

London Saturday Advertiser

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SATURDAY JULY 14, 1894.

WHOLE NO. 9932

Over the Sea.

The Tide of Political Promotions Has Left Chamberlain Stranded.

Northampton Honors Bradlaugh With a Terra Cotta Statue.

Bicycles Provided for in the German Army Estimates.

The Terrible Cholera.

ST. PETERSBURG, July 13.—One hundred and fifty-three new cases of cholera and 54 deaths from the disease were reported in this city during the past 24 hours.

Bicyclists in the German Army.

BERLIN, July 13.—The sum of 100,000 marks is included in the German army estimates for the present year for the supply of bicycles to the infantry. Two bicycles are assigned to each battalion. An instruction has been issued dealing with the bicycle service. Bicycles are to be used for communications between columns on the march and for communications between advanced guards. When troops are in quarters bicyclists are to fulfill the functions of orderlies, especially where mounted orderlies are wanting. They will also relieve the cavalry from relay and intelligence duties. In great fortresses the whole of the duties now devolving upon cavalry as message bearers will be transferred to bicyclists.

A Monument to Bradlaugh.

LONDON, July 13.—Northampton has at last honored the late Charles Bradlaugh, who, after historic struggles, represented it in Parliament, by erecting a terra cotta statue of him. The figure of Mr. Bradlaugh is about 7 feet 6 inches in height, and represents him in the attitude of addressing the House of Commons. The gesture of his upraised right hand will immediately recall the junior member for Northampton to any who heard his strident eloquence in public demonstrations or within the stately walls of St. Stephen's. On the pedestal are graven these words: "Thorough Charles Bradlaugh. Born Sept. 26, 1833; died Jan. 30, 1891; M. P. for Northampton 1880-91. Four times elected to one parliament in vindication of the rights of constituents. India, too, chose him her representative. A sincere friend of the people, his life was devoted to progress, liberty and justice."

Backing for Burns.

LONDON, July 13.—An appeal has gone forth for assistance to John Burns. Mr. Burns has been by far the most useful labor man in Parliament or the county council, and has done more for his class than any other member of the labor party. Battersea, for which Mr. Burns sits, is essentially a working class constituency. To place the whole burden of his pay as a member of Parliament and of the county council on Battersea is too heavy a burden for them to bear, and it is therefore natural that an appeal should be made to the friends of labor and Liberalism outside the constituency. Two London newspapers—the Star and Reynolds—have opened funds for the purpose of assisting Mr. Burns' supporters in Battersea, and it can scarcely be doubted that they will meet with a liberal response. Mr. Burns has done and is doing great service to Liberalism altogether apart from labor politics.

Tory Socialism.

LONDON, July 13.—Mr. Chamberlain has dropped for the moment his old age pensions and is now coquetting with the Radicals and Socialists over a project authorizing municipalities to enable workmen to become house owners by advancing the purchase or building money and taking it back in weekly instalments with interest, extending the time over a number of years. Mr. Chamberlain has expressed himself warmly in favor of the idea, which, of course, he knows perfectly well has not the slightest chance of ever going through Parliament. The Tory land owners are already disgusted with the radicalism of the measures made feasible under the county and parish council laws, and those of them who are ratepayers in London are feeling for the first time the pressure of municipal taxation, which they have hitherto almost wholly escaped. That municipalities should be socialized to the extent of loaning to unnumbered and irresponsible laborers money to build or buy houses will look to them like downright lunacy. Mr. Chamberlain is bound, however, "to play with the proletariat" in one way or another. His dream of taking Mr. Gladstone's place is dispelled. While the Duke of Devonshire lives he is effectually shut out of the leadership of the Conservatives, and Rosebery's rise has closed the possibility of his return in honor or influence to the Liberals, who made his career possible. No he "plays with the proletariat" as he began in politics, and his enemies sneer as they see the tide of political promotion passing him by forever.

THE NEW TREATMENT.

What One of Wallaceburg's Ministers Says About It.

Rev. S. J. Farmer, pastor of the Baptist Church of this town, has added his testimony to the many who have found Eesley's Liver Lozenges the best remedy for biliousness.

It is a fact that Eesley's Liver Lozenges are not to be classed among other patent medicines. They are a result of scientific research and what is known to the medical profession as a "specific prescription" for biliousness, constipation, torpid liver, impure blood, pimples, etc.

Mr. Brander, druggist of this town, informs us that Eesley's Liver Lozenges are used by the most intelligent and best educated among his customers, and always with good results. They are sold at 25 cents a box, or five boxes for \$1. Families do well to buy them by the dollar's worth. The druggists of London also speak in the highest terms of the value of Eesley's Liver Lozenges.

The C. E. Convention.

CLEVELAND, Ohio, July 13.—At the Christian Endeavor Convention this evening Rev. John Potts, D.D., of Toronto, Ont., delivered an address upon the theme, "Christ the Worker—a Model for All Endeavorers."

Pullman City a Failure.

Workmen Cannot Live High-Toned on Low Wages.

And the Millionaire Owner Must Revise His System.

An Explanation of How the So-Called Model City Works.

(Chicago Special Correspondence Detroit News)

The whole difficulty at Pullman seems to be that the Pullman Company cannot continue to be employer, landlord, gas maker, water service manager, landscape gardener and general mentor to Pullman's population, and at the same time maintain cordial relations between employers and employed. There is evidence on the very face of it that there was a kindly, even if commercially kindly, purpose in the establishment of Pullman as an industrial town, to be inhabited by employees of Pullman industries.

These industries are varied. There are, besides the car shop, the great wheel works of the Allen Paper Wheel Company, an immense laundry, in which washing for all the Pullman cars is done, gas, water and sewage reduction stations, fire department, extensive stables, and several minor concerns employing from two to two dozen people.

The Pullman company has attempted to make everybody in its employ high-toned without giving them enough wages to be high-toned upon. It has given its people macadam streets, fine sewers, pretty park lots, recreation grounds, a public library, a market, churches, and all conveniences, not because they demanded them, but as enforced benefits, the cost of which falls upon every householder in the form of rents.

A BEAUTIFUL TOWN.

The landscape features of the town are perfect. The commercial looking shops and cars are hidden by a grove of well kept trees. Lawns along the roadways are marked by a shrubbery placed with an eye to artistic effect, and wild flowers are growing in clumps that rest the weary eye. But \$2,000 a year that landscape gardener is paid, and other thousands taken in his work are not the voluntary contribution of Pullman people to taste and beauty. The brass bands that give concerts in the park summer evenings hold places in the shops, not because of mechanical ability, but to place them and keep them in town. This is another tax on the Pullman wage fund, or rent fund. In either case it comes out of tenant laborers. As there is no freedom of earning money in town, save from the Pullman company, so there is no freedom of expending it, save by new contact with the company, when buying either the actual or artificial necessities of life.

DOES PULLMAN MAKE MONEY.

Whether or not the Pullman company makes money out of its land enterprise, or gas works, or waterworks, or any other form of enterprise it has undertaken is not in issue. The simple fact remains that when Pullman's employees want to buy such things or services they have to meet their employers in a new relation.

BUT GOOD CAUSE FOR DISCONTENT. If they form a mutual benefit society they must hire a hall from Pullman. If they give a social dance in the winter, tribute must go to Pullman. If they have a baseball or cricket match, they must hire Pullman's recreation field. If they get up a rowing match on Calumet lake, they must pay for the use of Pullman's grand stand, overlooking Pullman's lake. It is Pullman, Pullman everywhere, with not a word to say about the expenditure of money paid for the maintenance of these things, in taxes taking the form of increased rental. Their spare money, when they have any, goes into Pullman's bank to earn more for him. The fact is, as heretofore mentioned in these dispatches, that if the Pullman Palace Car Company wants to employ a population that can, and will, enjoy all the advantages set down so tantalizingly before it, the company must enable its men to earn more money, or must contribute to the cost of these enforced blessings out of its own earnings, which is the same thing. Inasmuch as Pullman claims that to do the first of these would put him out of competition, the continuance of the connection of the car company (the employer), with all other enterprises in the town, must eventually cease.

The best judgment I have been able to find in the place, and there is good judgment there be sure, is that were Pullman to-morrow to divorce his land scheme from his shops, let those who could buy homes; those who could not become tenants of other people than their employer, have some say in managing their town, and be able to build up some individualism in their city, the situation would be different from what it is now. But the Pullman system does not build up individualism in its limits any farther than is useful for its own purpose. When it becomes inimical it is able to repress it by driving it away. That's what it did with the paymaster of former days. He now returns to his place in the person of Mayor Hopkins of Chicago.

The Pullman system, while it makes a pretty town and a healthy one, does not build up a contented population.

J. A. RUSSELL.

Stationary Engineers.

The adjourned annual meeting of the Society of Stationary Engineers was held in Sherwood Hall last night, when the following officers were elected: President, Robert Lyons; vice-president, W. McLean; treasurer, J. G. Mitchell; secretary, W. Meaden; recording secretary, Peter Tean; conductor, George Powell; doorkeeper, James Harding; trustees, George Rose; Dick McNeil, P. Tean. At the conclusion of business refreshments were served, and the members enjoyed a social hour together. It was announced that at the next and some subsequent meetings President Lyons would deal with the topic of "Electrical Engineering," a subject that he is well capable of discussing.

Steamship Arrivals.

Ship	From	At
July 13.		
Britannia	Liverpool	New York
Columbia	New York	Hamburg
Grecian	New York	Glasgow
Germania	New York	Liverpool
Lake Winipeg	Liverpool	Montreal
Sarmatian	Father Point	Glasgow
July 13.		
Sarmatian	Father Point	Glasgow
Lake Winipeg	Glasgow	Montreal
Bohemian	London	New York

Debs' Proposal.

To Meet the Manager's Way and End the Strike.

The Association Decline to With the A. R. U.

Other Labor Associations That a Strike Would Be Inopportune.

Debs Denies That He Or the Strike Stopped.

The Leaders Propose Now to a Bitter Contest—Business on the Roads Resumed.

FRIDAY NIGHT'S DISPATCH.

THE MANAGERS NOTIFIED.

CHICAGO, July 13.—After President Debs made the announcement at the U. S. headquarters of his intention to call the strike he immediately left his office. He said he would submit a proposition to the managers to take back all striking employees before seeing the general managers declined to make any statement as reasons for calling off the strike.

The proposition of Debs to call the off on certain conditions was presented by Mayor Hopkins to Chairman St. John, General Manager of the A. R. U., of the Managers' Association, who said would call a meeting of the association as soon as possible to consider the proposition. Mr. St. John was of the opinion, however, that the matter was one for each railroad to settle for itself, and that the association as a whole would not act on it.

AT BATTLE CREEK.

BATTLE CREEK, Mich., July 13.—Headquarters of the American Railway Chicago and Grand Trunk officials (Union this afternoon asking if the strike that the strike here is ended and that had been declared off. To all the telegrams have more men here than they need, replies were sent disclaiming any responsibility for the statement of the strike being passenger trains are running on time, and freight trains have been moving for off, and telling all strikers to stay out and hours. The firemen are still out, and indications are that they are out for a long time.

PORT HURON, Mich., July 13.—Tribulation and has caused harm to our are running as regularly through here. All I said was that a proposition though there never had been a strike, had been made to the railway managers but five of the deputy marshals have looking towards a settlement of the discharged, and there is nothing for to do. The C. and G. T. pay car, which will pay off some of the striking employees for the last time. For exhortation means war to the death," said Debs played for the last time. For exhortation means war to the death," said Debs played for the last time. For exhortation means war to the death," said Debs played for the last time.

TO HEAD OFF CANADIANS.

WASHINGTON, D. C., July 13.—Stump today ordered three immigrant inspectors from interior cities to the Canadian border to assist inspectors there in preventing alien contract laborers from Canada from entering the United States and taking the places of strikers on the railroads. Inspectors will go to Port Huron, Detroit and Sault Ste. Marie, Mich.

PULLMAN'S STATEMENT.

NEW YORK, July 13.—Mr. Pullman occupied several hours in preparing a address to the public defining the position of the company with reference to the strike. He says that the deplorable events of the last few weeks have not been caused by the Pullman company taking an obstinate stand in a debatable matter or refusing to listen to reason. He goes on to state that the reduction of wages was necessary for the account of business depression, and goes on to argue that there was nothing to prevent the company from making a stand-up fight.

CONTEMPT COMES HIGH.

CINCINNATI, O., July 13.—Judge Tamm of the United States Court of Appeals found Representative Phelan, sent here to manage the local strike, guilty of contempt in interfering with the operation of the Southern Railroad, now in the hands of the United States receiver, and sentenced him to six months in jail.

ALBUQUERQUE, N. M., June 13.—Chas. Wagg, an engineer on the Atlantic and Pacific Railway, who refused to go on his engine when ordered to do so, was today sentenced to the county jail for fifteen days by Judge Collins, who held he was in contempt of court.

NO TIME TO STRIKE.

CHICAGO, July 13.—After an all day session the conference of the executive committee of the American Federation of Labor ended by declaring that at the present time a general strike of the allied trades would be unwise. To fully substantiate this position a special committee was appointed to report, which was adopted by the conference.

DEBS' PROPOSAL.

CHICAGO, July 13.—Following is the proposition made by President Debs to the railroad managers today: "Gentlemen,—The existing troubles growing out of the Pullman strike having assumed a continental proportion, and there being no indication of relief from the wide-spread business demoralization and distress incident thereto, the railway employees, through the board of directors of the American Railway Union, respectfully make the following proposition as a basis of settlement: They agree to return to work in a body at once, provided they shall be restored to their former positions without prejudice."

ALL MEN.

Young, old or middle-aged, who find themselves nervous, weak and exhausted, who are broken down from excess or overwork, resulting in many of the following symptoms: Mental depression, premature old age, loss of vitality, loss of memory, bad dreams, dimness of sight, palpitation of the heart, emissions, lack of energy, pain in the kidneys, headaches, pimples on the face and body, itching or peculiar sensation about the scrotum, wasting of the organs, dizziness, specks before the eyes, twitching of the muscles, eyelids and elsewhere, bashfulness, deposits in the urine, loss of will power, tenderness of the scalp and spine, weak and flabby muscles, sore to sleep, failure to be rested by sleep, constipation, dullness of hearing, loss of voice, desire for solitude, excitability of temper, snarled eyes, surrounded with LEADEN CIRCLES, oily looking skin, etc., are all symptoms of nervous debility that lead to insanity unless cured. The springs of vital force having lost its tension every function goes in consequence. Those who through abuse committed in ignorance, may be permanently cured. Send your address and 10c in stamps for book on diseases peculiar to man, sent sealed. Address M. V. LUBON, 24 Macdonnell avenue, Toronto, Ont., Canada. Please mention this paper.

except in cases, if any there be, where they have been convicted of crime. This proposition, looking to an immediate settlement of the existing strike on all lines of railways, is inspired by a purpose to subserve the public good. . . . The contest has extended far beyond the limits of the interests originally involved, and has laid hold of a vast number of interests and enterprises in as wise responsible for the differences and disagreements that lead to trouble. Factory, mill, mine and shop have been silenced. The interests of multiplied thousands of innocent people are suffering. The common welfare is seriously menaced.

At this supreme juncture every consideration of duty and patriotism demands that a remedy for existing troubles be found and applied. The employees propose to do their part by meeting their employers half way. "Let it be stated that they do not impose any condition of settlement except that they be restored to their former positions. They do not ask the recognition of their organization or of any organization. Believing this proposition to be fair, reasonable and just, it is respectfully submitted with the belief that its acceptance will result in the prompt resumption of traffic, the revival of industry and restoration of peace and order. Respectfully,

"EUGENE V. DEBS, president, "G. W. HOWARD, vice-president, "STEVENS KILLIP, secretary, A. R. U." CHICAGO, July 13.—The failure of their offer to the managers left the strike leaders only the alternatives of unconditional surrender, or a fight to the bitter end. They chose the latter, and claim the strike is as much of strike as ever, in spite of what the railway managers say. They claim to be able to make it still more effective here and declare today's action of the managers will solidify their men who are out, and send out many who have been undecided. Meetings were held to-night in half a dozen halls, and strong talk was indulged in. Danger of a resort to violence by some of the more excitable of strikers or the sympathizers still exists.

THE STRIKE STILL ON. Scores of telegrams were received at the headquarters of the American Railway Chicago and Grand Trunk officials (Union this afternoon asking if the strike that the strike here is ended and that had been declared off. To all the telegrams have more men here than they need, replies were sent disclaiming any responsibility for the statement of the strike being passenger trains are running on time, and freight trains have been moving for off, and telling all strikers to stay out and hours. The firemen are still out, and indications are that they are out for a long time.

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13 CASES

AMERICAN

PRINTS

AND

CHALLIES.

COME

AND

SEE

THEM.

KINGSMILL'S