THE SCRANTON TRIBUNE-SATURDAY, MARCH 4, 1899.

Christ Freeing from Sin.

JOHN VIII. 12, 33-38.

BY J. E. GILBERT, D. D., LL. D.,

Secretary of American Society of Religious Education.

RAILWAY PROBLEMS SENSIBLY ANALYZED

THE COUNTRY'S INDEBTEDNESS TO THE RAILWAY.

Speech of Chauncey M. Depew at the Congress of the Railway Employes of the Middle and Western States Held at Chicago a Few Days Ago.

Transportation in its modern sens is one, and the most important, of the mighty agencies which made the nineteenth the most important century in the history of mankind. It has always been possible for commerce to thrive in 1898 the same rates for freight which along navigable water-courses, but the they did thirty years ago their income difficulty in reaching the interior, the cost of transportation increasing for One mill per ton per mile yields one every mile by old methods, made popu-lation and industries impossible upon York Central. This reduction has any modern scale. The imagination is appalled in the effort to grasp where energies of the United States. The inthe world would be today and what the terest on the bonded debt at that period condition of its inhabitants if the averaged 7 per cent. It has now come steamship and the railroad had not down to about 4% per cent, while most been invented. Without the railroad of the railroads which were payinfi there would have been no northwest- 8 or 10 per cent, have come down to 4 The few people in this vast territory the whole of this reduction; none of it between Chicago and the Pacific ocean has been taken off from labor. would have been engaged exclusively bushel of wheat in 1866 would carry in agriculture. Their harvest, their two bushels from Chicago to New flocks and their herds would have been York; one bushel of wheat in 1898 useful only for the food of themselves would carry six bushels from Chicago and their neighbors. The cost of to New York. transportation would have been prohibitive. Cheap transportation by the railway has enabled the Dakota farmer to sell his wheat to the miller at cent of the operating expenses of the Minneapolis or at Buffalo, the miller railways was paid directly to the cmto sell his flour to New England and

ployes, only 3 per cent, of this went to the Middle states. It has enabled the the general officers last year. In this artisan to live, the factory, the mills same thirty-three years of my railroad and the furnaces to exist, the mines service, while rates have gone down to be opened and comforts and luxuries one-half for freight and one-third for to be enjoyed by all the people. With passengers, the taxes have doubled. a modern system of transportation These reductions in the net earnings wholly developed within the three- of the railway have not been felt at score years and ten allotted to the all by the employes. On the contrary, span of life, every family, without retheir wages have been constantly ingard to its position in life, enjoys the creased. I take, for example, the pay comforts and luxuries in the products roll of the New York Central, with of other elimes, other countries and which I am more familiar. In 1873 the other continents which even the rich- average pay of engineers on the New est could not procure a hundred years York Central was \$20 per month on Upon the table of every working passenger trains and now it is \$150 per man is the food which has come thousmonth; for freight engineers \$60 in ands of miles across the continent and 1873 and now \$100; for firemen \$40 per the oceans, and in his family are the clothing, the furniture, the tools of his trade and the equipment of his home, men and brakemen received in 1873 \$35 which represent a lesson in geography per month and now from \$45 to \$50 per of varied industries, of raw material month. Trackmen received in 1873 8736 and its place of growth and place of cents per day and now they receive conversion into the manufactured pro- \$1.35 per day. The bondholders rcduct, of the lives and conditions of farceived then 7 per cent, interest on their bonds and the stockholders 8 per cent. distant peoples which were hardly within the possible information of a interest on their stock. The interest college professor in the time of his on the bonds has been reduced to 312 grandfather. per cent, and the dividends on the

FIGURES THAT STUN.

SPECULATION.

stock to 4 per cent.

Since the construction of Stephenson's locomotive, seventy years ago, The building of 159,060 miles of railthere have been built in the whole way in thirty years led to great conworld 445,000 miles of railway, which fusion and to many errors and miswere capitalized at thirty-five billions takes. On the one hand it stimulated of dollars. The aggregate length of an enormous immigration and settlethe railways of the United States is ment; the productive energies of the 185,000 miles, and is capitalized in stock country were pushed to their utmost, and bonds at ten billions six hundred and everywhere was feverish haste. and thirty-five millions of dollars. The Speculative spirit was aroused and mileage of our railroads is six times periods of prosperity soon developed greater than that of any other country, mad speculation, and ended in a series and 25,000 miles longer than all the of panics phenomenal in the history railroads of Europe put together. While of business and finance. States, terthe United States occupy but six per ritories, farming communities, mining cent, of the land surface of the earth, centers and cities clamored for railthey have forty-one per cent, of its ways. Agents swarmed over Europe understood, the relations between a of our state politics, ... e delegation in all its stockholders alike, which is free ailway mileage. The internal com- presenting glowing pictures of the ontrain of loaded cars of wheat moving merce of our country is so vast that portunities for homes, comfort and the tonnege annually carried by our wealth in these new communities, and railroads is greater than the totals for along the lines of these recently con-Great Britain, Ireland, France and structed railways. Syndicates and Germany combined, and to that may be construction companies pushed the added the ocean tonnage of all the lines as far and fast as the securities could be sold in the market. As fast seas also, Railway development in the United as the construction company had closed States commenced in 1830. In that year its account upon one line it moved to forty miles were built. Up to 1860 we a new enterprise, and the public behad reached in the thirty years only came the possessors of the securities 28,000 miles, or less than a thousand of the new corporation. In most inmiles a year. The Civil War, by death stances the line at first did not pay, and wounds, took two millions of men and the investing public lost vast soms out of the active industries of the of money by the depreciation of the country; it destroyed over ten thousand stocks and bonds, or the foreclosure millions of dollars' worth of property; and reorganization of the companies, it added three thousand millions to our The communicies which had been most national debt; it devastated ten states, and yet the benefits and the blessings felt their benefits in the increased value of the abolition of slavery, the removal of their farns, in the development of of the danger of disunion and the uni- their water-power and in the sudden fication of the Republic in one great building of their towns, soon came into nation were so great that between 1860 collision with the managers of the and 1870 21,000 miles of railway were lines on the question of freight rates built: between 1870 and 1880 37,000 miles Politicians and demagogues who had more, and between 1880 and 1890 77,000 been most active in stimulating the still additional, while from 1899 popular depend for the railroad say to 1397 there were added 21,000 miles their opportunity in promoting prejumore. These figures are more cloquent dices against it. The tailway manathan the most glowing utterances that gers of that period did not appreciate have moved armies to victory, senates their dues to the public. They were to action and peoples to religious autocratic and arbitrary, and in many frenzy. Every mile of railroad built instances untrained. The business means tens of thousands of acres grew beyond the education of men brought under cultivation and opened competent to manage it. It takes the for settlement; it means villages and qualities which produce a great gercities, happy homes and industries and eral and make a successful business thriving populations. It is safe to say man on a large scale to manage the that without the railway development intricate relations of a railway comof today, if the population of Europe or pany with its several communities, with America were the same, the congestion the general public, and with its emwould lead to poverty, starvation, mix- ployes and owners. Enormous prices ery and anarchy beyond the power of for salaries and in lump sums were bid the Imagination to conceive. for this talent, often without success.

lars go to the stockholders. This seven Sunday School Lesson for March 5. dollars, distributed over the capitalization, yields in dividends on the stock one and sixty-two one hundredths per ent., and four and seventy-one one hundredths per cent. on the bonded indebtedness. To be entirely fair it must be understood that on about one-third of the capitalization of the railroads of the country no dividends are paid at all, which makes a higher average for the roads which do pay dividends.

CHARGES DECREASING. When I entered the railroad service, in 1866, the rate per ton per mile for freight was two cents, or twenty mills;

SALARIES.

Much is said about the salaries of

the general officers, but while 62 per

CONTEXT -The discourse delivered by sus in the temple on the last day of the the average rate per ton per mile on east (part of which we studied last all railroads of the country in 1898 was week), was variously received in Jerusa-lem, some approving, others disapproving about seven mills, this reduction makes the rate of today little more This division of sentiment was favorable than a third of what it was thirty Christ, for the two parties held each years ago. Had our railroads received other in check, preventing any overt act on the one hand or undue enthusiasm ch the other. The very officers sent by the chief priests to arrest Him returned withwould have been more than double out Him, overawed by the majesty of His person and teaching (Chron, vii, 45-19). At this point Nicodemus appeared again with friendly suggestions in Christ's behalf who contnued to teach in the temple-unenormously stimulated the productive molested. Hoping to accomplish by guile what they dared not do by open attack the ecclesiastics brought to Jesus a woman taken in adultery, but He answered them adroitly and they slunk away conscious of their own impurity. Thus Jesus was left free to declare in still bolder and clearer terms His doctrines of life and duty. FOLLOWERS. - Our lesson begins

(verse 12) with the opening words of the discourse then delivered. He declares Himself to be the light of the world-not of the Jews alone but of the race. That thought was expressed by the evange-

ist (John 1, 4), and by Jesus Himself in His interview with Nicodemus (John iii, 19), and on other occasions (John ix, 5). self-assertion contradicts His humil-(Matt. xi, 29), unless His divinity is fessed. Like the term Logos, or word, fessed. applied to Him, it is peculiar to the fourth sospel and is intelligible only as meeting currents of thought near the close of the first century (John i, 9). The effulgence of His nature made all things plain. He was the fountain from which spiritual understanding proceeds. Without Him all was darkness, misery and death. This assertion had a practical end-to enlist men in His behalf and cause. If they became His followers, the earliest and most appropriate designation for those who com-mitted themselves to Him, they should have the light shiring upon them and

their way. DISCIPLES-From the beginning just

entioned Jesus spoke at some length, jecting the aspersions of the Pharisees who disapproved the statement (verse 13), and enlarging His main thought, all which is omitted from our present study (verses 14 to 20). Having by His remarks awakened the faith of some He instructs them (verse 31). What will Jesus say to those who believe Him? The question is not one of great interest, because the answer determines what ought now to be me with them. He would make them lisciples, that is learners. He did not uppose that the hasty acceptance of His saching, consequent upon a brief hearing, was all that was needed. He know that they must become students, that they must be nourished through mediathat tion upon the truth (I Tim., iv 15), the method spiritual growth (I Peter, ii, 20), mentioned under both dispensations (Psalms 1, 2-3). Hence, He recommends a ontinuance in His word or teaching, the longer time the better. For truth is apthey are confronted with the open charge prehended slowly and comes only by de-grees into the mind and heart as it is

arnestly desired and sought (Prov. ii.

lation by the states done in this hasty and crude way threatened to sidetrack before the public as conspicuously in periods is that individual ownership large communities and deprive them this relation as any man in the United has disappeared. There is no railway of the benefits of the seaboard and in-States. The disappearance of this feel- system in the country one-quarter of terior being brought together. It took ing in New York was noted in 1888, whose stock is owned by any one inwhen, for the first time in the history | terest. Ary management which treats years to grasp, even if it is now fully

FREEDMEN.—Such discipline, the only true and approved discipleship—a long continued investigation of the word of Jesus—will have two results, the one pre-paring for and preducing the other (verse 32). First, the disciples "now the truth"—He will have an intellectual and experimental acquaintance with those eternal and vital verifies of which Jesus spoke. It appears that our Lord was ro friend of ignorance (Hos, iv, 6.) He be-lieved, as the writers of the Old Testa-ment did (Prov, x, 14), that knowledge was essential in this life, as if will be the possession of the next (I Cor. xil 12). possession of the next (I Cor. xil 12) un illustration (Gen. xxi, 14), as after-Second, the truth, as acquired will make ward used by Paul (Gal. 14, 50). But while free. Here is mentioned a gradual pro-cess, even as the search for truth is continued. The freedman is one who is Jesus announces himself as the Son of delivered by the working of trait the King and therefore the heir, one who within him, enlightening his mind, forming his ideals, quickening his pur-poses, purifying his desires (Heb. iv, 12), delivering him from the dominion of the stance. scenes (Gen. Hi. 6) and making the soul regnant. (Cor. ix, 27).

FREEMEN .- If Jesus was the Son of BONDUM -We do not know what im-God and the heir to honor and sovereignty. He possessed authority which might be exercised to the profit of all who sufpression was made by these words upon the simple people who had believes, to whom they were addressed. They must have understood what was desired of them fered any disability. He, therefore, turm to offer to the Jews what He had already and they probably acted accordingly. But others were present, carping Phari-sees, who seized this as a favorable opporshown to be their supreme need. liberty from sin, returning thus to the very sub-ject that had provoked the question. He tunity to raise a question and annoy the Master. It was a despicable part they act-ed, breaking in upon discourses not inwas able to give freedom-not independ ence of all law (God himself is not thus free), but a right, opportunity and ability to act in accordance with all law. That by true, genuine freedom, to be desired tended for them, if possible to turn the populace against Jesus by disputing His true, genuine freedom, to positions. They objected to the language, not alone because of what was suid, but more because of what was implied, that above all other possible good. (Gai, v: 1. Thus Josus had brought the Jews to see that while they boasted of their political they were slaves. This they repeiled de-claring that they were children of Abra-ham and had never been in bondage tain a religious, moral, or spiritual con-dition that would make them freemen (verse 25). Their statement was legally true, as no Hebrew coud enslave another (Lev. xxv, 42), but historically false, for (V. 36.) Their shackles might be broket and they might go forth rejoicing in the exercise of God-given rights and privithey had been in capticity to all surround-ing natons (Deut, vi, 12). They desired to placing Himself before those who hated know what Jesus meant in saying they Him, as the one who could bless then



For Infants and Children. The Kind You Have **Always Bought** AVegetable Preparation for Assimilating the Food and Regula-Bears the ting the Stomachs and Bowels of INFANTS CHILDREN. Signature Promotes Digestion Cheerfulness and Rest.Contains neither of Optum, Morphine nor Mineral. NOT NARCOTIC. Burpe of Old De SHAUEL PITCHER Pumphin Seed -Alx, Servio + Rochette Salts -Anire Seed + Anire Seed + Hypermust -Bi Carborosh Sulle + Hirmy Seed -Clorified Sugar -Hintergrown Flarm; Aperfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms Convulsions Feverish-You Have ness and LOSS OF SLEEP. Fac Simile Signature of Always Bought. Chart Flitcher. NEW YORK. At6 months old 35 DOSES - 35 CENES EXACT COPY OF WEAPPER THE CENTAUR COMPANY, NEW YORK OF THE REPORT OF A DECK REFERENCE GUIDE NEW YORK HOTELS. The St. Denis Scranton Broadway and Eleventh St., New York, Representative Firms Opp. Grace Church.-Buropean Plan. Rooms \$1.00 a Day and Upwards. In a modest and unobtrusive way there are few better conducted horels in the metropolis than the St. Denis. ART MATERIAL, FRAMING AND PHO-TO SUPPLIES. The Griffin Act Studio, 209 Wyoming.

900 DROPS

The great popularity it has acquired can readily be traced to its unique location, its homelike atmosphere, the peculiar excellence of its cuisins and service, and its very moder-ate prices.

I. D. CRAWFORD,

WILLIAM TAYLOR AND SON ESTMINSTER HOTEL, BOOTS AND SHOES-WHOLESALE.

Cor. Sixteenth St. and Irving Place, NEW YORK. Williams, J. D. & Bro., 312 Lackawanna

FRUITS-WHOLESALE. Wegman Fruit Co., 11 Lackawanna,

HEATING AND PLUMBING.

Finn & Phillips, 128 Wyoming.

SALE.

WINES AND LIOLOR.

LAW AND COLLECTION.

BICYCLES AND PHOTO SUPPLIES.

OVERALLS, UNDERWEAR, ETC.

LUBRICATING OILS AND GREASES.

OIL, PAINT AND VARNISH.

STATIONERS AND ENGRAVERS.

Prendergast & Geipel, 207 Washington.

FUNERAL DIRECTORS.

DRY GOODS, SHOES AND GROCERIES.

the same care of their interests that

other labor unions do of their inter-

interests. It is here where your league

will be of incalculable benefit to the

members of every department of the

P. W., 113 S. Main.; Residence 1124

lorey & Brooks, 211 Washingto

Maloney Oil Mfg. Co., 141 Meridian

Maloney Oil Mfg. Co., 141 Meridia

Jackson. Price, William, 135 S. Main.

McCann, P. J., 4il N. Main.

Harris, S., 322 Penn ave

AMERICAN FLAN, \$3.50 Per GROCERS-WHOLESALE. Day and Upwards. EUROPEAN PLAN, \$1.50 Per Kelly, T. J. & Co., 14 Lackawanna. Day and Upwards. HARDWARE AND MINE SUPPLIES.

The

Kind

11

EQUIPMENT.

even a moderately equipped manager The equipment of the railways of the will be to a great railroad so many United States, by the report of the In- millions of dollars that his salary cuts terstate Commerce commission, was, no figure. The inability of many railn round numbers, on June 30, 1897, 36, way managers to grasp the siluation, 000 locomotives, 34.000 passenger cars the paules which threw whole com and 1.222,000 freight cars. There were munities into bankruptcy or suspended service of the railroads-that is, industries which meant extreme pov on their pay-rolls-at the same time, erty, and the misrepresentations o \$24,000 men, and there were paid to the politician who hoped to climb t these men in that year \$566,000,000, or 62 power on a new issue, created violent per cent, of the entire expenses of the antagonisms in many states between railways for their operation. There the people and the railroads. were at least a million more men en-POPULISM.

The difference between an able and

gaged in building cars and locomotives,

Then came forward a class of statesin mining coal, in getting out ore, in on who formulated bills as remarkmaking steel ralls and their attachable for their ignorance of the situation ments and in a multitude of other employments which exist only to supply as they were injurious to both the the railroads; so that one in every fifoperations of the road and to the people who patronized it. The greatest teen of the persons in the United States who are engaged in economical purand most intricate scientific problem suits or carning wages or salaries get of the age could not be solved by their living from the operation of the sweeping measures of restriction or railroads of the country. The gross confiscation prepared by men, however carnings of the railroads of the United honest and well-meaning, who could States in 1897 was \$1,248,000,000. Of this not possibly comprehend the subject. \$466,000,000 went for labor directly on The consolidation of connecting lines the pay-roll: \$287,000,000 for material was violently opposed as hostile to the and supplies, which were mainly ha, public interest, and the argument bor; \$\$5,000,000 for rentals to the owners seemed unanswerable, but the enorof real estate, mainly occupied for mous benefits to the public in the reyards, warehouses, docks, etc.; 344,000,- duction of rates, the improvement of 00 went for taxes; \$256,000,000 went for the line and equipment, the speed o interest on debts; \$20,000,000 went for trains and the disappearance of frieother charges, and \$87,000,000 went in tions at every terminal, which have dividends. to the stock-holders. To resulted from the consolidation of the make this situation more clearly under- cleven roads which formerly made the stood, of every hundred dollars earned New York Central, or the half dozen by the railroad, forty-one dollars go which formerly made the Lake Shore, directly to the employes of the com- are so universally admitted that a pro pany, twenty-six dollars go for interest position to re-dissolve them into the on indebtedness and rentals of other original lines, and change freight and soples and city properties, three dol- passengers at each end as formerly lars are paid in taxes and seven dol- would now raise a revolution. Legis-

night and day from Dakota to New York, requiring little for its service of the vast equipment at stations and freight yards along the line, and the local train which took up a partly loaded car here and there and served the communities within the state line.

THE REMEDY.

After a bitter struggle in our own state of New York, which lasted some years, and which threatened the comnercial supremacy of the state and city, as well as the destruction of the York Central Railroad as a dividend paying company, I met, by the authority of Mr. Vanderbilt, these commercial bodies. We discussed these uestions for months; we took volumes of testimony, I became convinced that of the three methods of meeting the question-ownership by the state or the which he lived and not paid a dividend national government, universal consolidation, not only of connecting but also of competing lines, and state and national supervision-the last was the true solution of the whole difficulty. It required the united strength of the ommercial bodies and of the railroads to induce our legislature, so heated had the public feeling become, to create a railway commission and give it these supervisory powers. It got in full oppresident of the New York Central

Railroad. For the fourteen years of my administration and until its close was brought in constant contact with the commission and its operations, and felt that it would be strengthened by having upon it a railway man from the working force, and securing an amendment to that effect, Michael Rickard, tocomotive engineer, was appointed. The New York Central has never resisted any order of the commission. Directly its orders have cost the company hundreds of thousands of dollars a year but indirectly the benefits to the public and to the company have been incalcutable. Every shipper and passenger and employee knows that a two-cent postage stamp will carry his complaint to Albany, and that it will be immed lately heard. He need be at no expense, for the commission will undertake to act in his behalf,

A PERSONAL ALLUSION.

The railway question has disapbills have disappeared from legislature. The people have so much confidence in the commission that its reccommondations meet with the approval of the legislatures and governors. If I may be personal, the best evidence of the disappearance of the railway question from our politics and of the recognition by the people of the Empire state that a man engaged in the railway business is doing his part as a citizen as honestly and is entitled to as much consideration and confidence from his fellow-citizens as those who are following any other pursuit, is my election this winter to the United States senate. It received the support of every newspaper of my party and of every newspaper of the opposite party, except possibly two or three. There was no contest and no canvass, no ampaign, no committee, and not the expenditure of a dollar, and yet the

lection was unanimous. The significance of this is that I have been fourteen years the official head of one of the greatest railway corporations of association in which were represented

railway president as its candidate for any kind by which a few get rich at president of the United States. I re- the expense of the rest, will be contired from that contest because the delegates from the so-called Granger states told me that the feeling in their That management must do something states against rallway men in every branch of the service was so intense that a station agent or a locomotive engineer, or a conductor, could not be elected a trustee of any village or their lines, and that the nomination of from their satisfaction with their er., a railway official for president would fisintegrate their party in their states. I heard one of those delegates make a speech to a rural constituency, in majority of its stock was owned by onwhich he argued, without interruption

ould be made free.

of sinfulness.

SINNERS. - To this inquiry Jesus

uickly returned a very pointed and com-

olf He set forth the philosophy of the piritual life and thereby distinguished

rabble (verse 3). He recognized the con-duct of man as proceeding from his in-

therefore is the most pitiable of all bond-men, a helpless victim to his own evil na-

ion of the Jews who had criticised Him

prehensive answer. In explaining him-

or objection, that every penny paid by the people for freight or passenge travel was a tax and tribute wrung stock and that of the other solvent from them for the benefit of money sharks in Wall street. The line on to its stockholders in years, and the money which it earned went mainly ings of the working people. to keeping up its track, its equipment, its stations, its yards, in other words,

to the labor of his fellow citizens, who directly or indirectly, received their living from this corporation. That the stockholders, but of much greater man was elected to many offices on this issue, and at the same time carned his own living as a lawyer by the fees which he received in trying cases for eration about the time that I became the railway companies. Now, it is president of the New York Central such frauds, humbugs and rascals that it is your duty to politically crush.

THE OTHER SIDE.

While this storm was raging around he at the National Republican convention, in 1888, there came into my room one day one of the deputy grand misters of one of the railway orders-I thank of the firemen. Pushing me. coom, he said " My boy died yesterday, and while my wife and 1 were sitting in the house today and reading the morning papers my wife said: 'Mr. Depew is being attacked so bitterly because he is one of us that, notwithsimply to say for the railway emlieve that in you their fight is being] made for the recognition by their fel-

to merchants, to farmers, to lawyers, cared from New York politics. Vin- keepers in promotion to public office duce the hours in the shop to half time, lictive, oppressive and striking railway and responsibilities" The poor man, cess continues through the yards, and overcome by his own grief and the in every department. A practical and away. brotherhood which binds in one mighty States to stamp out this unjust stigma The conductor, the locomotive engineer, upon the most useful of occupations. telligence. To be personal for another moment-

the gentleman whom I succeed in the United States senate is Senator Murphy. He is a very estimable man and personally a friend of mine. His busiess is brewing beer. Not a word of in the United States senate, though eer is the foundation of our internal evenue taxation. The people of New York believe, even if some of the rest of the country do not that a railway man is quitely as likely to reputably serve the public and promote the welhe country and chairman of the recent | fare of the whole country as a brewer. The great change in the railways of

New York was unanimous for the same from rings or inside arrangements of Hunt & Connell Co., 401 Lackawanna tinued by the stockholders in office as Howley, P. F. & M. T., 23 Wyoming ong as the returns are satisfactory. Fritz, G. W., 410 Lackawann more, however, to remain in power than have simply satisfactory returns. It must satisfy the public, and it must have from its employes that efficient and nealthy service which come only

ployment and devotion to its interest; When I first entered the service of the New York Central railroad the vast man and the balance by a few hundred others. Now there is a constituency of about fifteen thousand; now railroads is owned by people of modrate means and by savings banks and ife insurance companies whose investments represent the hard-carned sav-

INTERESTS OF LABOR.

Legislation on railway matters has Owens Bros., 218 Adam. ecome not only of great moment to to the employees, When unwise laws injuriously affect the operations of a railroad line the manager at once calls together the members of all the departments. He says, "Under the operations Simrell, V. A., 515 Linden

of this law our earnings have been cut down-so much. That will prevent our "thman Paper Co., 225 Sprace. paying dividends," or if the road is not paying dividends, "That will prevent

our meeting the interest on our bonds and our company will go into the hands of a receiver. Now our official lives The Weston Mill Co., Lackawanna ave. are at stake. If the stockholders are dissatisfied the directors will turn us Cassess Bros., 29 Lackswanna ave. out: if the road goes into the hands of away from the crowd into another a receiver, some politician may be appointed by the court and he will turn us all out. Where can we cut down expenses to meet his loss of net earning The only clastic thing left is labor. Of course these reductions mean, in the course of a few years, the impairment standing our sorrow, I wish you would of the line and its equipment, they go and see him.' I came," he said, mean very much poorer service, The General Superintendent says. Casey Bros. 216 Luckawanna. "I can aloyes of the country that they be- take three or four men a mile off the rack." The Superlutendent of Motive Power says, "By making poorer time low citizens that is given to bankers, and consolidating trains I think I may Okeli & Dunn, Coal Exchange Yocum, Geo, C., Connell Bldg. lay off twenty per cent, of the trains." to doctors, to ministers and rabon The only elastic thing left is labor. Of

emotion of his message, threw his horrible lesson was given in 1894, when arms around me, idssed me and went one hundred thousand men were It was the seal of common dropped off the pay roll. That meant an incalculable amount of misery. Rallfort all railroad men of the United way employment is a special vocation the fireman, the brakeman and the the most honorable of industries and a switchman cannot readily adapt themcalling which requires the highest selves to anything but what is known average of sobriety, integrity and in- as common labor, and for that they are not fitted.

Now, legislators and public men do not mean to do injustice, except a few demagogues. The rest are honestminded to do what is right. In states where the railway prejudice exists they expect a railroad president, or the objection has ever been made by any railroad manager, to be unscrupulous. newspaper or public runn to his sitting and place little confidence in his statements, but a committee of the employes, intelligently understanding the question, would be listened to at once. They would be listened to especially if the politicians knew that these active intelligent and efficient workers, as all railroad men are, in the political pur-

For rent, for sale, lost, found, rooms, ties in their several districts meant board, lodging, situations wanted, etc. business; that they proposed to take are advertised on Page 2.

rallway service.

Tague.



BEST LIGHT HE WORLD AND & ABSOLUTELY SAFE FOR SALE BY THE LANTIC REFINING

> MAKE PERFECT MEN O NOT DESPAID Servous Behiller CTO

SCRANTON STATION.

9 by THE PRAFEST

ests, that farmers do of their inter-Sold in Scranton, Fa., by Matthews Bros and McGarrah & Thomas, druggists, ests, that bankers do of their interests, that manufacturers do of their

