid in Fort Wayne, and that there is no reason why the rates asked should not be paid in this city, where the men work from 6:30 A. M. to 5:30 P. M.

Preparing for a Strike. One union man was found in the yard. He was soliciting signatures of the non-union men to stand by the others in case of a strike. All the non-union men signed the agreement with one exception, and he asked for time to consider the matter. As soon as the signatures were secured, the paper was carried to the meeting of the Federation, in Labor Hall, and the result of the canvass announced.

The men spoken to said they would be glad enough to secure an advance in wages, but did not think they could. They said that the men were not sufficiently organized to go on a strike, and as they could not win a strike were small. One of the men, when asked if he thought there would be a general strike, said:

"Yes, I think there will be trouble if the company does not grant the demand. Although the Federation of Railway Employees is hardly strong enough to 'tie up' the road, it could do so if the other employes acted with them and did not antagonize the movement. Every railroad man knows perfectly well how the engineers stand on the subject of strikes, and it would be next to impossible to get them in our. The night men, as a general rule, are the new men on the road, and have not been working long enough to be members of the union. As soon as a vacancy in the ranks of the day men occurs, a night man is given the place,

time he is promoted, and as it is impossible to promote all day men, many of them are dropped. There is a certain class of employes who are not promoted, and the average life of a yardman is three years.

More of the Men's Reasoning. The men give another reason for claiming shorter hours and more pay. In many of the other cities, where wages are higher than in Pittsburgh, rents and the cost of living are much less. The men are thus put to disadvantage in Pittsburgh. While their wages have not advanced, rents have done so, and to this have been added the assessments for insurance, which have always been a bore of contention to the men.

Another reason set forth is that last year the freight on the Pennsylvania system was heavier than in any year during the road's history, and during the first three months of the present year the business has increased in respect to what they handled in the corresponding three months of last year. Instead of increasing their forces, the company has cut out big engines on larger tractors.

"You can simply say that the switchmen are making a demand now that they are determined, to a man, to stand up for their rights. It may be a matter with the switchmen just now, but it will be a general matter hereafter, and as Mr. Hawley concluded, he was greeted with a chorus of 'well we're with you,' from his fellow workmen.

An Alleged Promise Recalled. It is said the Pennsylvania Railroad Company made a promise several years ago that when their business improved they would make a proportionate advance in the wages of their employes. The following interesting statistics are furnished by the company: The average number of cars of freight handled daily by the system, from 1870 to 1897, was 800. The average number of cars of freight handled daily by the system, from 1897 to 1900, was 1,000.

When asked what would be done in case their demands were not granted, the men replied that they would go on a strike. They said that they would go on a strike if their demands were not granted, and that they would go on a strike if their demands were not granted.

NOT READY TO TALK. The Local Officials Quietly Awaiting the Developments of To-Day. Several railroad officials were asked yesterday afternoon what they would do in case a demand for an increase of wages was made by the yardmen. They said they would not talk until they had heard from the men.

Joint Meeting of Miners and Operators at Columbus, Pa., To-Day. A large representation of miners-delegates from different States interested have arrived to attend the joint meeting of miners and operators to-morrow at Columbus, Pa. The meeting is for the purpose of settling the inter-State agreement and fixing a scale of prices for the coming year. The Ohio miners favor the scale proposed in the city last January, but the operators favor the scale proposed in the city last January.

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THE SPIRIT SPREADS. A Socialistic Call to Labor to Unite on May 1 in Demanding SHORTER HOURS AND MORE WAGES

One Thousand New York Tenement House Tailors on Strike. UNION MEN RECOGNIZED BY A JUDGE. He Orders an Assignee to Accede to the Demands of the Carpenters.

The spirit is spreading, not only in this country, but also in Europe. New York Socialists are a little disappointed at not leading the eight-hour movement here, have issued a call to labor to unite in demonstration on May 1.

NEW YORK, April 14.—Hugo Vogt and Sergie E. Schevichoff gave out this resolution to-day at the May address of the Socialist Labor party. The resolution is as follows: "We, the Socialist Labor party, call upon all laboring men to unite in a demonstration on May 1, 1898, to demand an eight-hour day throughout the civilized world. The determination of the American Federation of Labor to proclaim on that day the eight-hour day is a noble and patriotic act. We, the Socialist Labor party, call upon all laboring men to unite in a demonstration on May 1, 1898, to demand an eight-hour day throughout the civilized world.

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A MODERN ALI BABA. Takes Fifteen Seconds to Gain Access to the Treasury Vaults.

THE NATION'S WEALTH IN DANGER. Senator Plumb's Bill to Increase the Currency Circulation. WORKING ON THE SILVER QUESTION. Both Branches of Congress Adjourn Out of Respect to Randall's Memory.

Treasurer Huston is troubled because an expert opened a Treasury vault, which is supposed to be burglar-proof, in 15 seconds. Senator Plumb is opposed to the Treasury keeping so much money out of circulation, and has prepared a measure embodying his views. The silver question is being thoroughly ventilated by committees of both houses.

WASHINGTON, April 14.—A special meeting of the House Appropriation Committee has been called to hear a remarkable statement in regard to the Treasury vaults. The intention is to keep the matter secret, and to let Treasurer Huston tell some startling facts he has discovered in regard to the vaults.

Last week, at the request of a well-known New Yorker, an expert in vault and safe locks came here and had a long consultation with Treasurer Huston in regard to the safety of the doors of the vaults where are stored the millions of gold and silver. He claimed that the present vaults were unsafe, and that any expert could get into them with a mere chisel and hammer.

To prove it he offered to open one of the supposed impenetrable vaults in less than 15 minutes. To make the test of further interest he said that he could open the door and release anyone locked inside, and ask Treasurer Huston to go into one of the vaults and have it locked. Mr. Huston refused because it was dangerous for the vaults. The test was opened in 15 minutes anyone inside would die. The New Yorker offered to open one of the vaults with a chisel and hammer, and in 15 seconds had it open.

The vaults were immediately supposed to be burglar proof, and the expert has started Mr. Huston so much that it is claimed that the Congress will be called to order immediately to replace the Treasury vaults with safe locks. The matter has been kept secret because the vaults can be so easily opened to become known.

NEAGLE IS FREED. The Supreme Court of the United States Holds That the Slaver of Judge Terry Did Right—A Question of Jurisdiction Decided. WASHINGTON, April 14.—The United States Supreme Court today decided that Neagle, the United States Deputy Marshal, who shot Judge Terry at Lathrop, Cal., as the latter was about to assault and probably murder in the United States Court, and sustaining the writ of habeas corpus, was virtually entitled to the proceedings against Neagle.

Justice Miller delivered the opinion in which Neagle, the United States Deputy Marshal, who shot Judge Terry at Lathrop, Cal., as the latter was about to assault and probably murder in the United States Court, and sustaining the writ of habeas corpus, was virtually entitled to the proceedings against Neagle.

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