### MEN AT THE THROTTLE.

### A POWERFUL TRADE UNION.

# The Silent Strength of the Railroad Englances-Jealousies and Rivalries.

A letter from Cleveland, Ohio, says: The most powerful union in the world has its headquarters in this city. It is the Brotherhood of Locomotive Engi-neers, with a membership of over 17,000 engineers, and 294 subdivisions in the United States, Canada, and Mexico. It is watchmen. They look after the old has been so quietly conducted that nothing was know about it by the general public of this city until attention was called to it this week by a reunion of its members. Its head officer is Grand Chief Engineer Arthur, who for twenty years has ruled it with almost the power once made superintendents and general managers of railroads come to his terms. 'Much of his power is ascribed to the fact that he is slow to order a strike and refuses to allow the brotherhood to that time there were over 300 men emamalgamate with any other labor organ-ization. J. B. Carson, formerly of this 26, 1883, but since that time not a stroke city, has a son who was made superin-tendent of a road leading out of Chicago. He was paying conductors 30 cents an hour, brakemen 37 cents, and engineers but 26 cents and not remunerating them for the full time worked. They de-manded more and sent for Arthur. Arthur asked Carson to pay his engineers for every hour's work, but the official snubbed him.

"If you don't accede to our demand every engine on our line will be housed at 12 o'clock, said Arthur. Carson re fused to accede. After traffic had been of the road concluded to give the en-gineers their demands. He asked Mr. Arther what the men wanted. "Thirty cents an hour." said Mr. Arthur, and Superintendent Carson, who had refused, to give the engineers twenty six cents in hour, now pays them thirty. An official of the Iron Mountain road sent for Arthur once to arrange a difficulty between the engineers and the company. The official told a story of hard times, to his surprise, Arthur said: "The engineers will stand their pro-portion of a reduction--" ""Will they?" asked the official.

"Yes, if. you will reduce all propor-tionitely from the official at \$10,000 a year, down, and providing you can show from themet earnings that it is neces-

sary; but you cannot." To the official's surprise, Arthur showed him an exhaustive statement of the carnings and expenses on the road, and convinced him that no reduction of the wdges of engineers was necessary. The Brotherhood of engineers has a perfect system of acquiring intelligence from the general offices of all railways. The brotherhood was formed in August, 1863, by a few engineers on the Mich-igan Central road. It has disbursed \$1,751,000 to the widows and orphans of deccased members.

Gne of the engineers at the reunion of the brotherhood, speaking privately of engineers' work, said: "The boys are all lively so far as the brotherhood is concerned, but when they get back to work they are the mot jealous set of men in the world. No one could help it. Engincers are governed by innumerable rules, the breaking of the least of which means suspension or discharge. No excuse will be taken. Only a perfect and a lucky man can hold his place. Scores of good men are waiting to take it. The jealousy between engineers is often so bitter that their wives, although old acquaintances, will not speak. One engineer may be in luck; the other, without blame, may have had the series of three accidents that sometimes come to an engine. If she has one, she is

Tunneling the L........ Persons passing the entrances to the projected Hudson River tunnel on both sides of the river cannot but be impressed with their appearance, says a New York paper. The engine houses

tools and answer the questions put to them by inquisitive visitors. Their reply to all questions is: "Don't know, sir. The workmen formerly employed on the tunnel call around occasionally and make inquiries as to when business will be resumed, but they get little satisfacof a dictator. He has more than tion, and after being told to call in a week or two they retrace their steps homeward. Work was suspended on November 4, 1882, on account of the death of President T. W. Park. At of work has been done toward the completion of the project. At that time 1,547 feet of the north tunnel on the Jersey side had been completed. On the New York side 150 feet of the north tunnel and twenty-three feet of the south had been excavated. In the north tunnel there remain 3,913 feet to be finished and in the south 5,012. At the rate of 7 feet a day, the average work accomplished, it would require

550 days to finish the north tunnel and 716 to complete the south. Both are full of water now, but it would require suspended for a few hours the President of the-road concluded to give the en-About \$1,500,000 has already been ex-

pended on the work, and it is estimated that \$2,200,000 would be required to complete it. There is a prospect of the work being resumed this fall, but unless sufficient funds are secured nothing can be done.

### There Was a Fire.

The mate of the steamer was showing me over the boat as we rushed along down the great Father of Waters. The one particular thing that he wanted me to take notice of was the fact that the boat was as near fire-proof as a steamboat could be made. Fire hose was coiled up all along the various decks, nozzles all ready to play, and buckets of water were kept standing in various localities to drown out incipient fires. "It's all right if you have a system," I said, as we finally halted.

"System is dead perfect," he replied. "At the cry of 'fire' I tap the bell. That calls all the crew to the spot. There is not a spot. on the boat that we can't reach with three streams of water, and I rather guess I'm competent to take I'm an old fireman of twenty charge. years' experience."

Well, I went off to bed by and by, but hadn't turned in yet, when somebody shouted "fire!" as loud as he could yell. I rushed out. We were bowling along within fifty feet of the shore, and away aft there was a bright blaze of flame and a rush of smoke. I started that way, but somebody ran over me, and I heard a splash in the water. A negro ran past me and rang the bell, and a second got down a coil of hose, opened fight on the fire, and directed matters so sensibly that the flames were soon subdued. Then the Captain came aft Then the Captain came aft and roared o t:

"Johnson! Johnson! Where in thunder is the mate ?"

Nobody knew. We hunted for him, but he was not found. He was the old fireman of twenty years' experience who went overboard and struck out for shore at the first. leaving deck-hands to save the boat and 180 lives.-M. QUAD.

# PALMETTO SALOON!

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of the largest SALOON in the up-country, don't intend to dupe his customers by false-advertisements. The half is not mentioned in the three Abbeville papers. Heis well prepared for full trade. The Palmetto House is well stocked with everything in the line of

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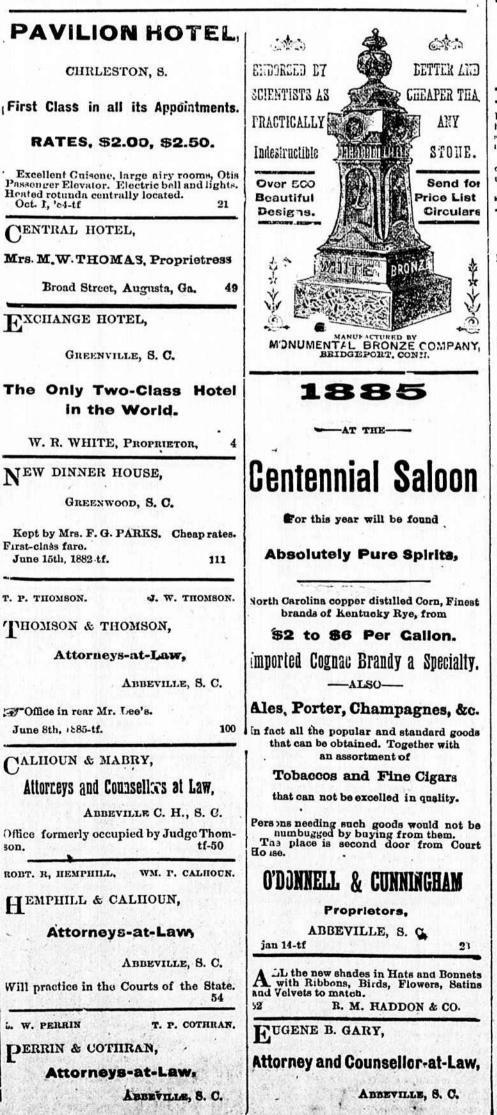
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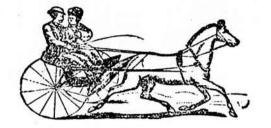
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sure not to stop till she has had three, and the engineer may be in danger of disch rge.

"This intense rivalry sometimes leads to acts of meanness. A young man just promoted fcars even the old engineer that he fired for, and that loved him like a brother-when he was a fireman -and will not run out his engine until the has inspected every inch of her, to see that no one has put up a job on him. A young engineer on the Nickel Plate cut out all the bearings of his engine on the first trip, and was laid off. He was a close observer, and found that some wretch had put emery in his oil can. He was able to prove this fact, and regained his situation. Another new engincer was suspended for burning out the flues of his boiler. He had worked and waited for years for promotion, and to have the coveted prize snatched from him just as he had grasped it drove him into the grave. He had insisted that the engine's gauges had registered plenty of water, but the master me-chanic disbelieved him. When he was dead it was found that he had told the truth. A conscience stricken rival confessed that he had put oil in the tank so that it found and showed water at the top gauge when there was scarcely a quart in the boiler. Another method of meanness is to choke up the water hose leading from the tank to the boiler with cotton waste.

"It is a great event in the life of an engineer when he gets a chance to make some special run that will give him a record, and he becomes a special object of envy. When the Nickel Plate was the rival of the Lake Shore a Nickel Plate engineer made the run with thirty cars of stock, leaving Chicago at the same hour that the Lake Shore train did and beating it into Buffalo more than ten hours. That engineer got promoted.

"An accident often makes an engiacer famous and prosperous, and then he becomes an sobject of envy. Dan McGuire, one of the luckiest of men, was running the front engine of the double header that pulled the Lake Shore train the night of the Ashtabula accident. His engine managed to get across the bridge just as the train went down. The engine was saved, but stopped so near the awful brink that the tender hung poised over the edge. This crowning piece of good fortune called McGuire into prominence, and now whenever Vanderbilt's train takes a now whenever vanderbit's train takes a cocurrent srip over the road McGuire is generally chosen to run it over his division. McGuire, by the way, is quite a promi-end mame among engineers. Sandy McGuire, an engineer running out of Elmira, N. Y., has become famous, not McGuire, by the way is the writer Elmira, N. Y., has become famous, not

### The Elephant Jumbo.

The famous beast, Jumbo, lately killed in Canada, was twenty-five years old aud, so far as history has recorded, he was captured in Africa at a tender age by a party of Arabs. He was transported to France, and remained until three years of age in the Jardin des Plantes in Paris. From there he came by devious paths into the Zoological Gardens in London. During his infancy Jumbo showed no remarkable traits of character nor was he much bigger than other elephants of the same age. But when he attained the age of seven years his keepers were surprised to notice that his appetite began to develop abnor-mally. A couple of hundred pounds of hay and a barrel of potatoes were not much for Jumbo at his dinner and his spare hours, like the prudent elephant that he was, he occupied in devouring all the peanuts and apples that the children and maids of London could pay for. Then he began to grow and added inch after inch to his stature, with the calm indifference with which he swallowed bonbons.

Jumbo grew bigger and bigger, and before he left London was 114 feet in height. Mr. Barnum had assiduously studied up the records, and finding that Jumbo was the biggest elephant on the face of the earth decided four years ago to add him to his long line of Circassian Princesses and skeleton men as an attraction. He made an agreement with the Zoological Garden by which he was to have the animal for \$10,000. But when the news spread in London that the pet of all the future lords and ladies of the land was to join a traveling American show, a howl of indignation was heard in the metropolis, but he was brought away, nevertheless, and safely arrived in this country, where for several years he has been the chief feature of Barnum's show,

### Legal Cant on.

Counsel (for the prosecution)-You will admit that your client was in Boston at the time the a' · curred. Counsel (for the defendant)-No, Sir. Counsel-You will admit that your client was in Boston about the ti.i. the a fair occurred?

only as a good runner, but as the writer ists, it has got to prove it. We admit nothing.

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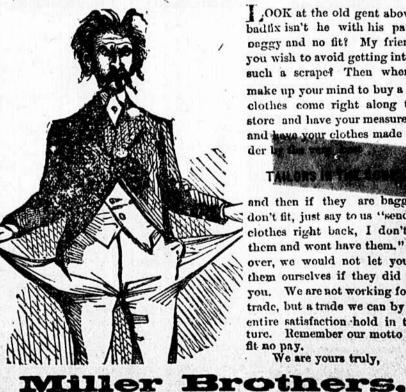
Superior to any other in each constructed in accordance with the science and philosophy of nature in the possiar form of a CONCAVE CONVEX ELIPSES, admirably adapted to the organs of eight, and perfectly natural to the eye, affording the best artificial help to the human vistion ever invented,



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## **CLOTHING! CLOTHING! CLOTHING!**



.OOK at the old gent above in a baddix isn't he with his pants all onggy and no fit? My friends do you wish to avoid getting into just such a scrape? Then when you make up your mind to buy a suit of clothes come right along to our store and have your measure taken and have your clothes made to or-

and then if they are baggy and don't fit, just say to us "send these clothes right back, I don't want them and wont have them." Moreover, we would not let you keep them ourselves if they did not fit you. We are not working for a fall trade, but a trade we can by giving entire satisfaction hold in the future. Remember our motto is "no fit no pay. We are yours truly,