

portion of the immense tide of immigration now flowing to this continent is turning toward Manitoba and the North-West. It will not take a very large influx to make a quite perceptible increase in the wealth production of a country of four-and-a-half millions of people like Canada, nor will it take many to produce the wealth to give a very remunerative traffic to the few roads of the North-West, which, like all prairie roads, cost comparatively little. The prospect ahead for the North-West is of the most cheering character, and what benefits the North-West is sure to benefit all Canada.

FAILURE OF THE STRIKE.

ACCORDING to the reports in the press, the strike on the Chicago, Burlington & Quincy Road has been suspended for the time—which, we may suppose, may be taken as another way of saying that it has failed. But bitterness has been developed even in this little skirmish between the forces of organized labor and those of organized capital sufficient to make it practically certain that the struggle will be renewed at no distant day. Hitherto it has been the belief, both among the general public and among those most directly interested, that the Brotherhood of Locomotive Engineers together with the Brotherhood of Firemen as a sort of initiatory organization, formed a labor union different in objects, as different in methods from the ordinary trades union. But the strike has shown that the power of the Engineers lay in the fact that their work is of a class requiring greater skill than others, thus making the number of applicants for every vacant job comparatively small. Thus it was not necessary for engineers to strike as other workmen do—they were treated with the consideration which is always given to employees whose places cannot well be filled. But as population increases the pressure of competition, even in professions demanding special qualifications, grows keener, and what has happened in more rudimentary employments becomes manifest in this as well—the places of those who fall out of the ranks are filled with comparatively little trouble. But the tide has not risen hitherto unopposed and it is hardly likely that the highest development in the way of a trade known in our modern society will submit

to be reduced practically to the level of the unskilled without a bitter struggle. Already the preparations are afoot to strengthen in every way the forces which will represent labor in the next battle of this great campaign. In fact, the leaders of the labor host dream of alliances which will make their side so manifestly irresistible that opposition will not only not be offered, but will not be even thought of. The plan now afoot is nothing less than a federation of the railway brotherhoods of every kind. This is what the *Locomotive Firemen's Magazine*, the organ of the Firemen's Brotherhood says:

"Another lesson taught by the great strike, and one which should be profoundly studied by railroad employees is, that since railroad corporations federate, coalesce, when any effort is made to advance wages on the part of any one of the Brotherhoods of railroad workers, a similar federation is indispensable on the part of all the Brotherhoods when, as a last resort, a strike is ordered. As, in the one case, it is found that the corporations federate against the workers, it becomes supreme folly to expect success if one Brotherhood is left to fight the battle single-handed. And the contest invites federation from the fact that the question of fair equitable pay is alike vital to all. It is the question of labor vs. corporate power and injustice, and in this every worker is equally interested. It is a question in which the interest of one is the interest of all. If wage men doubt the proposition, so far as they are concerned, they have only to contemplate the fact that corporations act upon that principle, which has been given special emphasis since the C. B. & Q. strike, which we denominate the great strike, was inaugurated.

If strength is found in unity, it needs no argument to prove that weakness is in alliance with division, and this fact being fully comprehended by corporations, it will be well for all the Brotherhoods of railroad workers to give it due consideration and, if upon reflection, it is found, as it surely will be found, that success lies in federation, no time should be lost in forming an alliance, offensive and defensive, by virtue of which justice would be secured and strikes would at once and forever disappear."

On the same subject the organ of the Brotherhood of Locomotive Engineers says:

"And what is the result? Engines are burned and destroyed, the rolling stock generally is wrecked, and all for what? simply to gratify the spleen of one man whose aim is to cripple, and if possible destroy, the Brotherhoods of Engineers and Firemen—organizations that have done more than any and all organizations of labor on the continent or in the world to elevate the standing and character of the men who compose them, or the professions which they represent have done or can do. The effort will be a futile one, and

he will live to rue the day he made it, if indeed he does not already; for it has cost the company more already than the difference would have amounted to in the ten years to come.

But suppose the effort could succeed and the Brotherhood be destroyed, what then? Out of its ashes will arise a federation of labor less conservative and forbearing, and in time there will come a conflict the results of which we shudder to even contemplate. God grant that the wiser counsels of thinking men may be heeded in time and the dangers which threaten us at this writing may be averted."

And the Union Pacific Employee's magazine says:

"Corporations in their scheming warfare on organized labor will find that they have made a great mistake in their plans, and the day when they can whip one class with another has about passed away; and that instead of a regiment they have a whole army to contend with, and whether the Brotherhoods are at the present time successful, partially successful, or totally defeated, labor will have taken a long step forward, for the battle is not for to-day."

While our sympathy in the broad struggle for increased wages is always with the men, believing that as the productive power of labor increases wages should go up and not down, we confess that we have not much hope of the results of such a plan. The struggle between labor and capital in any given case is not a struggle merely between the men on one side and those on the other. Especially is this the case in a strike of railway employees. The public has a direct vital interest in such a struggle, and it would have such an interest even though the difficulty did not reach a stage of open rupture. Moreover, public opinion, though an intangible force and one often scouted by those who do not know the influence it has over themselves, is the greatest power the railway employes can enlist on their side, and to secure this a cast iron agreement among the men of different branches of the railway service is not necessary. The same force and ability necessary to organize such a federation as is proposed, if devoted to acquainting the public with the position of the railway men generally and their views upon any grievance particularly, would place the workers in a better position, we are confident than if devoted to organization as proposed. No institution so sensitive to public opinion as the management of a railway could stand for twenty-four hours the chilling effect of a hostile feeling among the people. This may look Quixotic, but when it is re-