# LOOKING INTO THE PAST Investigation of Corporate Abuses by s

Special Committee of the Senate.

THE RAILROAD'S AND THE PEOPLE

Favoritism in Passenger Tolls, Free Passes

and Other Evils-Federal Bestriction a Remedy for Gross and Burdensome Abuses.

PART IV. [Fourth installment of testimony of Mr. E. Rosewater before the select committee of the United States senate in Omaha, June 22, 1895.] Senator Platt-I am told that the Nev York Central railroad carries passengers m New York to Albany for \$1.40, which

is less than a cont a mile. Mr. Rosewater-Yes, sir; and if all the dead-heads and all the drummers were cut off they could carry passengers here for 2 cents a mile. Drummers and commercial travelers should be put on the same basis as all other traveters. It is maintained by as all other travelers. It is maintained by the railroad men, and some of them, I sup-pose, would insist upon it, that it is to the advantage of the railroads to reduce the passenger rate for a commercial traveler, because it increases the traffic on a railroad. That is the only ground they could ever give me for sending a commercial traveler at a lower rate than they charge a farmer or

mechanic Senator Platt-Do they make a lower rate to commercial travelers?

Mr. Rosewater—They sell them a [1,000-mile ticket at 2 cents a mile in lowa, I think, and in this state at 3 cents.

Senator Harris-Do they not sell that tloket to anybody at the same rate? Mr. Rosewater-No, sir. There are 200,000 commercial travelers in the United States who enjoy this privilege. As I claim, there is not one pound more carried over any rail-road by reason of these commercial travelers going over it than would be carried without them, excepting alone the samples which the commercial men carry in their gripsacks or baggage.

The Thousand-Mile Ticket.

Senator Platt-I think the eastern roads do not make any difference as to the person to whom the tickets are sold.

Mr. Rosewater-We will admit that there Mr. Rosewater—we will admit that there is a much heavier population in the east, but they treat all people alike. They sell at a minimum or very low rate to anybody who can pay the money. Here a large percentage of the people pay nothing. The Chairman—If they did sell to all alike there a great many men who do not want

there are a great many men who do not want a 1.000-mile ticket and who would not ride 1,000 miles in very many years. They would have to pay the regular rate, so that you are discriminating against the poor man or the man who occasionally travels.

Senator Platt-Very likely, but that is not quite so bad as to sell a 1,000-mile ticket to one man and not let another man have one who travels just as much.

The Chairman-Is it right to sell a 1,000mile ticket at all at less than the ordinary fare which everybody pays?

# Mileage Tickets at Fixed Rates.

Mr. Rosewater-The proper way would be to sell to everybody such a mileage as they need at the regular fixed price, just as we buy postage stamps at the postofice. There is one of the causes of discrimination and also of favoritism, because in this very matter there are those who are favored and those who are not. The retail dealer who may go out of this city has to pay the full price. He is to some extent a shipper, but is not a commercial traveler. Me does not ship enough to warrant him in making an employed by the source form. application in the proper form. They have o show that they are heavy shippers over he road. The result is that those who have the road. heavy traffic have the advantage.

senator Platt-You touch on the system of issuing passes; to what extent is it done

Under Pass System 10 Per Cent Travel Free. Mr. Rosewater - The system of issuing passes on the Union Pacific up to the change in Mr. Adams' administration has been very extensive. I have talked with the conduc tors and they have said that at least 10 per cent of the trayel is free. Since Mr. Caliaway has come in a large army of political followers who had passes all over the state to travel at leisure has been disbanded. The Burlington road still transports, in my opinion, not less than 10 per cent of all its

ment of laws that will establish a maximum stimulated immigration and the settlement rate, or at least a limit to the charges, and hey will undoubtedly continue to agitate until they get a more stringent penalty for violations of the law with regard to dis-criminations and have it defined much more clearly than at present.

Jurisdiction of the National Government Senator Platt-I understand you to say, with reference to all these roads that have been chartered by the government in the territories which have since become states or which are still in a territorial condition, that the government has full power to deal with all passenger and freight rates?

Mr. Rosewater-I think the charters of those roads are all drawn pretty much after the July, 1862, charter of the Union Pacific railroad. They are all about on the same model. They all state that congress reserves to itself that right only after 10 per cent of dividend is earned upon the stock. That is, That is, when the road can earn more than 10 per cent upon its investment, then congress may step in. But I think it has been generally nstrued and held that congress can at any time legislate upon that question.

Senator Harris-Congress reserves the ight to alter, amend or repeal the charter Mr. Rosewater-Yes, sir : there is no doubt hat congress could regulate the tolls so far as passengers and freights are concerned over the main lines on these two great rail roads in Nebraska. Senator Platt-Because that is interstate

usiness? But is there anything, now that Nebraska has become a state, by which it makes it any more difficult for the govern ment to say what passenger rates shall be charged from point to point within the state than it was before Nebraska became a state, with reference to the government

sbuo. Mr. Rosewater-I do not believe that or those land-grant railroads there is any ques freight and passenger tariffs in Nebraska their branches I suppose it would be ifficult.

Senator Platt-They have been built under

he laws of Nebraska! Mr. Rosewater-They have been built under our general laws. They can be regu-lated, of course, by the state proper, because by accepting the right of eminent domain they have placed themselves directly under the regulating power of the state. A Local Pool.

Senator Platt-Have you a local pool of the railroads which compete for business east of Nebraska?

Mr. Rosewater-Yes, sir; I think there has been a local pool here all the time or most of the time. The only thing I wish to speak of further is as to the questions you bave put in your circular. With regard to the remedies to be applied by congress my dea would be in the first place, that the primary remedy to be applied is, if possible, to wring the water out of all the land grant railroads. That may be a confusing statement.

The Chairman-Would you not wring it ut of some others, also? Mr. Rosewater-If congress had the power

I would have it wrung out of all of them. Senator Platt-If congress is going to fix rates on interstate commerce of course it can fix the rates with reference to what is the real honest capital of the railroads.

Mr. Rosewater-Parties who operate the allroads for gambling purposes do not seem to be, satisfied, no matter how much wringing out there is, and will not be satisfied un-til there is congressional regulation that will limit stocks. We should have a law that will say how much stock a railroad company

shall issue above its indebtedness.

Present Railroad Bureau Sufficient. Right here I will say that the United States bureau of railroads which is already established, for some six or eight years, is amply competent to handle the matter, as far as its jurisdiction can go. It already has jurisdiction over the land-grant railroads, and in my opinion all the railroads should be required to report to that bureau. But there should be a limit to the issuance of stocks and also of bonds for railroad purposes. When that is done, the first stop will be taken so far as excessive incomes of railroad investors are concerned. The real investors in these railroads have probably had nothing o do with their construction. A great deal has been said about the orphans. We are admonished that congress should consider the rights of the poor widows and orphans in Massachusetts and in New England generally. I say, if anybody who is an adminis trator for orphaus and widows would invest their money in stocks that are gambled in on Wall street, he should be branded and sent to the penitentiary. No person should invest orphans' funds in such securities. If

of the country it would eventually stimulate Mr. Rosewater-That would be at some distance off. There is no doubt a reduction ought to be made, not a horizontal reduction going through the traffic indiscriminately

Senator Platt-I speak of that only for ilstration. Mr. Rosewater-I think there should be more than that ou some classes of freight, as I find the traffic now. I think there should be 50 per cent on some classes, according to the rates now exacted by the road, be use they are not uniform, considering dis-

ance and service. Senator Piatt-In the case of gas compales, when any reduction in the price of gas has been made in any city, the result has been that the receipts for gas have kept up to what they were at the former price. Would not the same principle operate as to railroads to some extent?

Mr. Rosewater—The gas receipts depend on the meters a good deal. They can prob-ably regulate the meters so as to make the income keep up. But I do not think the rail-roads have meters enough, or rather they have not the machinery to do it. Senator Platt-In other words, the freight pusiness is limited by the capacity of the

mpany? Mr. Rosewater-Yes, sir. Senator Platt-And the production?

Mr. Rosewater-And production, com-merce and manufactures. DIDN'T KNOW BIERBOWEL

That Was Where the Gamblers Tripped in

Their Banco Game. "It was while I was stationed at Fort Omaha," said Colonei George Barry at the Lotos club, New York, in hearing of a Sun reporter, "that I first heard this story about Bierbower. Bierbower was the United States marshal for the Nebraska district, and, judging from all I heard, he was a and, judging from all I heard, he was a mighty good one, too. That was a long time ago, though, and it has been years since I saw or heard of him. Why, it was before Colorada was admitted to the union, and that was in '76.

"Well, as I was saying, Bierbower go after some fellows who were counterfeiting gold. He worked a long time before he got the right trail an l he got some good men to help him. But he finally located his men somewhere up in Colorado territory and went after them. They got the counterfeiters ill right, and with them a gripsack full of bogus gold. You can understand that the bogus gold. party started back for Omaha feeling pretty

"Trains didn't run so fast in those days as they do now, or anywhere near it, and the boys, of course, enlivened the trip in any way they could. It was after they left Sidney. I think, or maybe it might have been North Platte, but anyway it was up in that bunchgrass part of the state that a pretty smooth-looking chap, who said he was a traveling man, and who evidently didn't know who Bierbower was, came up to the marshal and proposed a little game of cards.

"Bierbower joined the smooth-looking traveler, who got a couple of other fellows, and the game began. It happened that the counterfeiters were asleep and the mar-shal's deputies were watching them, so that the men who were in the game with Bier

ower had no opportunity to find out who he was. "Well, the game went on with varying success for some time, until finally the traveling map said he had had enough. He

and lost all he cared to lose at one sitting, he said, and he made it a rule never to go beyond his limit in any game. While they were settling up with the banker the traveling man picked up the deck and running them over in his hands selected three cards, the two red jacks and the ace of clubs. As

the board was cleared of the power chips he said: " 'I don't want to play any more poker at this time, gentlemen, but I'll tell you what 1 will do. I've got a little trick here that Fill bet any gentleman he can't do. I don't want to bet any money, but Fill bet you the cigars or Fil bet you a bottle of wine. Now, e here.

"He raised his right hand and showed the three cards held between the thumb and the first, middle and third fingers respectively. "'You see, gentlemen,' he said, 'the ace of clubs is in the middle. You see I make a slow, easy, swinging motion-the ace is in the middle remember-and I follow that motion with a sharp, quick swing, and have thrown the three cards on the table. There they are, gentlemen. You saw how easily and plainly it was done, and you remember that the ace was in the middle. Now does any gentleman want to bet me the eigars for the party or a bottle of wine that he can

TRYING TO GET TOGETHER Effort to Unite All Labor Organizations in

One National Body. HOW THE SCHEME IS PROGRESSING

leaders Without Exception Favor the Great Idea-Present Year May Witness Its Realization-Difficulties in the

Way-Labor Notes.

Indications are that the year 1894 will witness the union in one solid body of all labor organizations in America. For the past three or four years there has been a general lamor all over the country in both the American Federation of Labor and the Knights of Labor for the two great organizations to unite in one body instead of having separate existence, as at present, which has in many cases caused no small amount of blokering and trouble. The differences now existing between the United Garment Workers and the Knights of Labor is said to be a good illustration of the past difficulties in reaching a proper settlement of labor troubles and it is claimed by the labor leaders that if the two could be united in one, hereafter the trouble often experienced in labor circles would be entirely avolaed. It was argued that as long as Powderly remained at the head of the Knights of Labor and Gompers at the head of the Federation no union of forces could be secured. and this general belief was the chuse of several delegates to the general assembly receiving instructions to vote to displace Powderly. It will also be noticed that Gompers' scalp was sought at the last meeting of the Federation, as out of about 2,600 delegates he only beat McBride 82 votes. President Gompers accordingly made an in-vestigation to learn, if he could, what the main objection to him was, and it did not take him long to ascertain that the principal cause of the falling off of his supporters was their instructions to vote for a new man in order that the proposed union of the two or ganizations might be accomplished. Mr Gompers has, therefore, in the language o Jesse Blake, "taken a tumble to himself" and hastens to place himself on record in favor of the proposed union. In an inter-view a few days after the meeting of the Federation in Chicago he is quoted as fol-0W5: "The workingmen of the United States have been forced to consider and act upon this contemplated alliance. I believe that

it will be a success, that it will bring harmony, redress many wrongs and lead to the ultimate emancipation of labor."

What Caused the Change.

One of the causes that brought about this hange in the president of the American Federation was the action taken at the general assembly of the Knights of Labor. At that meeting a strong resolution was passed declaring in favor of the two organizations uniting, and a committee was ap pointed to bring the matter before the Fed-eration and ask that organization to elect a conference committee to act with the Knights of Labor and ky to agree upon some basis which would be satisfactory to all to

The delegates to the Federation meeting vote1 almost unanimously for the proposi-tion to elect the committee, which proved conclusively that the members of both or conclusively that the members of both or-ganizations realized the necessity of union and favored it. The joint committee has now taken up the matter and is giving it careful consideration. Its headquarters are at the office of John W. Hayes of Philadelphia. The first action of the committee was to address several letters to prominent labor leaders of the country, and in this may find out what the general sentiment really was. Already many answers have been received and all go to show that the proposed union is the united demand of labor.

James R. Buchanan in his reply says: "The forces of labor must be united by some form of federation into one great American union. It can be done and will be done. the men who are at the front now are not willing to take the necessary steps others must lead off. It is in the air." P. J. McGuire, who is one of the leaders

money was soon agreed upon by slightly modifying the demands of the Knights. It is said there was no change made in the meaning of the plank, but the language was BAD MILK IS BEING SOLD somewhat changed and is said to be satis-factory to ooth sides. The plank regarding Results of Tests Made by Board of Health the land question seems to be causing the most trouble and may not be agreed upon until the general meeting is called. This meeting will probably take place before the year 1894 is ended. HOW THE ORDINANCE IS BEING VIOLATED

Resolutions of Thanks. The following resolutions were adopted

by the Bricklayers union No. 1 of Omaha at the last regular meeting :

Whereas, Omaha has been honored by one of the most successful conventions ever held within her lindts, namely, that of the Brick-layers and Masons International Union of the United States and Canada, and Whereas. The manner in which the dele-gates to said convention have been enter-tained reflects great credit on our city and her hospitality, and will be known through-out the United States and Canada, now there-fore be it

re be it Resolved. That we, the members of No. 1 of

maha, do hereby tender our sincore thanks to overnor Crounse, and the citizens of Omaha and South Omaha who so kindly aided us in our entertainments, and we also tender our thanks to the press of the city for the liberal space alloted to us for the use of the conven-

Besolved, That a copy of these resolutions be given to the press of the city for publica-tion. By order of the union. JOHN H. THESEN, Secretary.

Labor Notes.

The maltsters at Newark have won their strike.

The file and rasp workers have organized at Olneyville. A Pittsburg coal company has voluntarily

advanced wages A rolling mill at McKeesport, Pa., has re

umed operations. Birdsboro, Pa., nall factories have closed

lown until April 1. The Ute and Ulay mines, Lake City, are now employing 175 men.

The Arkansas valley smelter, Leadville, is to start up with 200 men.

Factories at Passaic, N. J., have reduced their working force 25 per cent.

Mayor Brown of Paterson, N. J., says that 15,000 are idle in that city. Nearly \$500,000 were spent in improve-nents at Faribault, Minn., in 1893.

Mahoning valley, Ohio, coal miners will strike against a 10 per cent reduction.

It is estimated that four-fifths of the clothing operatives in Boston are unemployed.

A large portion of the soluning machinery in the Grinnell mill, New Bedford, is idle.

The New York State Federation of Labor endorses Altgeld for pardoning the anarch ists.

The Pomerov mills, Pittsfield, Mass., will suspend for two months unless business imtime the inspector had no authority to back up his orders in that respect. He found 140 dairies running wagons, and in none of the figures given are included the small dairies proves.

The Pullman Palace Car company is reducing its force of employes all over the country.

The union of window glass workers includes all men working at that trade in the country.

Chicago business men are meeting great success in their efforts to assist in relieving the poor. fluid being procured from various parties and the test made with the standard instru

A Pittsburg cork firm declares its factor; will be removed to Europe if the Wilson bill is passed.

Three eastern railroads report that the vorst effects of the depression have passed for all lines.

Edward Atkinson says that wages ar going up, while capital is gaining less for its investment.

spection no partiality was shown. Each member of THE BEE force was requested to furnish the office one pint of milk, purchased Several large tie contracts have been let at Del Norte, Col., and the camps have sample was given a number and sent for in-spection without the name of the milkman started up again. being given to the official making the test. In this way twenty-two samples of milk

A Johnstown, Pa., steel works is two onths behind on orders and 1,000 men are working overtime.

Union men must be employed on all municipal works in London, and the union scale must be paid. The spinners employed by the Meriden

Conn., woolen mill have had a reduction of 25 per cent in wages. The trouble between the Knights of Labor

and United Garment workers at Boston has not yet been settled.

> The Knights of Labor at Nebraska City have asked Congressman Bryan to oppose the proposed bond issue.

The Lippitt, R. L., Woolen company is run ning five days a week, eight hours a day, with about half of a force.

passengers free.

Senator Platt-Do you not think if the pass system were absolutely abolished by the roads it would be better for them and that one great cause of irritation of the people would be done away with?

Mr. Rosewater-Certainly; because when men travel who are paying, and they see large numbers of people who do not pay they feel that there is some imposition upor them, or that there are people who are favore

The Chairman-It is a source of irritation to those who do not get the favors? Mr. Rosewater-Yes, sir; and it ought to be abolished. I believe if they had cut down

their pass system in this state entirely five. six or seven years ago and had adopted then a 3-cent mileage rate, instead of keeping it at 5 cents up to within two years and 4 cents since, they would have had a larger income in the aggregate from the passenger ings than they got at the 4 and 5-cent charge.

Commission for Selling Tickets.

The Chairman-What do you say as to the commission allowed to agents for selling tickets?

Mr. Rosewater-That is a subject I have not investigated. That is an internal ar rangement among railroads that I have heard no complaint of.

Senator Harris-You have scalpers? Mr. Rosewater-We have scalpers every where, but I do not think these scalpers are employed by the railroads. They are parties who buy through tickets from parties whose destination is to a certain point and who have bought tickets through, and when they reach that point sell the balance of the ticket

Senator Platt-Every city has a ticket office for every principal road. How are those ticket offices supported? Mr. Rosewater-In the large cities it is

quite an outlay on the part of the railroads. The scalpers are not employed by the railroads. There is another thing about the scalpers' offices. The scalpers are a sort of detective system, in my opinion. They are used by the railroad companies to detect frauds upon the pass system. Parties who want to sell their free transportation to some scalper are generally immediately spotted, and notice is served and they are usually arrested. I think that is one of the causes for doing that. If the pass system was done away with the scalpers would soon follow. follow

Senator Platt-Do you understand that it is the practice of the railroad companies to allow a commission to the ticket agents who have their offices in the different cities for doing business?

doing business? Mr. Rosewater—They may do so. I should not be surprised if that were true. Instead of salaries they may be paying commissions. The Chairman—One road may pay a sal-

ary and another road pay commissi erstand it. There may be a ticket agent in this town or in another town, and a man omes into his office and wants to ticket to Pittsburg or to Boston. It is a question as to what road he will go by, a there are several he can go on after he leaves this town by some given road. The ticket agent uses his influence to get him to go on a line from which, if he sells a ticket over that line, he will be paid a commission. Mr. Rosewater-I think that is done here

also The Chairman-What do you think of

thatf Apply Commission to Reduction of Fares.

Mr. Rosewater-I should think that was an imposition in part, because it causes just that much more outing to the railroad company, and consequently prevents it from re-ducing the fares. As far as I can see, the object should be to give the public the lowest possible rate for which a railroad can af-ford to carry passengers. Senator Platt-It has been testified before

us that very large commissions were allowed in some instances by the roads to agencies in distant cities for selling tickets. If the pass system should be cut off and the com mission system could be cut off, and all the savings thus affected could be deducted from the price of tickets, it would be a consider-

able item in the way of reduction. Mr. Resewater-I have covered that branch. I presume. I have shown, so far as the people in this state are concerned, that they will still continue to agitate the enact-

or Wabash. If he had invested it in Wabash he would have been wrung out en-tirely. A receiver has been appointed for the Wabash and other railroads have had receivers appointed. It seems to me conress should not look to the few widows in Massachusetts but to the millions who a residing in this western country who are all abjected to this perpetual tax. The tax should be made uniform and reasonable, and the tax should be made with a view to them interest instead of in the interest of those who have put their money into railroad stocks that are liable to be up or down from day to day.

he does it would make no difference whether he invested it in the Union Pacific

Railroad Stocks Not Suffering Unduly.

I do not think the railroad stocks have een suffering so much. I received this table a day or two ago from Bell & Hatch bankers and brokers. 48 Wall street. showing the average value of eighteen lead ing stocks between September, 1883, and ine, 1885. I will not be sure about the other roads, but I refer to those we are in terested in. We will take the first, the Burlington & Quincy. In September, 1883 its stock was quoted at 90; in May, 1884, at 08: on the 10th of June, 1885, 123, So that

the orphans in that direction are not very much injured or very badly off, even with the terrible squeezing the roads have been subjected to

In 1873 the Chicago & Northwestern was 40, in 1884 it had gone up to 93, and now it stands at 90. I suppose that road has been pretty well inflated, too, by its watered stock. Still it is held at 90. Rock island is also in the same category in

this state. We deal with that road. We find that in 1873 its stock was 86, in May 1884, it was 108, and now it is 114 on the 10th

of June. The Union Pacific was 45 m 1873, 35 ir May, 1884, and on the 10th of June, 1885, 11 was 53. I do not know what it is today. Or what? That was the price of the stock, not only of the Union Pacific as it was quoted in 1873, but of some twenty odd millions additional stock that has been merged into it, all now called, in general, the Union Pacific railway. Still, its stock is 53.

## Widows and Orphins Not Badly Off.

Certainly the widows and orphans in Massachusetts are not so bad off, after all, as I thought they were. So far as congress is concerned, it certainly could legislate with regard to these railroads without actuall impoverishing these widows, and at the same time do justice to our people. I think the fixing of a maximum rate that would be rational and reasonable per ton per mile and the establishment of two units, 100 pounds for broken car lots and a carload as the unit for each carload lot, would be very essential

for this section of the country. Senator Platt-If you have thought on the question. let us hear what you think the effect of a reduction of rates would be on the aggregate or net earnings of the road. What would be the effect of the 25 per cent reduc tion all around? Mr. Rosewater-1 do not think a cut of 25

per cent would be admissible. I do not think the tariff of the road would increase proportionately to make up that amount. I would not want to believe that. There is, of course, a limited amount of traffic, now that four or five other Pacific roads are competing with this road.

Effect of 25 per tent Reduction in Rates Senator Platt-The cost of a ticket from New York to San Francisco, I think, is \$125 Suppose that ticket was reduced to \$100 which would not be a reduction of quite 2 per cent. That would have some effect t ncrease business over the road, would it

Mr. Rosewater-I think that with regard to passengers the 25 per cent reduction could be made very safely, because in that case there would be an incentive to travel that would increase the number of passengers very materially. Senator Platt-It would increase the

mount of immigration, too, would it not? Mr. Resewater—And immigration also. Senator Platt—And when immigration ame that would increase the freight busi-

Mr. Rosewater-On the other hand the freight traffic is not to be increased by any incentive of that character. That is, in my opinion, a reduction on freight would not

Senator Platt-Not immediately, but if it

ek out the ace! 'Three-card monte, or I'm a goat,' said Bierbower to himself; 'I wonder if I can't power I possess." have some fun here.'

"He leaned back in his seat and watched the sharper, who began to banter the crowd in the effort to get a bet. Nearly all the men in the car crowded around the card manipuator, but no one seemed anxious to pick the

"'What has become of your sporting blood, gentlemen?' he asked. 'Where in the world is your sand? Won't anybody bet the igars or the wine! Pshaw! I'm surpr He went on hectoring the crowd in that manner for several minutes, frequently picking up the cards and throwing them again, and always careful to call attention to the fact that the ace was in the middle At last, when it was evident that no one

would try him on the bet for cigars or vine, his capper reached out his hand to ward the cards, and said : "'I'll bet you twenty I can pick the ace.' "The gambler just looked at the capper and laughed. 'My dear fellow,' he said,

didn't you just hear me say that I did not want to bet any money? I simply show you this little trick for the sake of the amuse ment it offers. "He threw the cards once more and looked

up for the bet, but there was none. Then he started to gather them up, but just as he was about to rise the capper said again: "'I'll make you a bet. I'll bet you twenty

I can pick the ace.' I've told you several times what I'd do

and what I won't do.' replied the gambler, sharply. 'I won't bet any money, and there's the end of it.' "''Oh, well,' said the capper, 'if twenty's too much I'll scale it down to suit. I'll bet you ten I can pick the ace.'

"The gambler turned to the crowd, 'Gen-tlemen,' he said, 'you see for yourselves that this man, whom I have never seen before, forces me to bet with him under the implication that I am afraid. Now you,' he said hotly, turning sharply and facing the capper, 'you imply that I am afraid to bet with you. I'll tell you what I'll do. Since you are so anxious to bet I'll bet you \$100 and not a cent less that you cannot pick out the

"Weil, it was the call down fair and square, and of course the capper put up the hundred. Of course he chose the card that everybody thought he would choose, and of ourse it was the right one. Of course, also that nettled the gambler, and he declared that he must have satisfaction. Well, that started the betting, and in a few minutes the suckers were biting pretty well. Then Bierbower took a hand. He had some of the 'queer' gold in his pocket and he went to the gripsack and got a lot more. In the regulation way the gamblers let him win a good bit at the start for bait. Hierbower knew the game from A to Z, and the way he played those fellows was beautiful. All the money he won from them at the start was

good. That he shoved deep down in his pocket. But when he began to lose he fished up the 'queer' he had taken from the counterfeiters and paid with that. The gamblers were too busy with the game to notice what was going on, and the marshal kept at it until he had won quite a nice little plle. Several suckers had been lured into the game and had dropped a good bit of money, and Bierbower was sure of all the evidence he wanted.

"So when he thought the thing had gone far enough he tipped the wink to one of his deputies to step over to where he sat. The deputy came and then Bierbower said to the gambler and his capper:

"'I've been looking for you gentlemen for some time and I'm very glad, indeed, to have met you today. I am the United States marshal for the district of Nebraska and it is with the generator there that have is with the greatest pleasure that I place you both under arrest. I think you will agree with me that I have secured quite nough evidence this afternoon to warrant

my doing so.' 'Well, they didn't say a word, you see Bierbower had caught them red-handed and they gave up and went along. They real-ized that there was no use in trying to get out of it, so they both pleaded guilty and received the full penalty of the law, which was very strict against bunco gambling Bieroower was gone when I was at Omaha, but that story is one of the old standbys of thefort.

in the National Carpenters union, says: "Do I favor it? Yes, with all my heart and every

John McBride, a noted leader of the United Mine workers, finishes his reply as follows "The practical and most speedy way to bring about a unification of our forces will be to hold a convention made up of a limited num ber of delegates from all organized labor in the country, who would provide a sound, safe and comprehensive basis for a newer, grander and more serviceable labor organiza-

tion than the world ever knew." John W. Hayes of the Knights of Labor is reported as follows: "I believe the time is re when workingmen of all classes mus get together to bring about unity of action on measures for the benefit of humanity." on measures for the benefit of humanity." Letters approving the proposition have also been received from Robert Bandlow of Cleveland, George F. Murray of New York, Samuel L. Leffingwell of Indianapolis, Chris Evans of New York, Robert Schilling of Milwaukee, John B. Leanon of New York, Frank K. Kaster of Beston Joseph A Lana-Frank K. Kaster of Boston, Joseph A. Lana die of Detroit, Eugene V. Denbs of Terre Haute, Robert Pyne of Hartford and many other noted labor leaders. In no instance, it is said, has a letter been received by the committee opposing the proposition.

# Where the Difficulty Lies,

The main stumbling block that will be encountered in this movement will be the trouble in agreeing upon a basis that will give general satisfaction. Several of the Federation have declared that the Knights should simply drop out of existence and come into the American Federation, while there are Knights to be found who would agree to unite, provided the American Federation members dropped the Federation and joined the Knights. It is not to be be-lieved, though, that this class of men will control the action of the national meeting that is likely to soon be called. From the latest advices received it is quite probably that the proposition of John McBride of the United Mine Workers will be the principle upon which the union will be affected. He proposes that the national convention of both of the organizations be called at the same time in the same city and that, as a basis for uniting, the Knights of Labor give up their present existence as trades assem-blies and that hereafter all new organiza-

tions of mixed trades be given charters as mixed assemblies and all trades organizations be given charters as trades unions, and that in consideration of the Knights, in part, giving up their existence the Federation of Labor is to adopt the principal planks of the Knights of Labor preamble. This proposi-tion seems to be received with more favor than any suggestions that have thus far been made, and it is chilmed by the friends of this basis for uniting that it would give satisfaction to all concerned in organized labor.

Several of the local labor leaders have carefully considered the McBride proposition and pronounce it to be about the only basis upon which America's labor forces could be solidly united. It is generally thought that the extra expense of calling and holding a national conference for the purpose of carrying out the proposition is not necessary, but that both organizations meeting at the same time and place would be desirable instead. By this means it is claimed that the union would then be sure to be accomplished by the real representatives of labor and that this would tend to give better satisfaction than negotiations at a special called meeting. Then the fact that all of the organizations have recently borne

the expense of sending delegates to the na tional meetings leads many of the members to oppose any more expense at this time especially during the present dull times is reported that the committee having the matter in charge is having some trouble in agreeing upon just how many, and what planks of the Knights of Labor preamble shall be inserted in the preamble of the pro-

posed organization. The propositions to do away with child labor, establish eight hours as a day's work and to abolish the contract system on all public works, have been easy to agree upon, but the plank in the Knights of Labor preamble demanding the govern-ment ownership of railroads is causing some delay. The Federation is willing to accept the plank domanding government ownership of telegraph lines, but hesitates about the railroad question. The plank regarding

Five hundred miners have gone out on a strike at Mercer, Pa., rather than accept a cut in wages of 35 per cent.

Several mill girls were injured at Norristown, Pa., in trying to get out of the mill of account of a false fire alarm.

Two hundred glass workers have lost positions on account of the reduction of force at a factory at Bridgston, Pa.

The employes at the Enterprise glass works of Beaver Falls, Pa., have struck rather than accept a reduction. All the Australian settlers in Paraguay

ere offered free passage back home by the government, but none returned. A bicycle factory at Toledo, O., has re-

duced its working force from 700 to 300 Ten thousand are idle in the city.

Three thousand poople assembled in Cooper Union hall, New York, and protested against the passage of the tariff biil. The men employed in the mines of Forbes

Cormichael & Co., Wellsburg, W. Va., will strike against a 10 per cent reduction. The labor unions of New York have been

investigating the convict labor system, and report that all convicts are working on full time. Mayor Rankin of Elizabeth, N. J.

nounced last week that one-fourth of the laborers in that town were unable to get work

Several labor leaders of Europe, including John Burns, will visit America soon. They will give a series of free lectures in the principal cities. Their expenses will be paid by the labor organizations of England. The American Nettie mine at Ouray, Colo. closed last week because the men demanded a raise of 25 cents a day, the management having contracted to board them 15 cents cheaper. The mines will start up soon with a new force.

The Miners union of Cripple Creek is becoming dissatisfied with the nine-hour schedule and has made a demand on all of the most prominent mine owners for a re duction of time to eight hours, but to still retain the nine-hour scale of wages.

Reports from the different mining camps near Pittsburg indicate that the miners have failed to obey the general strike orde and the greater number of pits are working. At the offices of the Hackett Coal company and the Pittsburg and Chicago Gas company the mines superintendent reported the mines in operation

The Australian papers brought by the Warrimoo are full of accounts of great dis-tress in Australia. Among the unemployed murders, sulcides and burg'aries are occurr-ing with alarming frequency. Co-operative settlements are being formed and aided by the government, which is granting land. the different colonies monster processions parade the streets with banners bearing in criptions, "Work, Not Charity," etc. Ministers of all denominations are joining in the big cities to raise a poor fund.

### A Follower of the Grip.

The persistent cough which usually fol lows an attack of the grip can be permi-nently cured by taking Chamberlain's Cough Remedy. W. A. McGuire of McKay, O., savs: "La Grippe left me with a severe cough. After using several different medicines without relief, I tried Chamberlain's Cough Remedy, which effected a permanent cure. I have also found it to be without an equal for children, when troubled with colds or croup. 25 and 50-cent bottles for sale by druggists.

A glance over the contents of Work and Play for December shows an interesting variety of topics embraced in its talks to little ones. The teachers' supplement is a valuable feature. Work and Play company, Chicago.

# DeWitt's Witch Hazel saive cures piles.

The Salvation army has been in existence twenty-eight years and has 4,807 mission stations, seventy-four homes of rest where flicers go whose health is broken down sixty-six training achools for the training of officers, sixty-four slum posts, forty-nine rescue homes for fallen women, twelve rescue homes for failen women, twelve prison-gate homes, fifty-two food and shelter depots, thirty-four factories and employment offices and five farm colonies,

adsen Henigsen..... Sam Petersou . Schulck These inspections show conclusively that milk is being sold in the city directly in violation of the ordinance and the health department says that it will probabl tinue until the reorganization of the Board of Health is effected.

and by The Bee.

Extent to Which People Are Imposed on

by Dealers-Samples that Fall Below

Grade Required-Brewery-

Fed Cows.

To the delay of the council in confirming

the appointments of the mayor and the con-

sequent uncertainty of the personnel of the

Board of Health for the coming two years is

attributed the delay in entering upon the

enforcement of the new milk ordinance,

which was to have gone into effect the first

Milk Inspector Holmes says that he is not

certain that he is to remain in his present

position, and it is regarded as quite sure

that Health Commissioner Somers will not,

and to this is due the continuation of the

old state of affairs. The milk inspector says

that the milk now being sold in the city

comes nearer reaching the two extremes

than has over before been the case; that is,

the better class of dealers are selling much

better milk and the less reliable dealers

The ordinance prohibits the selling of milk

which contains less than 3 per cept of butter

fat, but there is a great deal of milk now

being sold in the city that will not stap 1 a

test of that kind. The following figures are

taken from the annual report of the inspector

119 82 72

The highest test in the seven months was

During this time 337 dairies were inspected

4 2-5 and the lowest 1.3-5, the average being

and 629 milk inspections and tests made. The dairies inspected handled the milk of

3,977 cows, an increase of 421 over 1892. Six

animals were condemned and were killed or taken away from the herd, although at that

keeping from two to five cows, the milk of

Result of The Bee's Inspections.

So much complaint was made regarding

the quality of milk peddled in the city that The Ber temporarily went into the milk in-

ecting business on its own account, the

ments in the office of the milk inspector, and their correctness certified to by that indi-

In the selection of samples of milk for in

were secured and tested with the result

from his milkman, in a clean bottle.

13 15 28

5 1-10 3 1-5

The

Per cent of

butter fat.

2 3-5

3 3-5

24-528-5

much poorer milk than ever before.

for the last seven months of 1893;

.....

which is peddled by hand.

of the year.

June ...

July August September October

November. December

vidual.

herewith given:

ohn H. Bichel .

als Littlefield

ox & Hensman.....

Louis Littlefield I. Batdorf H. Nellson N. C. Christensen J. C. McLean Washington County creamery... John Bohn George Eddy's cow. S. Jorenson John Hansen C. Winther

Windsor Hotel.

Fox & Hensmit

Johnson..

Dealer

ust 3 per cent.

# Fond Hope Shattered.

One of the samples brought to THE BEE office for inspection was labeled as having been procured at "Plainview Dairy," and when the result of the test was known there was a scramble for the address of the dairyman. Then it was discovered that an enterprising member of the force had secured a pint of milk from his friend, George Eddy, who keeps a cow, and the hopes of the force for a better grade of milk went glimmering, owing to the limited

supply. These tests were made in December, That month, so those posted claim, is a fair one in which to make a test. The demand for cream is much lighter than during the fruit season and there is accordingly less tempta-tion for the milk dealer to furnish his patrons with skimmed milk. Inspectors iso admit that the law's requirem milk shall contain 3 per cent of butter fat is very low and that mllk which does not reach that requirement has certainly been diluted.

### Brewery-Fed Cows.

An unhealthy condition that the new or dinance seeks to remedy is the feeding of slops from distilleries, brewerles and vinegar factories, which is now carried on to a very great extent by the dairymen selling milk in the city. The ordinance distinctly specific the city. The ordinauce distinctly specifies that no milk from such stock shall be offered for sale within the city, yet never before has this practice reached the extent to which it prevails today.

Inspector Holmes, in speaking on this point, said: "The milk from cows fed on distillery or vinegar slops is not fit for the use of any human being, and even that from brewers' slops is not fit for the use of children if the cows are fed very largely on it. although if mixed freely with good, whole some food, I do not know that there is thing wrong with the brewery feed. Still the ordinance prohibits all of it, and its use will not be tolerated after the enforcement of the ordinance is begun. People are im posed upon to a surprising extent by milk Jealers. You can go into any of these creamery agencies and ask for cream and they will almost certainly ask if you want it for whipping purposes. The person who knows his business will say that he does want it to whip, for only in that way will he get good cream. The ordinance provides that no cream shall be offered for sale that does not contain 16 per cent of butter fat and cream that is poorer than that will not whip satisfactorily. The dealer knows that as well as I do, and he knows that if he sells the poor cream for whipping purposes it will be detected by the cook, so that if it is for whipping he wil furnish good cream, but if whipping to wil furnish good cream, but if otherwise te will sell some stuff that is

How to Cure La Grippe.

If I got no relief from one

DeWitt's Witch Hazer Salve cures sores.

DeWitt's Witch Hazei Salve curce ulcers.

nothing but fairly good milk."

cent bottles for sale by druggists.

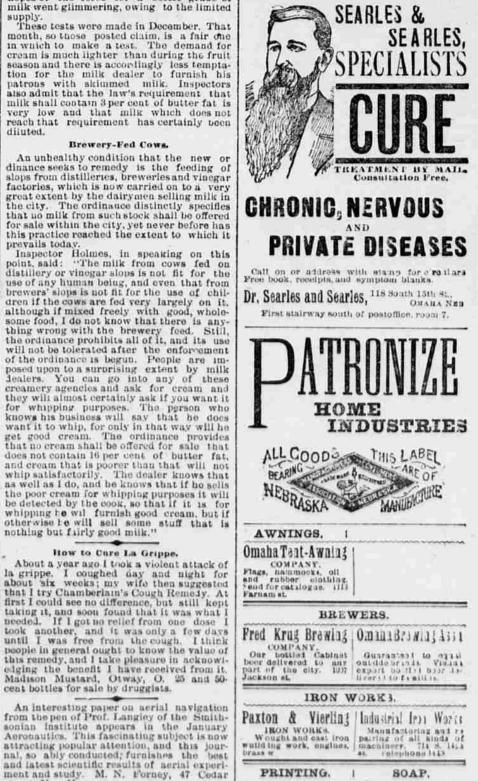
street, New York.

about

PRINTING. 1 SOAP.

Reed Job Printing | Page Soap Co. Manufacturers of Union soap. 115 History at COMPANY. Bee Building

night are stopped quickly. Over 2,000 private endorsements. Prematureness means impotency in the first stage. It is a symptom of seminal weakness and harrenness. It can be stopped in 20 dsys by the use of Hudyan. The new discovery was made by the Special-ists of the old famous Hudson Medical Insil-tate. It is the strongest vitalizer made. It is very powerful, but harmless. Sold for \$1.00 a package or 6 packages for \$5.00 (plain scaled boxes). Written guarantee given for a cure. If you huy six boxes and are not entirely cured, six more will be sent to you free of all charges. Send for circulars and testimonials. Address HUDSON MEDICAL INSTITUTE, 1032 MARKET ST., SAN FRANCISCO, CALIFORNIA. DOCTOR



13

REMOVED.

THE ALOE & PENFOLD CO. are

now located at 1408 Farnam St.,

opposite Paxton Hotel. Prescrip-

tion Druggists, Surgical Instru-

ments, Optical Goods, Mathemati-

cal Instruments, Physicians' and

Hospital Supplies, Rubber Goods.

For Successful

HIGH-CLASS PHOTOGRAPHY.

313, 315, 317 S). 15th St., Onlin.

Take Elevator.

THE GREAT

Audyan.

This extraordinary Rejuvenator is the most wonderful discovery of the age. It has been endorsed by the leading scientific men of Europe and America.

Hudyan 1s

purely vege-

MANHOOD

Constipation, Dizziness, Falling Sensations, Nervous Twitching of the cycs and other parts. Strengthens, invigorates and tones the entire system. Hudyan cares Debility, Nervousness, Emissions, and cevelopes and restores weak organs. Pains in the back, losses by day or night are stopped quickly. Over 2,000 private endorsements.

1

AFTER

Prematureness Hudyan stops

of the discharge in 20 days,

DEFORE LOST

5

Retween Farman and Harney

Photos of

BABIES

THE ALOE & PENFOLD CO.

Large stock. Low prices.