

*THE NEW YORK CENTRAL STRIKE.*

The method which the employes of the New York Central railroad have utilized in their attempt to push the cause of labor is more fully placed before the public in all its absurdity by the investigation into the matter made by the board of arbitration. That investigation has proven that the governing factor in the organized labor force in this strike was gross ignorance. In what way? In all ways.

In the first place it was proven that a strike of this nature had been premeditated by the leaders of labor who are directing the movements of labor in the battle against capital. The attack was precipitated, however, by causes beyond the control of Grand Master Workman Powderly, showing, as the investigation has, that labor officials are enlisted in the cause not wholly because of their love for the "oppressed."

It was the intention of Mr. Powderly to organize his forces thoroughly, hoard up a good financial backing, and then affect a complete tie-up of all railroads possible, choosing for his time to make the plan successful a period when the traffic on the railroads would be the heaviest—presidential year, or the world's fair year.

But District Knight Lee, having been discharged from the service of the New York Central road, determined, contrary to the advice given by Powderly, to exercise his power over the men under him, some two thousand, and accordingly ordered them to strike. He received considerable assurance of victory from the fact that the national encampment of the G. A. R. was soon to be held in Boston, and the passenger traffic was likely to increase as a result and force the railroad managers to concede the demands of labor.

So sudden was the order given to strike that trains were left on the spot when the workmen happened to be when the signal to strike was given. In one instance a passenger train was left in a tunnel, with no means of exit for the passengers other than they might devise for themselves.

Such a sudden quittal of work by the employes had the effect to raise a blockade, and of course this state affairs on a railroad system over which there is so much travel as the Central, placed travellers over that portion affected by the strike, in a very insecure position, and subject to many inconveniences.

We have always adhered to the opinion that any movement to become popular must have the approval of the public.

Did the New York Central strikers put themselves in the right position to secure this by the course they took?

It was not a hard task to predict accurately the outcome of this ill advised strike. So apparent was the failure of the strike to sensible men, that even those papers which devote so much space to championing the cause of labor, came out and roundly denounced the movement, predicted and hoped for its defeat. They knew very well that public sentiment would not sanction such demonstrations on the part of organized labor. It is strange that men composing labor organizations do not see the folly of inviting the disapprobation of the public. Even if this strike had been deferred until the time designated by Mr. Powderly, how much better off would the men in rebellion have been in the matter of securing the support of the majority of the people?

Take into your consideration the vast amount of travel that would be occasioned by the world's fair, or think of the increase of travel and other favors the public would be demanding in a presidential year. Do you suppose the cause of labor would advance by the workingman taking steps that would close these highways of public necessity at such times? Until you can prove that you would be justified in slapping the face of every man you meet on the crowded street, the answer is, no.

These railroad men's imaginary or real grievance should be settled with their employers. The travelling public is not to blame for the actions of railroad managers that may cause employes to