

In Labor's Realm

Matters of Especial Interest To and Concerning Those Who Do the Work of the World

Boston.—Boot and shoe workers' international convention abolished the referendum system. The following were elected as the national officers by the convention: John F. Tobin of Boston, president; Collis Lovely of St. Louis, vice-president; Charles L. Balne of Boston, secretary and treasurer; T. C. Farrell, Emmett T. Wall and Warren M. Hatch of Brockton, Mass., Gad Martindale of Rochester, Z. Lesperane of Montreal, C. E. James of St. Paul, George Bury of Cincinnati and Mary Anderson of Chicago, members of the general board; August Wilkinson of Cincinnati, Minot A. Burrell of Randolph, Mass., and Patrick Gillen of Brooklyn, general auditors. The next convention will be at St. Paul.

Chicago.—Officials of the Lathers' union who were indicted by the grand jury on charges of conspiracy on the complaint of William H. Scromtz, a lather of Cleveland, appeared before Judge Brentano and gave bonds of \$2,000 each. The indicted officials are Clark Ruth, A. Alex, George Briggs, Thomas Simmons and Fred Ott, who are accused of demanding that he pay \$50 before being allowed to work on a union job. The indictments have caused quite a stir in union circles, as nearly all unions have similar rules, requiring strangers coming to the city to pay extra for their first working card.

London, Eng.—Sheffield Master Builders' federation has asked the operative bricklayers and the carpenters and joiners to submit to the abolition of walking time to places of work, beyond a radius of 2 1/2 miles from the parish church. This the men refuse to concede. The latter have replied by asking for an increase in wages to one-half pence an hour. The operatives are well organized in the district, and the Master Builders' federation is strong. The fear is that a strike may take place; but it is probable that the matter will be settled by the conciliation board.

Indianapolis, Ind.—Edwin Perry, secretary-treasurer of the United Mine Workers, in the United Mine Workers' Journal, urges the local unions of the organization to affiliate with central bodies and state federations wherever they exist, in compliance with a resolution that was adopted at the Denver convention of the American Federation of Labor. The communication from Mr. Perry in the journal is addressed to all local unions under the jurisdiction of the international organization of the mine workers.

Boston.—Boston carpenters' and electrical workers' strikes are over, having been won by the unions. The carpenters secured a four-cents-an-hour raise in wages and the Saturday half holiday all the year round, making the new wage one of 47 1/2 cents an hour. The electrical workers got a five-cents-an-hour raise, establishing the new minimum rate at 50 cents an hour. They also got the Saturday half holiday from May 1 to September 30 of each year.

Washington.—Frank Morrison, secretary of the American Federation of Labor, says that at present there are 2,000,000 persons throughout the country out of employment. Mr. Morrison declares this to be a conservative estimate, and he said this statement was the consensus of most careful estimates made by men who are thoroughly familiar with the conditions of employment throughout the United States.

Gary, Ind.—Plans have been turned over to the contractors for the construction of the new \$10,000,000 plant of the American Car and Foundry Company at Gary. It is believed the contractors will be ready to submit their bids by August 1, when the contract will be let. The site of the new plant was purchased several months ago. It was announced that about 5,000 men would be employed.

Chicago.—Five hundred employees in 18 of the grain elevators in the Chicago and Calumet districts were locked out when the owners declared for the open shop and refused to enter into contracts with the union. The controversy has been going on for several weeks, the elevator owners insisting on a reduction in wages and the men holding out for the conditions which prevailed last year.

Brooklyn, N. Y.—Steps were taken recently by the Brooklyn (N. Y.) Central Labor union which may result in the formation of an independent municipal party in opposition to the Democratic and Republican parties at the coming mayoralty campaign.

Washington.—The average wage of painters in England is about \$10 a week; in this country \$15.

Winnipeg, Man.—The Canadian Northern railway engineers voted to strike. The officers of the company challenged the men to come out on strike and the men accepted it. About 300 men are involved.

Boston.—Fall River and New Bedford textile councils will henceforth act jointly on legislative matters and general matters of concern to both bodies.

Boston.—Wood, Wire and Metal Lathers' union international convention will be held in Wells' Memorial hall, this city, the week of September 13.

Pottsville, Pa.—The threatened strike of the trolley car employees of the Eastern Pennsylvania Railways Company over the entire system from Mauch Chunk to Pottsville was averted in an agreement on the wage difficulty by C. O. Pratt, national vice-president of the Amalgamated Association of Street Railways Employees, and a joint committee of the men with Lieb Bradley, general manager of the trolley corporation. The men, who were receiving 17, 19 and 21 cents per hour, according to their period of service asked for an increase to a 23-cent flat rate. A compromise was made by which the men will get 19 cents for the first year and 22 cents for the second year and thereafter.

New York.—It is reported in shipping circles that at a meeting of the large shipping interests at London an international federation of the steamship companies and shipping interests of both Europe and America was proposed to act on general trade matters and also on labor troubles. It is planned to circumvent strikes by creating a large insurance fund and reimbursing members of the federation whose vessels or docks may be tied up. Another idea, it is said, is to have strike-breakers organized and ready to be mobilized in the shortest possible time at any point where trouble has to be met.

Madison, Wis.—In reply to an assertion recently made that the movement for an eight-hour day for women was of comparatively recent origin, Dr. John B. Andrews of the University of Wisconsin says that the movement for an eight-hour day for women is an old issue that has been revived, a movement in that direction having been started during a strike by the factory girls in Lowell, Mass., in 1834. A result of that agitation was the passage of laws in factory states limiting the work of women to ten hours a day. The doctor has produced evidence.

Elwood, Ind.—The indications are that the American Sheet and Tinplate Company means to center the fight against the Amalgamated Association of Iron and Steel Workers at the plant in this city, in preference to the east, and that if the local strikers refuse to return to work in the "open shop" plant, sufficient men will be imported to operate the mills here in full. Fifty practical hot mill men from the "open shops" in the east were brought to this city.

Washington.—In addition to efforts to improve the laws in the various states, the national child labor committee has taken a leading part in advocating the establishment of a federal children's bureau. The bill is now before the extra session of congress, and it is anticipated that consideration will be given to the measure during the early days of the regular session. President Taft, who is a member of the committee, has given his hearty approval of the measure.

New York.—The International Seamen's union is to petition congress requesting that the general law be so amended as to prevent the undermanning of vessels, and that as necessarily incidental to such prevention a standard of skill should be established in the case of the seamen concerned.

New York.—The representatives of the United Hebrew Trades said that a general strike of the 20,000 coat makers in this city, who are organized as the Brotherhood of Tailors, is now threatened for a restoration of the wages of two years ago.

Washington.—The Amalgamated Association of Glassworkers cannot affiliate with the building trades section of the American Federation of Labor, according to a decision reached at a meeting of the section here. The rejection of the glassworkers' application for membership was on the ground that they do not perform sufficient labor on buildings to warrant the affiliation.

San Juan, P. R.—A bakers' strike which is in progress in Santo Domingo has resulted in an effort to get Porto Rican bakers to go to Santo Domingo. Free passage has been offered them, but the union, which is affiliated with the American Federation of Labor, has issued an official announcement warning the men not to go as the object is to use them as strike breakers.

Marselles, France.—The seamen's strike has been partially reopened as a result of differences which have arisen in the settlement over the question of leisure time. Some violence occurred and several of the men were arrested. The Fabre line steamer Germania was prevented from sailing for the United States by the desertion of the crew at the last moment.

San Francisco.—San Francisco Labor council is considering a plan to send the unemployed in that city to work on farms.

Winnipeg, Man.—The Manitoba government will appoint a committee to investigate workmen's compensation.

London, Eng.—In the north of England there has been a reduction of three pence a ton on puddling and of 2 1/2 per cent. on all other forge and mill wages.

Chicago.—The Women's Trade Union league will hold a national convention in this city in September.

CLEVELAND CENTER FIELDER.



"Dode" Birmingham, Guardian of the Middle Garden for the Cleveland Naps, Lining One Out.

NOTES of the DIAMOND

The Boston Red Sox have purchased "Plucaduff" Duffy Lewis, the sensational slugger of the Oakland club of the Pacific Coast league.

Manager Bresnahan of the St. Louis National league baseball team has released Pitcher More to Boston and Pitchers Higgins and Rhodes to the Little Rock (Ark.) team. Pitcher Barton has been purchased from the Portsmouth club of the Ohio State league.

There are former Highlanders with every American league team—Niles and Stahl with Boston, Thomas with the Athletics, Unglaub and Conroy with Washington, Ball and Goode with Cleveland, Moriarty with Detroit, Dougherty and Hahn with Chicago, Howell, Powell, Williams and Hoffman with St. Louis.

First base is being better cared for in the American association this season than in any time since the league operated in 1902 as an outlaw thorn. Look at the hitting of Odwell, Freeman, Gill, Flynn, Beckley and Carr, and you will find nearly all of them .300 men or thereabouts. McGann and Sullivan are not far behind either as timely swatsmen. All of these men are above the average, too, as fielders.

Ban Johnson says Detroit will have no cinch for the pennant. "Those Athletics are coming awfully fast," says Ban.

Detroit has turned over to Little Rock one Pitcher Allen, a collegian, who is in need of more seasoning. There was no room for him on the Tiger staff.

Catcher E. V. Spencer, familiarly known as "Tub," has deserted the Boston Red Sox, declaring he will join the California "outlaw" league. "Tub" packed his duds and hiked for the coast.

Bob Spade, the Cincinnati holdout pitcher, has been reinstated by the national commission upon payment of the customary \$100 fine.

Ted Sullivan, the globe trotter, is now looking over a few eastern players for the Chicago White Sox.

Manager McGraw of the New York National league baseball club is negotiating with the Boston Nationals for the return of Catcher Bowerman. It is understood that Boston will acquire several players in exchange.

Biggest Break on Spit Ball.

Speaking of spitballers, the Toledo American association players are a unit in saying Grover Gillen had the biggest break of a spitter ever in the American association. Grover couldn't quite control it, and often didn't use it, for the Toledo catchers couldn't handle it—the break was so sharp and so big. Grover never knew just where it was going and circumstances forced him to abandon it and leave Toledo for Denver.

"Taken" Sign on All Players.

According to Tom Daly, scout for the Brooklyn National league team, 90 per cent. of the remarkable players for major league trials for next season have been sold or figure in some sort of deal with the minors. "Every promising youngster," said Daly, "is discovered and has been secretly or publicly sold."

MOST DEPENDABLE PITCHER IN AMERICAN ASSOCIATION

Stoney McGlynn, Veteran of Milwaukee Team, Taken Out Only Once Thus Far This Season.

Are pitchers in the American Association getting weaker in their ability to go the route or are managers yanking them oftener or again are the batsmen harder to repulse? Accurate dope on slabmen indicates that 172 times pitchers have been changed for a fresh man so far this season. This is an unusually large number for so early in the year.

It means likely that managers are awakening to the fact that there is a proper time to pull a twirler to save games. Clymer is beginning to learn



Stoney McGlynn.

this lesson and he has contributed a large share of the 172 in comparison to his yanking of slabmen in other years. The hitting is not so strong as in the past. That is shown by the averages. It must be that the managers are growing wise.

Who is the most dependable pitcher in the league right now? Fans ask this question and there is a solution. He is none other than that ancient hero of the slab, Stoney McGlynn, the Milwaukee twirler. This old tar has been yanked but once this year and that was in Columbus when he was a sick man. The slabman who can go the full route every time but once, win ten and lose six, get six shutouts, a one-hit, two-hit, five-hit and two each of three and four hit games is going at some pace. Olmstead of Minneapolis, is another remarkably reliable twirler. He has gone the full route every trial but once and has won 11 and lost six, five of his victories being shutouts.

McCloskey took McGlynn with him from the St. Louis Cardinals. He has been pitching for 20 years and is still a good one.

Chattanooga Lands Pennant.

The second pennant to be decided in the south this year in organized baseball has been awarded in the South Atlantic league, Chattanooga landing the flag in a runaway race. The club is managed by John Dobbs, former Brooklyn and Cincinnati outfielder. Another season has been started.

Jack Farley's Flying Switch

By Cy Warman

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Jack Farley was one of the old-timers. It was through my old friend Dick Hayes that I met him and it was Dick who told me of his reputation.

"He's an awful lusher," said he. "Nobody knows why, and nobody'll ask why, but the old man thinks more of Farley than he thinks of any man on the mountains. If it came to pulling the pin on Jack or that brass-bound kid o' his that's on passenger he'd let the kid go and give Farley the punch. He's just wrapped up in Farley. Trainmaster's fired him twice an' the old man's put him back."

The "old man" was, of course, the superintendent. He was what managers call a hustler, and he liked Farley because Farley could hustle and get over the road without "scrapping" with the engineers.

It was as a result of one of his usual sprees which came within an ace of wrecking a string of cars and killing the entire train crew that Farley was discharged. The sprees ended in a case of delirium tremens, which sent Farley to the hospital, where he remained for several weeks. When he came out he was nervous and pale. The first time he went down in the yards he entered his old way car, opened a little private cupboard that the carpenters had made for him, and took out a jug. A few minutes later Jack entered the office of the old man. Anybody but Jack would have asked an audience, but Farley filed past the astonished clerks and entered the superintendent's private office. "Mr. Highway," said Farley, "here's a jug of bully good whiskey. I want to make you a present of it."

The superintendent was amazed at the man's audacity. He knew that

had been cut off and set in on the opposite side, so as to clear the main line, but the men on the head end did not know this. In going in on the siding the pusher had injured her pilot, so now she could not push. She would have to change places with the head engine.

The conductor signaled the head engines; they each blew three short blasts, the pusher answered, and the train began to back away. The moment the head engines began to back out the conductor realized that he had made a mistake—that the men ahead did not know that the pusher was detached. Immediately he scrambled to the top of the train and made another mistake. Instead of giving them a slow signal he gave them a stop signal. They shut off, but the rear end of the train had been pushed back beyond the level track that lay in front of the little way station. Five loads snapped off and went roaring down the mountain behind the superintendent's train. The one brakeman was almost immediately thrown from the train as it dodged round a sharp curve, and now the cars were running wild.

The engineer on the special saw the runaway cars coming, and instantly let off the air and began to fall out of the way. Nine hundred and ninety-nine men out of every thousand would have done the same thing. It is of a piece with the rule that says when you train has parted keep going (keep out of the way) until you are sure that the detached portion of the train has stopped. The other man would have stopped at once, unloaded his passengers, scrambled out of the right of way, and let them hit. But that is not according to the book of rules nor in keeping with the instinct of an engineer. His first thought is of his people, his train, his engine—to remain in the cab and die, if need be, and he usually does it.

The man on the special, being full of the book rules, kept going, but a car loaded with outrun a locomotive with her links and rods and all her machinery to hold her back. Anyway, a car will run faster than any sane man would dare run down a two-hundred-foot grade, and in a very few moments the special crew saw that if they all held the rails the loads would soon be on the top of them. The old man, who had never known fear before, put an arm affectionately about the slender waist of each of his helpless children. The speed of the special was something frightful, but the cars were gaining on them.

Farley, standing on the rear platform, turned and looked into the car. He saw the strong, rough man, who had always appeared as dry of tears as one of the rocks that made these mountains, bending over his weeping children, weeping like a woman.

For two or three seconds (seconds are like hours in the face of death) he had been contemplating a move that would result in his immediate death or the salvation of the special. Now the sight of this strong man in tears settled the matter; he would make the effort.

A few miles below the point where the freight train parted there was a short siding in a sag. When the special car passed the switch target Farley stepped off just as he would drop from a train at twenty miles an hour, but the special was making forty or more.

The old man saw him jump. "Ah, well," thought he, "the poor devil is only trying to save his life. I don't blame him."

When Farley stopped rolling he scrambled to his feet near the east end of the siding. In his torn and bleeding right hand he held the switch key, that he had taken from his pocket before making the frightful jump. Staggering to his feet, he found the lock, thrust the key in, and swung back on the target; but at that instant the wheels struck the ends of the rails, the car leaped into the air and glanced off into the side of the shallow cut, while the other cars came piling up in a heap.

Presently, when the driver, looking back, saw nothing following, he began to slow down and stopped.

The superintendent sent the fireman back, and flagged slowly to the scene of the wreck. When he had come upon the heap of splintered cars he jumped from the train and ran back to look for Farley, who had jumped off near the other end of the siding. As he passed the wreck he glanced back and saw that the switch, now broken down, had been unlocked. Looking closely, he found the big brass lock with Farley's switch key sticking in the keyhole. Now he saw what had been done, but where was Farley? They searched, and soon found him under the debris.

When the broken freight had been removed the old man bent over the dead conductor and wept as no man on the mountain had believed him capable of weeping; for this man had saved his life, and had died doing it.

Not long ago I passed over the road, and the conductor pointed out the place. "There," said he—"there's where poor Jack Farley made his flying switch."

A bank is not a very interesting place to the man who has not much principal.



When the Special Car Passed the Switch Target Farley Stepped Off.

Farley drank whiskey, but he had kept him because he knew more railroad drunk than most men knew sober, and because at that time there was no one to take his place.

"Where did you get that?"
"Out of my caboose—or, rather the caboose that used to be mine."
"You know then that you are discharged?"

"No, I haven't heard so, but I should think so. It's about time."
"Yes," assented the superintendent. "I'm sorry," said Jack.

"So'm I."
"I'd rather begin at the bottom again here," said Farley, looking down towards the roundhouse, where a half-dozen black locomotives stood waiting to take 21 out, "than take a train on another road."

"Well, if you begin where you are you'll begin at the bottom, for you are about as near the bottom as the car-pet is to the floor."

"May I begin, then?"
"Yes, in just a hundred years from today."

"But you understand I've quit, don't you?"

"Quit what?"
"Rambooze."
"Huh!" and the superintendent wrote rapidly, pretending to forget Jack and his jug, and all else but the pay roll that he was signing.

"Goodbye, Mr. Highway," said Farley, moving towards the door.

"Goodbye, Jack—here! you're forgetting something."

"No," said Jack, "I've quit," and he passed out, looking very pale and sad.

Long before the end of the one hundred years Farley was braking on the hill again.

Three years from the day he gave the old man the jug he was running the old man's car.

For the first time (and the only time, so far as I know) the superintendent had taken his two little girls out with him. He was a worker, and used his private car for the company and never for himself, but, being a kind, affectionate father, though a terror to trainmen generally, he had concluded to give the children a little excursion at the other end of the line.

As they came down the hill that day they met and passed a freight train on a siding. The rear engine