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FREELAND, PA., MAY 4, 1893.

Tennessee alone offered six candidates for the office of public printer at Washington.

The spectacle of an American and a Republican starting a Tory organ in England is an edifying one.

The commercial crisis is evidently passing in Argentina, and the people are settling down to work and progress.

After the reproduced flagship Santa Maria does duty at the Chicago fair she will be sent to Washington to remain permanently.

Europe will this summer miss anywhere from \$50,000,000 to \$100,000,000 that American tourists annually spend over there during the warm season.

England has gone ahead of us in respect to the establishment of a horticultural college where young people may be trained as flower and fruit gardeners.

If the United States wanted or expected to take Hawaii at all, the right time to do so was when it was first offered to us.

In the year 1890 286 passengers were killed in railway accidents in this country.

Clarence L. Dodge, M. D., 129 Clinton Avenue, Kingston, N. Y., says: "Castoria is a preparation that we should all be thankful for."

The change to paid members in the British house of commons is significant of the democratic tendencies in Great Britain.

Costiveness is the primary cause of much disease. Dr. Henry Baxter's Mandrake Bitters will permanently cure costiveness.

WASHINGTON LETTER.

Washington, D. C., May 2. Hurrah for the Democratic administration! It has proven itself to be the master, not the servant, of Wall street.

Seeing that bankers all over the country were following the lead of those of the south and west in furnishing the treasury with gold, the Wall streeters got together and formulated a proposition in which they agreed to furnish the treasury with from \$30,000,000 to \$50,000,000 in gold.

It did not take President Cleveland and the cabinet three minutes to formulate an indignant refusal, which was wired to New York.

The present condition of the treasury is, under the circumstances, satisfactory and as the offers of gold continue to be as freely made as they have been for the past week it is believed that there will be no necessity for the issue of bonds.

The second chapter in the investigation of the weather bureau opened with a stormy row between those two Republicans, Prof. Harrington, chief of the bureau, who is being investigated, and Assistant Attorney General Colby, who is conducting the investigation.

Congressman Caruth, of Kentucky, carries a very broad smile just now. One of the reasons of the unusual breadth of that smile was the selection of his brother George W. Caruth, editor of the Little Rock (Ark.) Gazette, to be U. S. Minister to Portugal.

Among the other important presidential appointments made last week were those of ex-Congressman McKinney, of N. H., to be minister to Colombia; ex-Congressman Thompson, of Cal., to be minister to Brazil; ex-Congressman Wiley, of N. Y., to be consul at Bordeaux, France, and the following well-known gentlemen to be government directors of the Union Pacific Railway Company: Mr. Henry F. Dimock, of N. Y.; Hon. Don M. Dickinson, of Mich.; Mr. J. W. Doane, of Ill.; Gen. Fitzhugh Lee, of Va., and Mr. Joseph W. Paddock, of Nebraska.

Clarence L. Dodge, M. D., 129 Clinton Avenue, Kingston, N. Y., says: "Castoria is a preparation that we should all be thankful for. We are given its component parts—and are thus not in the dark as to its composition."

The change to paid members in the British house of commons is significant of the democratic tendencies in Great Britain. The fact that hereafter members of the house of commons are to be paid for their services will enable poor men to get into that body and work off their "views" upon the British lawmaking power.

WAR TO THE DEATH.

SUCH, THE BARONS SAY, IS THEIR FIGHT ON UNION LABOR.

A Coup to Head Off a World's Fair Railroad Strike—Judge Ricks and His Famous Ruling—What Is Likely to Happen if the Railroads Are Sustained.

The contest between labor and capitalism has presented many interesting phases and startling situations during the past eight or ten years, but it is generally conceded that nothing in this line has equalled in importance the recent rulings of Judges Taft and Ricks in the Ann Arbor and Lake Shore cases.

The head officials of the Ann Arbor roads declared on the day that Judge Ricks issued the mandatory injunction that "it is now a war to the death between the railroad companies and the engineers' and firemen's organizations."

So absorbing is the interest in the later developments of the Ann Arbor trouble that the public has failed to look into its origin or forgotten the causes of the strike and the happenings between its inception and the serving of the mandatory injunction.

The big attorneys of the railroads have contended ever since its passage that the interstate commerce law is unconstitutional. It will be too ludicrous to give them a decision against labor organizations based upon that act.

I may be over-suspicious, or I may be too conceited as to my "penetrating eye," but I think I see a nigger in the wood pile. There has been considerable newspaper talk for the past six months about a big railroad strike during the World's fair, and it is known that the railway managers have been hobnobbing and scheming to defeat any such attempt.

Now for the colored gentleman in the wood pile: The railway magnates decided upon a coup by which they would bind their employees with red tape from the United States courts until the Chicago show was over.

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Undoubtedly the effect of the proceedings at Toledo will be to embarrass, if they do not prevent, any strike the railroad men may have in view for next summer, but what will be the status of labor before the law if the court of last resort decides that the ruling of Judge Ricks is sound law?

hibit them from doing nothing—reads like putting up a windmill to subject a calm day. But you see the court could not boldly declare its power to make the men work whether they liked or not. So the judge got into an awful muddle.

Suppose we make some quotations from the remarks Judge Ricks addressed to the engineers and firemen who left their employment on the Lake Shore road rather than haul Ann Arbor cars?

It may in the meantime be important for you to reflect and consider whether you can safely proceed to continue in your employer's service with the purpose to quit at a moment when some duty may be required of you which is in violation of some supposed promise or obligation you owe another or your employer.

The force of the first paragraph quoted hangs upon the meaning of "legally terminated." Employment "legally terminates" when the workman has quit the service of the company or has been discharged by one in authority. That is plain. If an employee refuses to obey the orders of his superior, then it is clearly the business of the superior to discharge the employee, and until notice of discharge is served it must be understood that the order objected to is withdrawn or held in abeyance.

The big attorneys of the railroads have contended ever since its passage that the interstate commerce law is unconstitutional. It will be too ludicrous to give them a decision against labor organizations based upon that act.

The rule in the brotherhood bylaws on which the action is based is as follows: That hereafter, when an issue has been sustained by the grand chief and carried into effect by the B. of L. E., it shall be recognized as a violation of obligation for a member of the Brotherhood of Locomotive Engineers' association, who may be employed on a railroad running in connection with or adjacent to said road, to handle the property belonging to said railroad or system in any way that may benefit said company in violation of the B. of L. E. as it is, until the grievance or issue of whatever nature or kind has been amicably settled.

I am not a lawyer, but that a rule which declares that the performance of stated acts under certain conditions by those who have subscribed to the rule "shall be recognized as a violation of obligation" can be construed as a conspiracy against the Ann Arbor and Lake Shore railroads I doubt.

Whatever may be the outcome of the proceedings inaugurated by the railroad officials at Toledo, one thing is beyond doubt, and that is that the magnates have resolved to unite fifty of the organizations of railway employees to the death.

Dr. Emil G. Hirsch of Chicago, speaking of the "bureau of justice" in that city, which is intended to assist the poor in obtaining their legal rights: "To defend the rights of the weak is the highest duty ethics can teach. Every man, weak or strong, should have justice done him. At present the weak are deprived of their rights because they are known to be weak and unable to fight with the aid of cumbersome and expensive law."

Harry E. Aston, grand foreman and organizer of the International Association of Machinists, reports his organization as growing at a marvelous rate. He stated recently that there were 368 healthy lodges attached to the association and that the aggregate membership was over 25,000.

THE GOLDEN RULE.

If It Were Obedied, There Would Be No So Called "Labor Question."

Rev. I. Newton Stanger of the Church of the Atonement, Philadelphia, preached recently from the text, "All things whatsoever ye would that men should do to you, do ye even so to them, for this is the law and the prophets."

As Jesus used these words, they were the conclusion of the highest moral and spiritual discourse ever delivered to man. They are a "golden rule," because they epitomize the sermon on the mount. If remembered and acted upon by man, they will settle every dispute, right every wrong, correct every injustice in the social and political domain.

Organized labor today is a powerful and determined agency with which capital is bound to reckon at every step. The end is not yet, and we seem to stand on the verge of a portentous revolution unless a remedy can be found.

The Christian advocate of a new order, of a higher morality in man's dealing with his fellows, cannot be blind to the many and grievous wrongs which have been committed by the weaker party in this conflict.

The writer agrees that man, in order to exist, must have food, clothing and shelter, and that we want more workmen in every department of life. These workmen will appear as soon as we abolish the drones, who have a thousand times more food, clothing and shelter than they ever can use.

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OUT OF THE FLESH.

I was walking down Bromfield street in Boston on a stormy day in December. The narrow sidewalk, covered with ice and trodden snow, and the sharpened pitch of the street made pedestrianism a venture bordering upon rashness.

The same street stretched before me, only I was walking in the opposite direction. A hat was lying in the gutter, which struck me in the most whimsical way as being exactly like my hat. I was about to pick it up and examine it, when I noticed a group of men carrying a heavy object into an adjacent drug store.

The men staggered in the drug store, and I followed them. They laid their burden on the counter, and the druggist came rushing from a back room in frightened haste. He ruthlessly tore open the bosom of what I shuddered to perceive was my best coat, loosened the neck-cloth and bent down in a listening attitude.

I looked on the face of the man who was perfectly amiable to myself, but none of the others in the room seemed to bear him at least none of them turned to look at me. I heard one of the bystanders say that he would report the case at once, and the druggist nodded silently toward the telephone.

I looked at my friend in blank amazement. "Escaped!" I cried. "What do you mean? Escaped what?" "Escaped what?" "Escaped what?" "Escaped what?" "Escaped what?"

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READING RAILROAD SYSTEM.

LEHIGH VALLEY DIVISION. Anthracite coal used exclusively, insuring cleanliness and comfort.

ARRANGEMENT OF PASSENGER TRAINS. DEPT. 4, 1893. LEAVE FREELAND. 6:10, 8:25, 9:40, 10:11 a. m., 12:25, 1:50, 2:43, 3:50, 4:55, 6:41, 7:13, 8:47 p. m., for Drifton, Jeddo, Lumber Yard, Stockton and Hazleton.

ARRIVE AT FREELAND. 5:50, 7:00, 7:30, 9:18, 10:56 a. m., 12:16, 1:15, 2:33, 4:50, 7:03 and 8:37 p. m., from Hazleton, Stockton, Lumber Yard, Jeddo and Drifton.

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A. W. WASHBURN, Light and Heavy Wagons.

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The owner has good reasons for wishing to dispose of the property, and the purchaser will be given easy terms. For further information

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of every description. We can furnish you with goods that will please the eye, and be of such quality that they cannot be surpassed, at

THE LOWEST PRICES OBTAINABLE.

Illustration of a horse-drawn carriage with text: "I wish I had one."

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